DRAFT AGREEMENT

Between the Corporation and the Contractors Regarding the Reservoir

More Correspondence Between the Mayor and the Street Railway Company.

The first business submitted at last evening's meeting of the council was a report from Mayor Beaven, on the proposal of the city to take over and complete the reservoir at Beaver Lake. The report, which was accompanied by the draft agreement, follows:

"I have to submit herewith the draft of agreement between Messrs. Walkley, King & Casey and the corporation as presented to me for signature, and wish to be informed whether it meets with the views of the council. It will be observed that under its provisions the corporation now take over the reservoir as it stands from the contractors and accept it fully, three months from the date of signature instead of three months after the completion and acceptance in writing of the entire work by the corporation. Attention is also directed to the reference in this agreement to the alleged claim of the contractors for extras on the reservoir. As I understand the subject the agreement of the council is to take over from the contractors the finishing of the concrete work on the slopes of the reservoir, and pay them for some broken rock, provided an agreement can be entered into that does not in any way interfere with any other part of the contract as a whole."

Also accompanying the report was the following letter from the city solicitor:

Victoria, June 15, 1896.

His Worship the Mayor.

Your Worship: I have the honor to report that I prepared, with the approval of Mr. W. J. Taylor, the contract between Messrs. Walkley, King & Casey and the corporation, for the corporation to take over the reservoir as it stands, upon being allowed by the contractors the sum of $7,440 less the sum of $315.42 for broken stone in the reservoir—the sum to be allowed the corporation therefore being $7,124.58. This contract was submitted to Messrs. Bodwell & Irving, who propose, as you are aware, a number of alterations, most of which they have since waived as they were objectionable to the corporation. As the contract now stands the corporation are in consideration of being allowed $7.124.58 to take over the reservoir in its present condition and to release the contractors from all claims in respect of the same except with regard to any defcets that may be discovered in the work done by the contractors within three months from the signing of the contract. The agreement is to be without prejudice to the claim of the contractors for extras on account of the reservoir as well as the filter beds and without prejudice to the contractors a right to receive the 25 per cent. of the contract price retained by the corporation and the amount of the marked check. I consider the contract as now settled unobjectionable and fair to both parties.

I have the honor to be, etc.,
(Sd.) C. DUBOIS MASON.

It was decided that the agreement be executed subject to the changes suggested by the mayor.

The following correspondence between the mayor and the solicitor of the Consolidated Electric Railway Company was read:

In their first letter the company claim the right to use the bridges. Referring to the agreement between the city and the company, of November 20, 1888, confirmed by the Consolidated Railways Act of last session, the company contended that not only were they given express rights as users of all the city bridges over which their lines would naturally pass, but that the city was and is bound in law to maintain those bridges in a manner suitable for use by the cars of the company. Attention was also directed by the company's solicitors to the present inability of the company to carry out the terms of the agreement with the city with relation to the regular operation of cars—for which inability they blame the council and intimate that they will hold that body responsible. In connection with the Point Ellice bridge this letter sets forth that the company had by both statute and agreement the right to operate their railway upon it, and it was maintained that the recent disaster was due to the failure of the city's property, not the company's the responsibility being thereby held to rest upon the city, and not the company. The company also pointed out that the city possessed the power to enact regulations for the preservation of the public safety upon public conveyances, and, having neglected to exert this power, had only themselves to blame for any overcrowding, if such had occurred. The company further gave notice that they would hold the city liable for all loss to their business resulting not only from the closing of the other city bridges to their traffic, but also for the non-existence of Point Ellice bridge at the present time as an avenue for their cars to reach the Esquimalt line. In conclusion, the solicitors say: "We have previously laid communications before your honorable body, pointing this out, and intimating the company's willingness to enter into details, but so far the only answer is that the bridges are closed to car traffic. The bridges being closed may result in the company reducing their car service and the intervals of time between cars will become much greater than now obtains, and all on account of the city's inaction. It should not be forgotten that the company's undertaking is a matter of convenience to the public, and to destroy it will certainly not redound to the city's advantage. We may say in conclusion that the aidance of the courts will have to be invoked unless some evidence be given on the part of the city that there is willingness to meet and overcome the situation."

