TWO FINE COSTUMES.

WORN BY A WEALTHY AMERICAN LADY AT AIX-LES-BAINS.

The Gayest Summer Resort of All Europe. Afternoon Promenades and Lovely Drives—Hunting, Yachting and the Fine Clothes Worn by the Pleasure Seekers.

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THE AMERICANS speak of Paris as gay, but if Paris is gay Aix-les-Bains is gayer, for every living soul here, even the invalids, joins in the keen rush for pleasure. We have mountains that rival Mont Blanc. If they are not quite as high, they are easier to climb, thanks to the Revard railway, and while the air is not glacial on their summits it is of a pleasant temperature.

There are great numbers of people at Aix-les-Bains, some invalids, some who imagine themselves ill, some who had strict orders from their doctors—in writing, too—to go at once to this delightful spot and be cured of imaginary ailments, and some who go openly and avowedly to have a good time, and they have it.

The ladies who have obeyed their medical men's advice usually follow his prescription by springing into the whirl and being the gayest of them all as a means of curative "distraction."

There are short trips to different places, picnics in romantic spots, seeing the sun rise or set from the Revard, theaters, operas and a game of baccarat, and besides these pleasures are rides by day and by moonlight, dancing somewhere every evening, music in the park, bicycle riding and the baths, and each and all are enjoyed to the full.

Bicycle riding has amounted to a passion with the foreigners, even more violent than it is with us. We have said a good many savage things about the boldness of our American girls in appearing upon their "safeties" in their modest blue or brown skirt and jacket, but what would we not say to see the French lady come tripping out in a tight jacket, with its skirt about 18 inches long and open in front, with legs incased in snug knickerbockers and leather gaiters, bestride a bicycle and glide away swiftly. This you will see in Paris, and also if you look at Aix-les-Bains. Some English ladies are so shocked that they won't look. Some of these bicyclette (they call bicycles that here) costumes have a Norfolk jacket, with a rather deeper skirt than usual, belted in, which is worn with the trousers.

The bathing dresses are very pretty—what there is of them, and that is not much, for the least amount of material that can possibly be made to answer is used. I saw one costume which consisted of tights which were cut off at the thigh, and the arms were left entirely bare, and the most of the neck. The material of the tights was silk, sea green in color, with a fringe of iridescent spangles and with smaller ones sewn thickly all over the surface. This gave the pretty wearer the appearance of a fish as she splashed and swam about in the water. Verily the French bather does not care to encumber herself with clothes.

The Frenchwoman is nothing if not consistent in the way of dress. Is she going to look at the yachts in the offing—she wouldn't stir a peg unless she had a full yachting costume on, and a useless little paddle in her hand about big enough for a refractory youngster, and her walk is rolling. I caught one of them holding her tongue in her cheek one day, so fully was she imbued with the idea that she was an old seadog.

COSTUMES AT AIX-LES-BAINS.

Is she going hunting—she is huntsman all over, except her face and figure. She dons bloomers or simple trousers and a long skirted coat and leather gaiters, a game bag, a hat with a black cock's plume or a turkey's tail feather in it, and her gun is slung over her shoulder like a parasol. Does she kill anything? I am not sure that she does or that she ever tries, but she looks piquant and interesting, and that she cares more about than all the dead rabbits in creation.

Hunting as the French do, it is not very fatiguing to the hunters. They have a "preserve" where there are a lot of half tame pheasants and rabbits. The hunters take their places in a line at a path, and the gamekeeper and his assistants make a great hullabalooo and whack the bushes and gradually come toward the place where the hunters are posted all out of each other's reach, and the poor frightened birds and rabbits run out of the copses and underbrush along the path, and those hunters whose presence of mind does not fail them close their eyes and fire. Sometimes they do kill something, but it is generally the gamekeeper who finds it dead under a brush and brings it forward all stiff and cold as the result of the hunter's great prowess, and then the gamekeeper says, "Bien merci, monsieur," or madame, as the case may be, and retires smiling and patting his pocket.

But it is not all hunting or yachting by any means. The promenades afternoons and the lovely drives call for fine clothes, and at Aix-les-Bains, where so many wealthy Americans and titled French are congregated, there you will see them. Nobility is so thick at Aix-les-Bains that you couldn't throw a baseball in any direction without hitting a dozen, and royalty is often seen here. There is no reigning monarch here at this moment, but report has it that 'is ry'l 'ighness the Prince hof Wales will be here very soon, and many a pretty gown is being held back for his visit.

