The Colonist.

TUESDAY, FEBRUARY 24, 1903.

PUBLISHED BY
The Colonist Printing & Publishing Company, Limited Liability.
No. 27 Broad Street, Victoria, B. C.
PERCIVAL R. BROWN, Manager.

The Daily Colonist.

Delivered by carrier at 20 cents per week, or mailed postpaid to any part of Canada (except the city) and the United States at the following rates.

One year	$6 00
Six months	3 00

Semi-Weekly Colonist.

One year	$1 50
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POLITICS IN VANCOUVER.

From what we learn, there is great indignation in Vancouver among the Conservatives at the action of Mr. Charles Wilson, who is at present stumping the Yale district in the interests of Mr. Semlin. That action is anomalous to the last degree. Mr. Wilson's reason for supporting Mr. Semlin is, presumably, because the latter is a Conservative. In view of the Conservative party's relation with the present government, one of absolute non-interference until the next general election, this attitude on the part of the leader of the provincial Conservative party is decidedly peculiar, and puts Mr. Wilson in the somewhat ridiculous position of arrogating functions which it will never be possible for him to properly discharge without the important preliminary of his own election to the legislature. Apart from this, however, an even more remarkable feature of the case is the fact that Mr. Joseph Martin is on the same side as Mr. Wilson in supporting Mr. Semlin. If both are supporting Mr. Semlin for their own purposes, then either their purposes are identical, or those of the one must subserve those of the other. Either Mr. Wilson must be a tool of Mr. Martin, or Mr. Martin must be a tool of Mr. Wilson, or the two have entered into a political alliance. The idea of Mr. Martin being a tool of Mr. Wilson would make almost anyone smile. Either of the other two ideas is calculated to make a Conservative weep. The leader of the provincial Conservative party, which is not supposed to be in provincial politics at the present time, allowing himself to be made the catspaw of Mr. Joseph Martin, will neither enhance his personal dignity, increase his influence, nor serve the best interests of the Liberal-Conservative party. Mr. Wilson's action in taking the field during a by-election is such a wretched political mistake that it will gravely endanger the loyalty of Conservatives to him. There are good Conservatives in this province, there are Conservatives who look forward to the introduction of party lines, who object, and very strongly object, to the Liberal-Conservative party's name being used to advance the interests of the McBride opposition, and who also object to its being used to further the interests of Mr. Joseph Martin. Yet Mr. Wilson's action can have no other bearing than the furtherance of these two interests. Why should Mr. Wilson gratuitously attempt to wreck the Conservative party as Mr. Joseph Martin has already wrecked the Liberal party? We say "attempt" designedly, because Mr. Wilson is not a big enough man for the job. He is of very different calibre from that of Mr. Martin. That fact is apparently going to be a fortunate thing for the Conservative party.

A PORTFOLIO HUNTER.

It is a well known fact that according to the News-Advertiser of Vancouver, there is one heaven-born finance minister in British Columbia, and only one. So long as this gentleman is excluded from office, nothing that is done is rightly done, of course, and the News-Advertiser descends from criticisms to diatribes, which contribute to the gaiety of the community when the source of their inspiration is appreciated. On Thursday morning last, Mr. Cotton devoted a column and a half of the News-Advertiser to unstinted and somewhat erratic abuse of the financial record of the Dunsmuir government. That this had absolutely nothing to do with Col. Prior was a trifling detail, easily overlooked by men so badly rattled as the friends of His Majesty's Loyal Opposition are at present. Through the same carelessness, by the way, Mr. Cotton, without intending it in the least, inferentially asserted that Mr. McBride and a large number of his colleagues were political scoundrels of the first water, whose actions when in power had proved them to be destitute of the most rudimentary principles of public morality. Then he implored the people to support them! At the close of the article in question, Mr. Cotton wound up by an impassioned denunciation of the Dunsmuir government—not the Prior government, mind you; though this in his bull-headed wrath, he failed to perceive. Among a number of terrible crimes—mostly imaginary—he stated that "in Vancouver the building of a reformatory was approved in 1900. In 1903 the foundation has yet to be laid." Here the News-Advertiser made a grave mistake, and on the following day was compelled to publish this letter:

To the Editor of the News-Advertiser.

Sir: In your leader this morning re West Yale you inadvertently state: "In Vancouver the building of a reformatory was approved in 1900. In 1903 the foundation has yet to be laid."