Tothis the mayor replied:

"Referring to your letter of hte 10th instant, I am convinced that if the Consolidated Railway company expressed a willingness to enter into a proper agreement as to the bridges, and only to run cars at a fixed speed and of a proper size and weight over the James Bay bridge, and not to allow more than a given number of passengers in each car, an arrangement on such lines could be brought about and the bridge opened to that class of traffic at an early date. The disire of the council is to protect the lives of the public using the bridge, and the interests of the city generally, with reference to that and similar structures within the city limits."

In replying to this the company's solicitors expressed satisfaction that the council had intimated its readiness to discuss arrangements by which the bridges might be opened again to tramway traffic and suggesting a conference as to desirable regulations between Mr. Barnard, the president, and Mr. Cheney, the superintendent, of the tramway company on the one side, and the council or a committee of the council on the other. In the concluding paragraphs of this communication, Messrs. McPhillips, Wootton & Barnard pointed out that

"While the company is willing that regulations be made, and whilst it was open to the council to have made such regulations before, the company in no way admits that it had not the right to have their cars loaded as they have been in the past. The company's liability as to loading is that of their means of conveyance; i. e., if a car fails, a question of liability might arise, but not where the highway or bridge, the property of a municipal body, is proved to be defective."

On June 13th, Mayor Beaven wrote as follows:

Victoria, B.C., June 13, 1896.

F. S. Barnard, President, Consolidated Railway Co., Victoria, B. C.

Dear Sir: Owing to the methods of operating your railway in this city, the size and weight of cars running thereon, and the overloading of the same with passengers, etc., the Point Ellice bridge, situate within the municipal limits, was destroyed, as you are aware, on the 26th ult. Whilst not wishing to importune or inconveniecce you, I must call your attention to the fact that the corporation have not been advised of any action either in contemplation or otherwise on the part of your company to repair the damage and restore the traffic thus disarranged.

Yours truly,
(Sd.) ROBERT BEAVEN, Mayor.

Victoria, B.C., June 15, 1896.

To His Worship the Mayor and Board of Aldermen, City.

Gentlemen: Mr. F. S. Barnard, president of the Consolidated Railway company, has handed us your letter of the 13th inst., with instructions to answer same. We may say that the company deny any and all liability in respect to Point Ellice bridge, both as respects the city and all others. We were not aware that the city claimed property in the bridge, but, be that as it may, the company had the right of user merely, and according to our view the company had the right to assume that the bridge was fit for the purposes to which it was put. The finding of the coroner's jury is erroneous and futile as indicating any liability.

We have the honor to be, etc.,
(Sd.) McPHILLIPS, WOOTTON & BARNARD.

Ald. Marchant moved that a committee be appointed with the mayor, to hold a conference with the representatives of the company regarding the regulation of the traffic.

Ald. Macmillan pointed out that if the city appointed police to regulate the traffic, the city would be held responsible for any accident that happened through a breach of the regulations. The Dominion act compelled the railway companies to maintain their own police.

Ald. Humphrey seconded Ald. Marchant's resolution, and it was carried.

Mayor Beaven appointed on the committee Aldermen Marchant, Humphrey and Macmillan.

J. R. Anderson, of the department of agriculture, wrote respecting the spread of Canadiain thistles in James Bay. Referred to the street superintendent.

The secretary of the Jubilee hospital wrote that the debts on May 31st exceeded $9000. The directors believe that if the debts are paid and the city continue their grant of $5000, the hospital could be maintained free of debt. The hope was expressed that the council would see their way clear to make an appropriation.

Ald. Marchant could not understand how an institution which receives annual grants from the city and government, and the debts of which had been paid by the city, was continually running behind. He was in favor of a conference with the directors and an endeavor made to cut down the expenses.

Ald. Wilson pointed out that if the hospital was closed the city would have to pay double what it does now for the care of the indigent poor. As long as most of the patients who go there are unable to pay for treatment, the institution will continue in debt. He believed that the hospital was managed as well as it could be.