But there were two beautiful dresses worn this afternoon, one by an American lady who has so much money, "they say," that she heats her "calorifere" in Paris with 1,000 franc notes all winter. Her dress was of black figured silk, with a pattern of rhododendrons in corinth red. Around the bottom was an insertion of rich duchess point bordered on each side with a full quilling of corinth silk. The waist was blouse shape, with a duchess lace square figaro, with caps to the wide balloon sleeves of the same lace. A small black lace bonnet with red rhododendrons, set well off the face, finishes this elegant costume.

The other dress was of chameleon taffetas, with one deep flounce, headed by a fine shell plaiting of resada green silk and having a belt of the same. The sleeves are a succession of narrow, pinked out ruffles, with one deep one forming a V in front, which is filled in with tulle. A very small plateau bonnet is made of gold braid and has an alsatian bow of white crape, held by a bit of green silk and two tiny black wings. The colors in the silk are resada green and old rose.

Another notable costume was a black pongee, trimmed with three rows of narrow straw braid. There was an overdress of black grenadine, and this had an all over pattern of three leafed clover in straw, which glistened like gold. The waist was made with a deep pointed yoke and two pointed girdle, both of open work straw. It made altogether a very much admired costume, and, as goes without saying, was worn by a fair American.

MARY DERWENT.

Aix-les-Bains, July 25.

Veil Case.

Select a piece of fine yet heavy white linen 18 by 14 inches. Hem the sides and buttonhole stitch the ends. Fold the linen backward and forward in four even folds after the manner of creasing paper for a fan. The inside of each will form a pocket. The ends are secured by running into cut slits a linen cord and tassel. The motto, "See within this dainty case filmy veils for thy fair face," is worked in simple outline stitch in bright gold. The ribbon is pale yellow, and the flowers are worked in blue in satin stitch.

GERTRUDE WILLETT.

The Trash Habit.

The philosopher who originally propounded the theory that if one keeps a thing for seven years one will find a use for it is responsible for a vast deal of trouble and labor. His words are always being quoted to justify the saving of rubbish, the use of which, after the stipulated seven years are past, is found to be the nourishing of the kitchen fire. Wornout clothes are stowed away to become a nursery for moths and mice, and broken china, empty spools, worn tinware and worthless newspapers are laid aside to collect dust and rust, because it would be wasteful to throw them away.

The trash habit is one that grows by indulgence, and if it becomes rooted in the character of the mistress of a household—for it is a feminine fault—she will lumber up her dwelling with such an infinitude of valueless objects that it becomes a serious inconvenience to the other inmates. Old fruit and vegetable tins, bent nails, damaged palm leaf fans—nothing is sacred from the grasp of the diligent collector of trash.

The private wastebaskets of different members of the family are investigated in search of possible treasures about to be wantonly destroyed, and one has the chagrin of finding one's broken and useless properties that were devoted to the altar fires months previously stowed in some secure corner and only publishing the fact of their continued existence at housecleaning or moving time, when they require dusting, rearranging or packing, thereby increasing labor and vexation of spirit. In the name of order, cleanliness and common sense, destroy objects that are good for nothing and do not make a junkshop of your house.

KATE CHASE.

A Woman's Work.

In 1883 Mrs. Ernest Hart, saddened by the suffering in Ireland, undertook the work of establishing cottage industries among the poor peasant women. It is a good name for her—Ernest Hart. Beginning her task among the very poor and ignorant, she has succeeded in 10 years in training skilled workers in the production of lace, embroideries, linen and homespun woolen cloths and wood carving. She opened in London a place called Donegal House for the sale of these articles, which the best judges of such things in Europe have pronounced of excellent quality. The money from their sale is called the Donegal Industrial fund, and it goes directly to furnish comfort and food to the families of the poor women who have made the handsome articles. Samples of all are on sale in Mrs. Hart's Irish village at the World's fair. Hers is not a mere commercial enterprise at Chicago. The Irish village is richly worth seeing, but all the money it gains will go to the starving poor of Ireland.

THE TRAM SERVICE AND THE EXHIBITION MANAGEMENT.