I must beg of you in your next issue to make the following correction: The foundation for the reformatory building was laid and completed in 1901. The contract for the superstructure was let in 1902 and by the agreement has to be completed by November 1st. Further, not only has this been done, but the government has also cleared about 15 acres of land for reformatory purposes, and also formed about three miles of wagon road in order to connect the site with this city. Altogether up to date the government has spent—already paid—about $20,000, or twice the original appropriation of 1900.

Yours obediently,
T. T. JULIAN.
Architect for the Work.

Vancouver, B.C., Feb. 19th, 1903.

The facts are that this first vote for the reformatory was passed in 1901-1902, namely, $10,000. This, or nearly this amount, was expended in the making of foundations, clearing grounds, and so forth. In 1902-1903 an additional $10,000 was voted, and the contract for the building has now been let. We firmly believe that Mr. Cotton would join any government which would give him the coveted portfolio of Finance. From the day the late Semlin government became shaky in its seat, he has been on a long, lone still hunt for that portfolio. The further he sees it recede from his grasp, the more frantic he becomes in its pursuit. The only legitimate way for him to reach it is the one that appears to be worst barred against him, the way that lies through the polling booths of Vancouver city. He relieves himself by acrid denunciation of men more successful, more popular and more efficient than himself, without investigating too closely the accuracy of his information.

THE ALASKA BOUNDARY.

This morning we publish the text of the treaty between Great Britain and Alaska, and an index map which shows the difference between the American and Canadian contentions, so far as the boundary line from Point Chacon to the 56th parallel of north latitude is concerned. The question is whether the inlet called Portland Canal now, is the channel called Portland Channel at the time the treaty was made. If it is, then the treaty talks nonsense in speaking of a northerly line from Point Chacon. It also seems strange that it should have been necessary to mention that Prince of Wales Island was to belong to Russia when the treaty was giving Russia a large portion of the mainland to which that island is opposite. In a message to Congress submitted by the president to the United States some years ago a number of maps are published bearing on this point. The modern ones all show Portland Canal as Portland Channel. So do the ancient ones, but the ancient ones have all been corrected and modernized by United States officers, except apparently one, Vancouver's chart. The name Portland Channel, as applied to the inlet now known as Portland Canal, appears to have been derived from that. The most interesting, the crucial point of the whole investigation, will be as to whether the treaty framers used Vancouver's chart and talked nonsense, or some other map in which Portland Channel was applied to the strait which would admit of a northerly line from Point Chacon. There is no doubt, it is generally admitted, that the treaty defining the boundary north of the 56th parallel was based on a misunderstanding of the configuration of the country. It was believed that a range of mountains ran north and south close to the coast. The summit of this range of mountains was to be the boundary, provided that summit was not distant more than ten marine leagues from the coast. Where it was at a greater distance than this, ten marine leagues were to form the limits of Russia's possessions. There is in fact no such range of mountains, so that the alternative method of delimiting the boundary must be adopted. In regard to this the Canadian case is impregnable. Territorial waters do not constitute the ocean and are not counted in the determination of the coast line. The coast line does not follow the contour of a long narrow inlet but cuts across its mouth. This has been determined by international jurisprudence over and over again, and the objection of the United States to referring the matter to independent arbitration has been largely on account of the fact that no international tribunal would for a moment recognize the special construction which the United States desires to place upon this particular document. The United States has pinned its case to a special construction of this treaty which would exempt it from the ordinary rules for the interpretation of such documents. Hence comes the unwillingness of the United States to submit its case to anyone with whom this special construction is not already an article of faith. Suppose we had two religious sects, one holding to a certain dogma dependent on a particular construction of a certain portion of Holy Writ, and the other holding to a precisely opposite dogma dependent on a different construction of the same passage. What hope of harmony could be held out from the formation of a commission composed of three professors of the one dogma, and three professors of the other dogma? We need not impute lack of honesty in any member of the commission to predict with almost positive certainty their failure to agree. Believers in, let us say infant, and adult baptism are not generally supposed to be dishonest in their views, even by those who are strong exponents of one view or the other. The question of which is right would be very unlikely of settlement by a commission of six strong professors of the opposing doctrines, three on one side and three on the other.

A CONFUSION OF IDEAS.