Ald. Macmillan believed that the hospital was well managed, and he knew that it was a credit to the city, but he also knew that it was not a paying institution. He understood that St. Joseph's hospital was paying. The Jubilee hospital was not extravagantly managed, but there was jealousy among the physicians which leads to a number of the doctors sending their patients to St. Joseph's hospital. If this could be overcome the Jubilee hospital would come nearer paying expenses.

Ald. Humphrey, while believing Dr. Richardson was a good man, understood from the doctors that a resident medical man was not required. St. Joseph's hospital did without one, and he believed many of the big hospitals had students acting as resident medical men.

A committee of inquiry was appointed to confer with the directors.

Mayor Wood, of Seattle, acknowledged the receipt of Mayor Beaven's letter regarding the admission to Darcey Island of a leper from Seattle. At the same time Mayor Wood expressed sympathy with Victoria in the bereavement caused by the Point Ellice bridge disaster. Received and acknowledged.

John Smith, ex-policeman, again wrote for $150 which he claimed as his share of fines collected under the Indian act. Referred to the police commissioners.

The council of Spallumcheen, through the clerk, expressed sympathy with Victoria on account of the bridge disaster. Acknowledged.

Mr. J. F. L. Meyer asked for a reduction of taxes on a lot on Cormorant street and for an extension of time for connecting with the sewer. The letter was received and filed, the writer to be notified that the council cannot consider the proposition.

The following letter was received and filed:

Victoria, B. C., June 15th, 1896.

To His Worship the Mayor and Board of Aldermen:

Gentlemen,—Seeing that untrue and damaging statements are being made from time to time by various Roman Catholic priests in San Francisco concerning alleged foul treatment of the American flag in this Dominion and in this fair city of Victoria, I beg leave to call the attention of your honorable body to the Daily Examiner of Jan. 22nd of this year, page 16, and the four last paragraphs in the third column, where it is stated by the Rev. Father Caraher, that no people in the world today hate loyal American citizens more than a certain section of the Canadians. That fair flag that is the emblem of universal liberty was foully dishonored, foully insulted upon the streets of Victoria, Vancouver Island. Also in the issue of June 9th, page 5, and commencing at the middle of the 1st column, Father York writes over his own signature as follows: "Toronto is the only country in the world to-day where the stars and stripes are systematically insulted. He (Dr. Henry) might have recounted the fact that on July 12th last, in the city of Victoria, A.P.A. lodges of Tacoma dragged Old Glory at the tail of the Union Jack under an arch, etc." He also states that the flag is insulted in this locality every other day. As a citizen I ask your honorable body, as guardians of the city, to authrize your city clerk to rectify the above mentioned incorrect inferences through the columns of the Examiner. All of which is respectfully submitted,

W. J. LEDINGHAM.

Simon Leiser contended that he owned four feet three inches of Waddington ally and he withdrew his offer to sell it to the city. Received and filed.

H. S. Fairall drew attention to the necessity of at once providing means of reaching Victoria West with vehicles. He suggested the building of a cantilever bridge from the foot of Johnson street to the Indian reserve.

The city engineer reported that a pile bridge on the south side of the old Point Ellice bridge, 18 foot roadway and two six foot sidewalks would cost $5,200, if the piles were coppered and $4,500 if the piles were not coppered. He, however, suggested that the present bridge be strengthened and a pile bridge be built to replace the fallen span.

Ald. Macmillan strongly objected to the street cars running on the same bridge as vehicles at that point. He moved that the services of Mr. H. P. Bell be retained to report on the matter.

Ald. Cameron suggested as a first step that some arrangement be made with the E. & N. railway company to allow vehicles to cross the railway bridge. He moved to this effect.

Ald. Williams moved, seconded by Ald. Wilson, that a special meeting be held to consider the whole matter. This was carried.

Ald. Cameron's motion re the railway bridge was also adopted.

Ald. Macmillan asked under what authority a quarter of a mile of ditches were being made on St. Charles street. The street committee had not authorized the work, and it had not been passed by the council. Neither had the city engineer ordered the work done.