TO THE EDITOR:—Under the heading "The 'Agricultural' Show and the Tramway Service," Hon. D. W. Higgins, the managing director of the tramway, writes a letter to the Times as an answer to the strictures passed upon the service at the annual meeting of the Agricultural Association. Mr. Higgins takes some comfort from the reportorial remarks anent the service in the two papers. These he owes to the good-nature of the reporters rather than to the facts of the case. It is not necessary on my part to say very much about the tram service. The unfortunate public who depend upon that means of locomotion about the city, and especially to the exhibition grounds, must have read with amazement and some amusement the managing director's defence of the company. Those who paid their fare, and were from one-half to an hour and a quarter in reaching the grounds from Government street will think the managing director's statements somewhat audacious, if nothing more. That it may have been the best service that could be given by the present management is, perhaps, true, for they have the reputation of rendering the worst street railway service on the continent. It is but a sorry compliment to that given in the past, to contend that it was the best that has yet been given in Victoria. Hon. Mr. Higgins has more to say about the management of the exhibition than about the tram service. He asserts that it was due to their bad management and lack of foresight in selecting the present season of the year for the show, that it was a failure. In justice to the gentlemen who have given their time and work and money in order to secure to Victoria a creditable exhibition, truth compels me to deny in toto some of Mr. Higgins' statements. In the first place, it was decided at the annual meeting of the members in 1892, to hold the exhibition in August, in consequence of the very wet weather during the fair of that and preceding years. They had a good precedent in the great success of the Winnipeg summer show of that year in coming to this conclusion. The finances of the society were at a low ebb, and the stringency of the times were such this spring that the directorate of the Agricultural association decided not to hold a fair this year unless the city granted them $3,000 in its support. This the city very sensibly and generously did, but not until six or seven weeks prior to the opening day. The present exhibition is therefore the work of six weeks. Surely Mr. Higgins has taken the word of some grumbler, instead of visiting the exhibition, when he asserts that "the few visitors to the fair must have been pained by the spectacle of the empty tables," etc. Had he visited the fair he could not have written these and other sneering words. The general opinion is, and this is borne out by the facts, that the exhibition of 1893 is the best and most attractive ever held here. It is true that there is an absence of the late fruit and field produce, but this is more than made up by the magnificent floral exhibit, which is the admiration of every visitor. The stock entries were so numerous that stalls in the Jockey club grounds had to be taken to accommodate them all. The manufacturing, miscellaneous and art exhibits were ahead of anything before seen at an exhibition in Victoria. The poultry exhibit was cut out principally from economical motives, and partly because the Poultry, Dog and Pet Stock society have an annual exhibition later in the year. The general work of the association has been carried on much more economically than ever before, as will later on be shown by the statement of accounts, and this is due to the good superintendence of Mr. Lamberton and the free services rendered by several of the directors.

That the failure in attendance was in some degree caused by the prevailing dull times is generally acknowledged, but that the lack of visitors was in a great measure due to the uncertainty of the tram service is quite as generally conceded by the discerning public as well as the fair management. No doubt some of the passengers will favor the public with their experience of "life on a tram car" between Government street and the Willows, so I will not quote any of the numerous instances related to me. The sneers of Hon. Mr. Higgins at the exhibition management come with bad grace from the head of a company which has so miserably failed in its endeavor to give Victoria a half decent street car service.

In reference to the statement that "among the gentlemen who joined in the hue and cry were the editors of the very papers which only the day before had lauded the tramway service to the skies!" I have only to say that I am not the editor of the COLONIST; but that gentleman has informed me that he consumed the better part of an hour in travelling from the exhibition to Cook street. There was no editorial reference to the excellence or otherwise of the tram service, though there is no question that adverse criticism has frequently been much needed.

In conclusion, I have only to reassert that the exhibition is an unqualified success in every respect except attendance, and that Mr. Higgins' statements to the contrary are not at all in accordance with facts.

W. H. ELLIS,
President B. C. A. A.

THE AGRICULTURAL EXHIBITION AND THE TRAM SERVICE.

TO THE EDITOR:—Public companies and public men are fitting objects of public criticism, and individuals or aggregations of individuals who may demur to wholesome discussion will find few sympathizers. In my letter to the Times on Saturday, in referring to the malicious and untruthful statements made at the annual meeting concerning the tram service to the Driving Park, I said that the Tramway Co. had many sins to answer for, and had the critics confined themselves to facts, no notice would have been taken of the remarks. But, sir, the speakers who attacked the tram service did not adhere to facts. They soared into the realms of fancy, where their imaginations ran riot, and impelled them to make statements of which, I hope, upon sober reflection, many of them are ashamed. In looking over your paper of Sunday, however, I find that there is one gentleman who seems determined to stick to the position he took at the meeting in face of the testimony of your own reporter, who said that "the service was by far the best ever given in Victoria," and of the reporter of the Times, who said "the Street Car Company handled the crowd just as well as it was possible to do with a single track." Mr. Ellis persists in declaring that the service was a comparative failure, and in attributing the small attendance at the fair ground mainly to that fictitious cause. In my letter to the Times, I took the ground that the failure was mainly due to the selection of the summer instead of the fall for holding the fair. In your leading article of Sunday you say:

"The attendance, it is true, was not so large as it might have been, or as it was expected to be, but this, we think, was almost wholly owing to the hard times and the general feeling of depression. We do not believe that there would have been a better attendance this year, no matter at what time the exhibition might be held. People feel poor and out of spirits and are in no humor for holiday making. This, we believe is the true cause of the decrease in the number of visitors."

You, sir, do not attribute the lack of attendance to the tram service. Neither do the reporters. It is only Mr. Ellis and those whom he has influenced, who seize on the tram service as a scapegoat, behind which to hide a lamentable failure.

So far, indeed, from the tram service having contributed towards the collapse at the fair grounds, whatever little success attended the event is due to the excellence of that service. There were times when the cars could not carry all the passengers that offered, but there are times, in large cities as in small, on the occasion of a rush of two or three thousand people at once for transportation, when all cannot be accommodated. But, taken all in all, I agree with the reporters of both papers when they say that the car service to the driving park was good, the best ever given here. In nine hours on Thursday, several thousand persons were carried between the city and the driving park without unreasonable delay or the occurrence of a single accident.

As for Mr. Ellis' suggestion that some one should write his experience of "life on a tramcar," if he will eliminate the attenuated letter "f" from the word "life," the appropriateness of the title of his book would be at once apparent.

I am told that at the annual meeting Mr. Ellis clamored for a ten-minute service and a five cent fare. As well might Victorians demand that the COLONIST shall give a telegraphic service equal to that of the London Times and print a paper seven days in the week for 12½ cents. Mr. Ellis is careful to inform me that he is not the editor of the COLONIST. I find on consulting your columns that he is "manager." Now, sir, I submit this picture for your inspection: A reporter who states that the car service to the show was by far the best ever given in Victoria; an editor (meaning yourself) who believes the failure of the show is attributable to the hard times; a manager (meaning Mr. Ellis) who says that the car service was to blame for the collapse; and an "agricultural" society which believing the season bad all to do with the failure, has fixed the date for the next show in the fall.

D. W. HIGGINS.

THE TRAM SERVICE AND THE EXHIBITION.

TO THE EDITOR:—Hon. Mr. Higgins, in his usual plausible style, again discusses the Exhibition and tram-car service. Those who visited the show and, of necessity, traveled on the trams are the best judges of the success of the one and of the character of the service rendered by the other. Mr. Higgins has very few backers in his statements about the service. The complaint against it was universal. "It is only Mr. Ellis and those whom he has influenced," he protests are the ones who decry the service. The passengers who were "switched" for ten, twenty and thirty minutes on their way to and from the grounds are very numerous, and dozens of them have informed me that it took them from an hour to an hour and a half to make the trip one way. However, it is useless discussing or arguing a point acknowledged by almost everyone in the city except the managing director of the company. Mr. Higgins will persist in referring to the Exhibition as a "collapse," a "lamentable failure." Now, I can only reassert the statement in my previous letter that these references are altogether contrary to the truth.

At the annual meeting, as President of the Association, I stated that

"The result had not been so satisfactory as was hoped for, owing largely, no doubt, to the present hard times, and also, to a great extent, to the limited street-car service, which made it very awkward for people wishing to go out to the grounds. The exhibition was a success in everything except one of the most important matters, viz., attendance."

Later on Mr. R. Seabrook remarked that "If we had proper facilities for getting to the ground the distance would not be so great.

"President Ellis—What we want is a ten minute service and a five-cent fare.

"Chorus of members—Hear, hear."

Now, Mr. Higgins asserts that it is as reasonable to ask the tramway company to give a five-cent fare to the Willows, as it would be to ask the COLONIST to give a telegraphic service equal to the London Times at 12½ cents per week. Mr. Higgins in his endeavor to be plausible is extremely inconsistent. His company for the past two years has been giving a service, somewhat erratic, it is true, to Oak bay beach from any part of the city for a five cent fare. I think this is sufficient proof that a five cent fare could be given to the Willows, a considerably shorter distance.