In the report now under consideration by the Board of Trade as to the resources of Vancouver Island in relation to the development of the island by railways there appears to us to be a confusion of ideas, a confusion between the advantages to be derived by the railway development of the island and the advantages of its possessing a possible railway terminus. These two questions had bettet be kept entirely distinct. No railwey company is going to be influenced in its choice of a terminus by the local traffic to be developed within the last 80 miles from that terminus. So far as becoming the ocean terminus of a trans-continental railway system goes there is only one point on Vancouver Island which need be considered. That point is Victoria. The reason is simple and not far to seek. It is the only point at which a northern road could get into the cycle of Puget sound trans-oceanic traffic. We can quite understand a railway company desiring to get into this cycle at first at any rate, instead of attempting the task immediately of building up single-handed a competitive system of ocean traffic. For that reason we can understand a desire to get into Victoria. But we could not understand the acceptance of any point intermediate between the neighborhood of the Skeena river and Victoria. Such a point would have the disadvantages of both and the advantages of neither, as a terminal point. The choice of a terminus, however, is a matter which can only be influenced to an infinitesimal extent by the Board of Trade, or the people of Victoria, or the people of British Columbia for that matter. So far as the people of Victoria can influence the choice, they would be silly beyond comprehension if they did not use every effort on behalf of their own city. When we come to deal with the advantages of Victoria through the internal development of the Island, we touch upon a set of conditions entirely distinct. Here is a matter in which everyone can do a great deal. We hold to the opinion that the first and most practical thing to be done is to open up trails and roads by means of which the interior of the island may be reached, prospected, and explored. Railways follow the pack-horse, the team, and the prospector with his pack on his back, they seldom precede these humble advance agents of civilization. Suppose while we are waiting for capital to build the island railway we were to set about providing some means for prospectors and pioneers to penetrate the fastnesses in the centre of the island, whose potentialities we have good reason to believe in, but whose actualities we know so little about!

AUSTRALIAN TRANSCONTINENTAL RAILWAY.

An Australian railway 1,063 miles long, extending on a guage of 3 feet 6 inches from Oodnadatta, South Australia, to Pine creek, in the northern territory, is projected. The bill giving the governor-in-council power to let the contract was passed by the South Australian parliament on Nov. 13, last and the new road will be a link connecting the Adelaide-Port Darwin Transcontinental. Eligible to compete for the contractare firms in America, Australia, Great Britain, France and Germany, and bids must be in the hands of the commissioner of railways at Adelaide before May 13, 1904.

Each bidder must state the quantity of land he requires for each mile of trackage, the number of miles he will agree to build in a given time, and such other specifications as may be required. The state is prepared to give a land grant to the extent of 80,000,000 acres. Each must deposit with his bid the sum of $50,000 as a guarantee, and if the bid is accepted the amount must be increased to $250,000. Work will have to be carried on simultaneously from each terminal, and the rails must be of the sixty-pound-a-yard variety.

A peculiar feature of the contract will be that it will force the builder, after he has got his work under way to run at least one train a week for passengers and freight over such tracks as he shall have completed from each terminal. Members of the South Australian parliament are to be transported free, also government officials. When the road is opened the guarantee of $250,000 is to be refunded to the contractor, having borne interest during the interval. The lands granted to him shall be exempt from taxation for ten years.

Clause 47 of the act enables the government to purchase the railroad from the builder at any time after its completion. The price is to be fixed by arbitration.

DAVID TO EDWARD.

Rev. William Hyde, of Weymouth, Mass., has been devoting his leisure hours to the tradition of the descent of King Edward from Anne, the cousin of the Virgin Mary, and he has followed the line so closely as forever to settle the question that the pure stream of blue blood from Anne down to Edward cannot be gainsaid. To prove that an ordinary chap can claim his lineage back to Adam is no trick at all, says the Hamilton Spectator, for, if the Bible history is not at fault, and no true Christian for a moment will cast any doubt on the sacred record, Adam and Eve gave the human race the first boost. Learned men have written volumes in support of the theory that the British royal family came from no common stock, though there have been many graceless scamps dotted here and there on the family tree, and one Welch divine who has been hunting back in the Annals Cambriae, compiled in the tenth century, has dug out the historical fact that Joseph of Arimathea was a younger brother of the father of the Virgin Mary; and other authorities have figured it out that this Joseph was the father of Anne, therefore Anne was a cousin of the Virgin Mary. Taking these items as a starter, the Rev. Hyde is preparing a chart of the whole genealogies for a Boston paper, and the same gentleman delivered an address on the Genealogy of the Royal Family of Britain, before the Literary association of Weymouth recently.