Mayor Beaven knew nothing about the work.

Appropriations were made for sewers on Stanley avenue and Fisgard street.

The council adjourned at 11:15.

BE UP TO DATE.

The gentlemen of Victoria and vicinity are, as a rule, right up to date. If they are not, it is because they lack opportunity. When they get the chance they take, and catch right up with the procession. For that reason, when Prof. Dorenwend arrives in the city, they will visit him, and provide themselves with his first-class Wigs and Toupees. The gentlemen who are bald, and from prejudice won't wear coverments, should remember that they are running great risks. Any candid physician will tell them so. The best men in the land wear these scientific coverments for no other reason than protection to the head. These goods are known throughout the land, and need no recommendation. Read the announcement on another page, and bear the date in mind. Victoria, Victoria hotel, July 1, 2 and 3, Wednesday, Thursday and Friday.

TRAIN DESPATCHERS MEET.

And Discuss Matters pertaining to Their Branch of the Business.

Fort Monroe, Va., June 17.—The 9th annual convention of the train despatchers association of America has adjourned after a most successful meeting. About 65 members were present, representing the principal railroads of the United States and Canada. Important papers of interest to this branch of the railway service were read and discussed, while many new members were admitted.

Awarded
Highest Honors—World's Fair,
DR. PRICE'S CREAM BAKING POWDER
MOST PERFECT MADE.
A pure Grape Cream of Tartar Powder. Free from Ammonia, Alum or any other adulterant.
40 YEARS THE STANDARD.

THE SPRING ASSIZES

William Farrell Found Guilty of Shooting and Wounding.

No Bill From the Grand Jury in the Case of Redfern, Charged With Arson.

The assizes opened this morning before Mr. Justice Drake. Mr. A. G. Smith, D.A.G., appears as council for the Crown.

Mr. E. B. Marvin is foreman of the grand jury and the other grand jurors are Messrs. M. Bantly, D. Cartmel, C. A. Goffin, G. R. Jackson, S. Leiser, E. Lewis, John Nicholles, W. H. Perry, S. Reid, G. C. Shaw, J. Savanah, J. G. Tiarks, G. P. Ward and P. Wollaston, junior.

The first case tried was Regina vs. William Farrell, who is charged with doing grievous bodily harm to Georgie Douglas on the 11th of October last. Mrs. Fox, Georgie Douglas and Carrie Shanley gave evidence of accused going into the American hotel and after sleepinf for some time on a lounge four of his friends came in after him, when he pulled his pistol and snapped it once at Mrs. Fox, and once at one of his friends; he was told to stop or a policeamn would be called; he then said the pistol was not loaded and put it in his pocket. When he stood up to go he drew his pistol again and it went off, shooting Georgie Douglas. The evidence showed that Farrell had been drinking but his sleep had sobered him. Officer Perdue testified that he went into the hotel after the shooting and got the pistol, one chamber of which was empty, and the other four were loaded, but the bullets were pin marked from the pulling of the trigger. After his arrest accused said he had given the pistol to a bartender, and afterwards he denied that it was to a bartender he had given it, but to a man named Evans. Evans has never been produced. After address of Mr. Smith and Mr. J. P. Walls, who appeared for the accused, His Lordship charged the jury and they, after an absence of thirty minutes, returned a verdict of guilty.

The grand jury returned true bills in Regina vs. Reid, theft from the person and Regina vs. Newman, burglary, and no bill in Regina vs. Redfern, arson.

After luncheon in Regina vs. Evans the accused pleaded guilty of cutting and wounding a Chinaman, Ah Goey.

Regina vs. Newman was then commenced. The accused was charged with entering Frank Heanskis, house and stealing a watch. Percy Stoddart and G. W. A. Lange identified the watch which accused had offered to sell. Prisoner was undefended, and he addressed the jury in his own behalf; he admitted the facts looked suspicious, but argued that nothing was proved. He promised that if found not guilty he would leave the city at once.

NATURAL HISTORY.

Words of Praise From a Well Known Professor of Honolulu.

In a letter to the Natural History Society of British Columbia, Proferror Schauinsland, of Honolulu, says:

"I take this opportunity to express my satisfaction at the active and healthy natural history life which I found in Victoria, which doubtless is owing to the endeavors of the Natural History Society. I must repeat that it has been a real enjoyment to me to meet a man of such knowledge, with such talents and working with such scientific zeal, as Dr. Newcombe, especially when all this is combined with such an attractive personality.

"I regard your provincial museum as the visible expression of this scientific activity. I must say that I really have been astonished to find such an institute in a place, which according to European ideas after all is rather removed from scientific centres.

"The city of Victoria is to be congratulated in having it, and in the same time in having Mr. Fannin a man who understands with so much zeal and aptitude to arrange its treasures in such an excellent and scientific manner. I repeat what I have already personally expressed, that some of the things, notably the fish models, are better than I have seen in any other place in America, not excepting the Smithsonian Institute in Washington. I believe that I am justified in passing an opinion on these matters, having seen all the museums in Europe, and certianly all the more important ones in America, without taking into consideration my own position as director of a similar institute. How much better will the collections be appreciated in the fine new buildings which are to hold them.

"The principle hitherto observed to carry on the museum chiefly as a provincial institution, and to take other territories into consideration only so far as it is necessary for the better understanding of the province and for comparison, I consider an excellent one. To have other and more general aims could successfully only be attempted by institutions founded on a much larger basis like those in Washington; this, however, cannot be the purpose nor intention of the provincial museum at Victoria, which must principally aim at being a means for a better knowledge of the natural history of the surrounding country. With this aim in view, however, it will do excellent work and my best wishes will always accompany its success."

MAYER-PHILLIPS NUPTIALS

Solemnized in Seattle on Sunday Evening Last.

The Mayer-Phillips nuptials, which have been the talk of Jewish social circles for several weeks, were solemnized yesterday evening at 7 o'clock at the home of the groom's brother, Joseph Mayer, says the Post-Intelligencer of Monday. The affair was magnificent in every detail. Both parties are well and favorably known and start out in life with every prospect of success. Miss Leah Phillips is a brunette of attractive appearance and is possessed of many accomplishments. She is the daughter of Mr. and Mrs. A. Phillips, formerly of Victoria, and a sister of Mrs. Joe Mayer. The couple, after a short visit about the Sound, will take up their residence at 1303 Yesler way, where they will be at home to their friends.

Miss Phillips, sister of the bride, attored in white silk, trimmed with white lace and white satin ribbon, acted as bridesmaid, and the little Misses Clara Isaacs, Beckie Isaacs and Freda Kuhn, were maids of honor. Charles Phillips, brother of the bride, was best man, and Sollie Phillips and Jerome Kuhn pages. The bride wore an exquisite white silk gown and a bridal veil and carried in her hand a bridal bouquet of Marechal Neill roses. The wedding gifts were numerous and handsome.

THE IMPERIEUSE.

New Flagship Arrives at Esquimalt This Morning.

The new flagship for the Pacific squadron, the Imperieuse, arrived at Esquimalt harbor this morning, and on Friday the Royal Arthur, which has been the flagship at Esquimalt for the last three years, will leave for England. The Imperieuse left Portsmouth about March 10th and called at several places on the route.

The Imperieuse is a barbette armored cruiser of the first class, 8400 tons, and 10,000 horse power. She was built at Portsmouth in 1883, and has served at flagship on the China station, but has been recently overhauled and fitted with a new armament of quick firing guns. Her length is 315 feet and beam 62 feet. She draws 25 feet of water, and carries four ninc-inch 24-ton breach loading guns, six six-inch quick firing guns, eight smaller quick firers, nine magazine guns and four torpedo tubes. She has a coal carrying capacity of 1130 tons and a speed of 18 knots.

The officers of the Imperieuse are: Rear Admiral Henry St. L. B. Palliser; Captain C. H. Adair; Fleet Paymaster G. H. A. Willis, as secretary to Rear Admiral Paliser; Lieut. John K. Crawley as flag lieutenant to Rear Admiral Palliser.