Summing up the result of his researches, Mr. Hyde says:

"The line of descent from Anne is through Penardim and Beli, the children of Anne, and a prince of the British royal house. Penardim was the wife of Lear and mother of Bran, the Blessed, who was the grandfather of Claudia and Linus. The descendants of Beli go on down to Cadwallader, the ancestor of Howel the Good. Howel the good married Elen, the 39th in descent from Penardim, and in thir son Owen were united the two branches of the House of Anne. Owen was an ancestor of Owen Tudor, and thus through the Tudors Edward VII. is traced back to Anne, a cousin of the Virgin Mary. By one line King Edward VII. is the 63rd and by the other line the 70th in descent from Anne, and in him is united both the kingly and priestly functions of the Hebrews, and he is thus the 103rd in descent from Aaron the Priest and brother of Moses."

GOVERNMENT RAILWAYS.

The volume of the Public Accounts gives the capital expenditure on the Intercolonial railway for the year, ending June 30 last as $4,626,841. The total cost of the road is thus brought up to the figure of $68,602,102. At the average rate of carrying the debt of the country, the interest charge on this sum was $2,058,063.

The statement of the receipts of the road for two years is given as follows:

	1901.	1902.
Passenger traffic	$1,607,166	$1,770,041
Freight traffic	3,121,003	3,644,513
Mails and sundries	244,062	255,929
	$4,972,235	$5,671,383

This shows better results in 1902 than 1901, by $163,774 in the passenger earnings, by $523,507 in freight receipts, and by $11,866 payments for the carriage of mails and sundries. In all the revenue in 1902 was $699,148 greater than in 1901.

The expenditures for the two years was divided:

	1901.	1902.
Locomotive power	$1,970,987	$2,090,928
Car expenses	1,134,291	1,119,461
Maintenance of way, etc.	1,151,963	1,155,891
Station expenses	627,872	693,777
General expenses	372,139	445,227
Car mileage	63,867	16,743
Rental of leased lines	140,000	140,000
	$5,460,422	$5,574,027

There was in 1902 an increase in the working charges of $114,140, which of the $4,626,841 expended on capital account, enabled the road to earn $699,148 more than it did in 1901, and to present on the receipts and working expense account a surplus of $96,820—about one-twenty-second part of the interest charge on the cost of the property.

The Prince Edward Island railway, another government property, makes even a worse showing. It cost up to the end of June last $4,599,825. It earned during the twelve months $198,009, and the running expenses were $270,159. It fell $72,150 short of paying the charges of keeping it going.

Commenting on the foregoing, the Montreal Gazette says: "These two railways, representing a cash investment of $73,200,927 of the public money, carrying an interest charge of $2,196,000 a year, gave a return above running expenses of $24,670. There are men who talk about a government-owned line across the continent. If they study what a government-owned line from the commercial metropolis to the chief Atlantic ports means in the way of burden upon the people they will surely cease their raving.

BAD FOR BRITISH COLUMBIA.

Under the above heading the Montreal Herald has the following to say of the Crow's Nest coal miners' strike:

Inasmuch as the Montreal investment in southern British Columbia amounts to about twenty million dollars, one way and another, and inasmuch as all industries in that quarter are more or less directly affected by the cessation of production at the Crow's Nest coal mines, the strike going on in that part of the Dominion must be held to be a matter of considerable interest. The effect of the strike, if it is prolonged, may be disastrous. The smelters are dependent on this one source of supply for their coke and there is no possibility of procuring coke from any other source. Supply and demand have been so nearly balanced during the last year that it has not been possible to accumulate any stocks in advance of needs, and it is doubtful if any of the smelters can keep running more than a week. Those affected are Trail, Northport, Hall mine, Mother Lode, Anaconda and Granby. At Granby, particularly, the loss would be severe if they had to close down, as the smelter is specially designed to treat low grade ore and depends for a profit on continuous running and the handling of large quantities. So much depends upon the smelters in this part of British Columbia that their closing down cannot be contemplated with equanimity.

It is only six months since a similar strike occurred at Fernie, lasting one month and entailing heavy loss in the district. At that time the united Boards of Trade met at Greenwood and passed a resolution urging the government to throw open the unoccupied coal areas so that competition could be established. However sincere may be the desire of the Crow's Nest Pass Coal company to satisfy the requirements of the province it is obvious that as long as they are the only operating company, the staple industry, and, indeed, the commercial life of the district is at the mercy of one corporation or one miners' union. How little dependence is to be placed upon fuel supply under such conditions, the experience of the last six months clearly demonstrates. With millions of tons of coal of equal quality in the hands of both federal and provincial governments a remedy at once suggests itself.

A COINCIDENCE.

It is rather a curious thing that trouble should have broken out simultaneously in the Nanaimo coal mines and in the Fernie coal mines. So far as we know the causes of the two strikes are entirely dissimilar (or we should not say strikes because at Nanaimo there is not yet a declared strike) the only point of resemblance between them is the point of time. Even more curious, however, is the fact that this trouble has broken out almost immediately upon the opening of the United States market to Canadian coal. We have no doubt whatever that nine-tenths of the men affected by the disputes are honestly convinced they have serious grievances which should be redressed. We will go further, and say that we have no doubt at all that they have grievances. Conditions of employment are hardly ever so good that they cannot be improved, but there is very great difference between some conditions of employment susceptible of improvement, and grievances so intolerable as to warrant a strike policy, a cessation of wealth-producing labor. It is really very odd that grievances requiring desperate remedies should have sprung up at Nanaimo, and different grievances requiring equally desperate remedies should have sprung up at Fernie, within 30 days of a great and unlooked for expansion of the market for British Columbia coal. It might occur to a casual onlooker that there were at the present time in the United States, interests far removed from sympathy with workingmen and their rights or wrongs, to which the tomenting of a labor dispute, or labor disputes, which would cut off the Canadian coal supply, would be a matter of practical business strategy. If it were necessary to ruin and starve a few thousand Canucks in the process what would that matter? The Western fuel interests in the United States predicted the ruin of their home industry if British Columbia coal was allowed in free of duty. Men will do a great deal, they will go far to avoid the losses involved to them in this step taken by the United States Government. We are surely not so childish as to imagine that if any way were discovered of cutting off the coal supply from British Columbia for 1903, it would not be promptly taken advantage of? Nor have we such a profound faith in the incorruptibility of human nature as to doubt that agents could be discovered for the purpose of bringing on strikes. This is merely a hypothesis we admit. We are in the dark on the merits of the two cases of labor dispute. But it is a hypothesis which explains the curious coincidence we referred to above, and no other hypothesis does. It is funny that the same uncomfortable suspicion, the same curious coincidence, should have been noticeable in other strikes in Canada. Whatever we may have to say that is bad about the C. P. R. Company, it is a company which has always been on excellent terms with its employees. It is strange that a calamitous strike should have broken out the very year of exceptional traffic to a point in the East touched by the C. P. R. connections. It is also somewhat remarkable that trouble should have broken out on the Fraser river at a particular time when Canadian competition was undesirable to American canners. These things are undeniably peculiar. Funny position for Canadian working men to be in, to be the catspaws of American trusts, very funny, but the humor of the situation is strictly confined to the understanding of the American magnates. It may be said that we have no right to be making insinuations of this kind, and perhaps we have not, it certainly will be said, as loud as throats of brass and lungs of iron can shout it, that ours is the voice of the remorseless capitalist attempting to bemuse and obfuscate the simple minded son of toil as to his rights and privileges, or in less stately language to divide the ranks of Labor by drawing a red herring across the track. We should be distinctly disappointed if this were not said, because it is part of the game to say it, and the game is, we imagine, being played by greenhorns. We are not talking sentimental nonsense on the one side or the other. Bread and butter are serious things, and the prosperity of British Columbia is a serious thing. So let us get down to business and leave the stage-thunder out. We should not have any right to make any insinuations, and we would not make them, if we were not prepared to show the people to whom they are addressed, a very easy way to prove or disprove them to their own satisfaction. There are two methods. First, let them investigate the character of the agitation inducing the strike. We are not referring to the men who are honestly convinced they should go on strike, but to the men who did the convincing. There is a disposition among working men (like other human beings to some extent) to take men on trust. The critical faculty is not highly developed. But they surely have common sense enough to take the trouble to analyze the strike movement to its source, if only to show that that source was a clean, pure desire to advance the interests of Labor. Second, let them find out whether the conditions of labor in coal mines in British Columbia are upon the whole better or worse than in the Western States. The answer to this question would settle the whole business for any one who has studied labor questions, and the possibilities of advancing the status of labor through organization. The process must be begun where labor is worst off. The competition of the mines or factories where labor is badly recompensed cannot be met if the labor in other mines and factories gets too far ahead, and the only effect of strikes in the latter class of works is to put them out of business. Organization must level up to the best existent conditions before it can improve those. Therefore, if labor conditions in British Columbia are inferior to those in the Western States in coal mines, or any other kind of industry, the total effect of strikes here is simply to kill our industries until those engaged in them are prepared to begin again at the lower level. The net result is thus a lowering of the status of labor and not an improvement of it. If general conditions in British Columbia coal mines where there are strikes, are superior to those in Western American coal mines, where there are no strikes at present, then the eventual result must be the throwing back of British Columbia labor, or the closing of British Columbia mines and the absorption of the labor in mines where the conditions are not so good, the same thing so far as the labor is concerned. This is what some of our working men do not see, but it is the a b c of trade union economics just the same. It is impossible to fence in a working man's paradise by a parallel of latitude. Economical laws know no international boundary lines.