Executive officers, Commander Somerset A. G. Calthrope; lieutenants, William O. Boothby, now of the Royal Arthur; James C. Ley, Francis W. Melville, William B. Macdonald, Ernest H. Dobbin, Walter E. Woodward and Algernon J. Hotham. Hugh H. Barton is to come out on the Imperieuse and take Lieut. Boothby's place on the Royal Arthur.

Fleet paymaster, John K. Moore; assistant paymaster, Percy J. Ling.

Staff engineer, Thos H. Hyde; engineers, Frederick C. Davis and Richard C. Cleave.

Fleet surgeon, Robert W. Williams; surgeons, Henry W. Green and Thos W. Phillips, M.A., M.B.

Sub-lieutenant, Douglas A. Tainforth.

Chaplain, Rev. Charles E. Painter, M.A.

Naval instructor Stanton F. Gard, B. A.

Boatswains, James McGeachy and Benjamin Eve.

Gunner, James Titheridge.

Midshipmen, Wm. R. Alexander, Robert A. Rice, Robert R. Gossett, Roger De G. Kenyon, Cecil V. Usborne, John F. H. Cole, Harry T. Moore, Arthur G. Muller.

Naval cadets, Ernest L. Cardale, Jno. Casement and Walter Dasent.

Carpenter, Charles Dean.

Rear Admiral Palliser iis a veteran of the Crimean war, although to look at him on board his ship, no one would suppose he had been in the service so long ago. Yet he was engaged in the bombardment of Bomarsand and took part in five hostile movements in the Black Sea He displayed great valor in in night attack on Sebastopol. For some years he was commodore at Hong Kong, and while there was called upon to protect British subjects during one of the riots, which will be especially remembered because of the fatal explosion in the government magazines which took place at the same time.

COMMITTEES APPOINTED.

List of Appointments Made by Grand Master Gilmour of the I. O. O. F.

The committees and district deputies appointed by Grand Master Gilmour of the I. O. O. F., are:

STANDING COMMITTEES.

Finance—Thomas Bamford, No. 4; S. W. Edwards, No. 14; W. R. McIntosh, No. 33; G. H. Grant, No. 3; F. Whiteside, No. 20.

Appeals—T. M. Neelands, No. 8; W. Hogg, o. 10; W. H. Huxtable, No. 1; W. Gardiner, No. 27; A. Parker, No. 10.

Laws of Subordinates—J. E. Phillips, No. 4; R. W. Fawcett, No. 2; G. Glover, No. 4; A. Graham, No. 1; T. C. Waller, No. 33.

Petitions—E. A. Miller, o. 19; R. J. Marshall, No. 7; J. F. Stainton, No. 21; I. McLarene, No. 24; R. D. McKenzie, No. 15.

State of the Order—E. C. Davison, No. 9; James Stark, No. 26; S. C. Smith No. 18; D. Matheson, No. 6; W. Davis, No. 10.

Legislation—Jas. Crossan, No. 5; W. Nelson, No. 22; P. W. Dempster, No. 2; J. Pope, No. 2; Jos. McGinnis, No. 12.

Judiciary—G. L. Center, No. 26; H. Mitchell, No. 0; R. Rivers, No. 5; H. H. Davis, No. 8; J. F. Stainton, No. 2.

Mileage and per diem—A. McKenzie, No. 26; J. B. Ballantyne, No. 23; H. L. Bates, No. 35; W. McGirr, No. 30; Dr. Farrell, No. 28.

Printing—F. Davey, No. 1; A. Henderson, No. 2; J. Pottinger, No. 2; W. R. McIntosh, No. 23; J. C. Aitken, No. 17.

Special committee on revision of Grand Lodge constitution—H. Waller, No. 2; Fred Davey, No. 1; S. W. Edwards, No. 14.

Committee on statistics re dues and benefits—F. Davey, W. E. Johnstone, Geo. Norris, sr.

H. B. Gilmour, G. M.; W. H. Morton, D. G. M.; A. Henderson, G. W.; Fred Davey, G. S.; H. Waller, G. T.; D. Welsh, G. R.; S. W. Edwards, [illegible] W. E. Johnstone, G. M.; W. G[illegible], C. Guard.; A. Wilson, G. Con.; D. D. Griffith, G. Her.