ABSOLUTE SECURITY.

Genuine
Carter's
Little Liver Pills.

Must Bear Signature of
Brent Good

See Fac-Simile Wrapper Below.

Very small and as easy to take as sugar.

CARTER'S LITTLE LIVER PILLS.
FOR HEADACHE.
FOR DIZZINESS.
FOR BILIOUSNESS.
FOR TORPID LIVER.
FOR CONSTIPATION.
FOR SALLOW SKIN.
FOR THE COMPLEXION
GENTLEMEN MUST HAVE SIGNATURE.
Price all doses Purely Vegetable. Brent Good
SMALL DOSE SMALL PRICE
SURE CURE HEADACHE

Piles To prove to you that Dr. Chase's Ointment is a certain and absolute cure for each and every form of itching, bleeding and protruding piles, the manufacturers have guaranteed it. See testimonials in the daily press and ask your neighbors what they think of it. You can use it and get your money back if not cured. 60c a box, at all dealers or EDMANSON, BATES & CO., Toronto.
Dr. Chase's Ointment

CROSS BABIES.

How to Make Them Bright, Good Natured and Well.

A crying baby is an unwell baby. That little chap is not cross for the fun of it. He cries because that is the only way he has of expressing the fact that he is either in pain or discomfort. Most of his little troubles are due to some disorder of the stomach or bowels, and if Baby's own Tablets are given both the trouble and resulting crossness will disappear. You can take a mother's word for it, and Mrs. John T. Sutherland, of Blissfield, N. B., says: "I think Baby's Own Tablets the best medicine in the world for little ones. My baby was very cross and used to keep me awake half the night before I got the Tablets. Now she sleeps soundly, is good natured and is growing splendidly." You can give these Tablets with perfect safety to a new-born babe. They are guaranteed to contain no opiate or poisonous sleepy stuff, and are a sure cure for all the minor ailments from which little ones suffer. Sold by medicine dealers or sent post paid at 25 cents a box by writing direct to the Dr. Williams Medicine Co., Brockville, Ont.

FOUND FROZEN.

Woman Near Ingersoll Loses Her Life in the Snow.

Ingersoll, Ont., Feb. 20.—Rose Ann Cunningham, who for four years had lived alone about two miles from this place, was frozen to death in the snow a short distance from her home. It is supposed that she was stricken with heart disease while returning from the barn.

100 boys' 3 piece "Fauntleroy" suits half price for cash until stocktaking. B. Williams & Co.

Lifebuoy Soap—disinfectant—is strongly recommended by the medical profession as a safeguard against infectious diseases. 22

Electric Belts in the Reach of All!

We are Selling the Best Electric Belt in the World at a Price within the Reach of The Poorest Sufferer.

A $20.00 BELT FOR $5.00

The Prof. Morse Electric Belt is guaranteed to possess more power, more current, more equal distribution of current better quality and finish than any other Electric Belt made, regardless of price.

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THE F. E. KARN CO., 132 Victoria Street, Toronto, Canada.

BOWES'
Chilblain Liniment 25c
Sent by mail upon receipt of price.
A wonderful remedy. Give it a trial.
CYRUS H. BOWES, Chemist,
98 GOVERNMENT STREET NEAR YATES STREET. TELEPHONE 425
VICTORIA, B. C.

BLACK BEAUTIES.

This is the time of year when we sell lots of black suits. A black suit is a Spring suit, Summer suit, Fall suit, and a Winter suit. You can wear it when a business suit isn't appropriate, and it is the stateliest suit for business, too. Always in good taste, appropriate on all occasions, becoming to everybody—a good, staunch, refined old friend, that one can always fall back on. Men's single and double breasted Sack Suits and Frock Suits, in black Vicuna, Thibet, black, rough-faced Worsted Cheviot, etc. $18, $20, $22 and $25.

Samples and self-measurement blanks sent on application.

ALLEN'S
Fit-Reform Wardrobe,
73 Government Street, - Victoria, B.C.

THE HICKMAN TYE HARDWARE CO.
LIMITED.
HEADQUARTERS FOR THE FOLLOWING LINES:
IRON AND STEEL
BUILDERS' HARDWARE
LOGGERS' AND
MINING SUPPLIES
IRON PIPE AND FITTINGS
MECHANICS' TOOLS
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TELEPHONE 59 P. O. DRAWER 613

Age and Quality

We provide liquors that have the reputation of satisfaction and the quality you enjoy having. We want you to try our brands and see how nice they are.

ALL WE CLAIM IS GUARANTEED.

If you don't find them the very best value you ever received we want to know it.

NATIVE PORT	25c. bottle
OPORTO PORT	$1.00, $1.50 bottle
CALIFORNIA PORT	50c. and 75c. bottle
CATAWBA WINE	50c. bottle
CALIFORNIA SHERRY	50c., 75c. bottle
AMONTILLADO SHERRY	$1.00, $1.50 bot

DIXI H. ROSS & CO.
CASH GROCERS.

E. G. PRIOR & CO., LD. L'TY.
ESTABLISHED 1859.
We have a full line of the following goods at the right prices; give us a call if in need of anything in our line.
Builders' Hardware, Mechanics' Tools, Iron and Steel, Pipe and Fittings, Brass Goods for Steam and Water, Garden Hose, Belting, Agricultural Implements and Vehicles.
E. G. PRIOR & CO., LTD., VICTORIA.
Branch Stores at Vancouver and Kamloops.

COLD IN CALIFORNIA.

Frost and Snow Does Great Injury to Fruit

Los Angeles, Feb. 18.—The cold wave which has swept over Southern California during the past four or five days, bringing snow and frost, is broken. In certain localities the entire lemon crop was killed, and in nearly all sect ons of Califon a there was more or less damage. It is conservatively estimated that the loss will be between ten and twenty per cent of the entire crop.

A FAMILY NECESSITY.

"Owing to artificial modern life, almost everybody suffers more or less from constipation, torpid liver and sluggish kidneys and as Dr. Chase's Kidney-Liver Pills are the most prompt and thorough cure for this derangement, they have come to be considered a family necessity. Hoste of families would not think of being without them. One pill a dose. 25 cents a box.

Mackintoshes and cravenette raincoats half price for cash during stocktaking sale. B. Williams & Co.

(Cut This Out.)

EGGS, EGGS, EGGS—Buff Orpington. (strains Cook). Pure Buff Cockerel and Vass—crackerjack cockerel) Stay White Wyandotte (strains, Keeler, 1st prize cock, grand for pullets, and Massie) 13 for $3.00 and $2.00, 26 for $5 and $3.50, according to pen. S. C. White Leghorn (strain, "Princess," prize cock and pullets, 1st prize pen—and Wyckoff, 2nd prize pen and prize stock) 15 for $3.00 and $2.00 30 for $5.00 and $3.50. From crosses for table birds and layers, 12 for $1.00, 26 for $2.50. Reduction on orders over $5.00 and after May 31st. Yards contain only well-bred birds and satisfaction guaranteed. Stock for sale and good "broody" hens for sale with eggs, $1.50 each and upwards. Orders taken by Speed Bros and E. M. Nodek, or write Victoria Poultry Yards, Victoria. f17

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