DISTRIT DEPUTIES.

1. W. J. Hanna, comprising lodges Nos. 1, 2, 4, 14 and 33.
2. T. A. Muir, comprising lodges Nos. 3, 13 and 27.
3. Geo. E. Norris, comprising lodges Nos. 5, 20, 30 and 35.
4. H. W. Jones, comprising lodges Nos. 6, 29 and 31.
5. A. H. Gillanders, comprising lodge No. 7.
6. Alex. McKenzie, comprising lodges Nos. 8, 10, 19 and 26.
7. W. M. Bird, comprising lodge No. 9.
8. Chas. White, comprising lodge No. 11.
8. J. Palmer, comprising lodge No. 12.
10. R. D. McKenzie, comprising lodge No. 15.
11. W. Hodgins, comprising lodge No. 16.
12. A. C. Aitken, comprising lodge No. 17.
13. S. C. Smith, comprising lodge No. 18.
14. J. F. Stainton, comprising lodge No. 21.
15. J. Z. Choate, comprising lodge No. 22.
16. J. W. Burr, comprising lodge No. 23.
17. J. McLaren, comprising lodge No. 24.
18. D. Galbraith, comprising lodge 28.
19. F. T. Underhill, comprising lodge No. 32.
29. W. J. Lee, comprising lodge No. 25.
21. C. A. Warren, comprising lodge No. 34.
22. J. Kirkup, comprising lodge No. 36.
23. O. B. Nelson, comprising lodge No. 37.

SISTERS OF REBEKAH.

1. Mrs. G. Glover, comprising lodge No. 1.
2. Mrs. McDonald, comprising lodges Nos. 2 and 7.
3. Miss I. Fulton, comprising lodge No. 3.
4. Mrs. Cruikshanks, comprising lodge No. 4.
5. Mrs. Pearce, comprising lodges Nos. 5, 6 and 10.
6. Mrs. Muir, comprising lodge No. 9.
7. Mrs. Stevens, comprising lodge No. 11.

—Mothers will find Chamberlain's Cough Remedy especially valuable for croup and whooping cough. It will give prompt relief and is safe and pleasant. We have sold it for several years and it has never failed to give the most perfect satisfaction. G. W. Richards, Duquesne, Pa. Sold by all druggists. Langley & Henderson Bros., wholesale agents, Victoria and Vancouver.

In a certain fashionable and well known London West End thoroughfare an elderly crossing sweeper may be seen who, according to the Daily Chronicle, is related to two well known public men, both in parliament, one of them a junior lord of the treasury.

Highest of all in Leavening Power.—Latest U. S. Gov't Report
Royal Baking Powder
ABSOLUTELY PURE

Kootenay
Contains the new ingredient, and is made by an electrical process that will revolutionize medical science throughout the world. Kootenay cures all kinds of Kidney troubles, and is a positive cure for Rheumatism.
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IT CURES DYSPEPSIA, HEADACHE, BILIOUSNESS,
And every form of bad blood, from a pimple to the worst scrofulous sore, and we challenge Canada to produce a case of Eczema that Kootenay will not cure.
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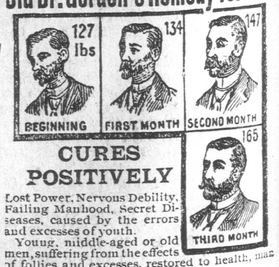

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Young, middle-aged or old men, suffering from the effects of follies and excesses, restored to health, manhood and vigor.
Price $1.00, 6 boxes for $5.00. Sent by mail securely sealed. Write for our book, "Startling Facts," for Men only, tells you how to get well and stay well.
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You work right around home, a brand new thing, $18 a week easy. Write to us quick, you will be surprised at how easy it can be done. Send us your address any way. It will be for your interest to investigate. Write today. You can positively make $18 a week easy. IMPERIAL SILVERWARE CO., Box RD, Windsor, Ont.