"Lie on a tram car" is equally as suggestive as "life on a tram car" as Mr. Higgins writes—at any rate so far as Thursday last is concerned. If passengers could "lie" down and take a nap while waiting on switches, time would pass more pleasantly, and fewer "cuss" words would be used.

Mr. Higgins takes great comfort out of the remarks of the reporters. Now, I am informed that the real reason for printing these flattering references to the tram service, and not "scoring" it as it deserved, was from a desire on their part not to prevent people from attending the show. Had the actual truth been stated, many would have refrained from going to the exhibition—as, unfortunately, too great a number were prevented who would not trust the cars as a means of conveyance. So far as the editorial remarks in the COLONIST on the attendance at the exhibition are concerned, I am assured by the editor that my Sunday's letter did such full justice to the matter that he did not refer to it, though agreeing with the statements contained therein.

There is one reference to the tram service that Mr. Higgins has failed to quote, and I will close by doing so. It is from the editorial columns of the Times, and is not quite so palatable, perhaps, as the reportorial reference in the same paper that he has so much admired:

"Mr. W. H Ellis, president of the Agricultural association, in a communication to the COLONIST on Sunday morning, answered the letter from Mr. Higgins, published in Saturday's Times. Mr. Ellis' letter was to the point. Mr. Higgins had abused the Agricultural association and had sneered at the management—an extraordinary thing, by the way, for an ex-president to do—and Mr. Ellis simply contented himself with defending his colleagues against the attack of the tramway company's president. It will be amusing and, perhaps, pleasing to some people to know that Mr. Ellis has 'sat' upon Mr. Higgins very heavily. The latter gentleman certainly invited the chastisement he received."—Times, Aug. 14.

W. H. ELLIS.

BELLEVILLE, Aug. 16.—Henry James was driving yesterday, when his horse ran away and he was thrown out, receiving fatal injuries.

THE TRAMWAY MANAGEMENT.

TO THE EDITOR:—Having attended the annual meeting of the British Columbia Agricultural Association on Friday evening last and listened to the criticism on the management of the Tramway Co. by members present, the remarks having been severe by resident and non-resident members alike, I was surprised to read Mr. Higgins' letter in Saturday's Times and to note the manner in which he endeavors to palliate the shortcomings of the Tramway Co. by heaping abuse on the shoulders of others.

Such a communication comes with very bad grace from Mr. Higgins, an ex-president of the Association. The memorable trip to Chilliwack and the incidents peculiar to it are fresh in the minds of many of the members. It is regrettable that after having attained the presidency of the Association, an honor which he so persistently sought and attained, he should never again profess any interest in its welfare, but studiously absent himself from any of the meetings. A criticism of the actions of the association is characteristic of the man.

The reasons that induced the Association to hold a summer fair are threefold:

1. The success of the summer fairs in the Northwest, a strictly agricultural country.

2. To avoid the danger of rainy days, experienced at the exhibitions of 1890, 1891 and 1892.

3. To ensure a better attendance and to make access to the grounds and travelling by "*car*" a pleasure instead of a task.

The "process of reasoning" to hold a summer fair was "impressed" not on the mind of the management but agreed to at the general annual meeting held in 1892 by the whole of the members of the association present, who were unanimous for a summer fair.

The summer fair was a success from an exhibition point of view and admitted by all, both in point of numbers of exhibits and excellence of display. In economy and perfection of administration it excells any previous effort. The management of the tramway company had better study and endeavor to grasp the problem of successful transportation before they endeavor to cast any odium on the efficiency of others.

Now sir, a little consideration should be given here as to the transportation facilities to the grounds at the exhibitions of 1891, 1892 and 1893. In 1891, with a comparatively untried system, any fault of mismanagement were condoned by a generous public, large numbers were conveyed to and fro, and the management had to admit they could not convey all that sought transportation, but they did the best they could. In 1892 a larger number were conveyed under very disadvantageous circumstances to the tramway company, incident to the damage to their property by fire and yet a more perfect system was given. Why? a practical man was in charge.

In 1893 the tramway company with its old management—the public knew the rest.

One hour from the corner of Government street to the Willows is a feat in transportation well worthy of being chronicled. Mr. Higgins has been very free in his disparagement of the exhibition, but I venture to assert that the association has and will always continue to hold the good will of the people of the city of Victoria and will continue to exist and prosper long after the present management of the tramway has ceased to exist and only to be remembered as a conspicuous failure.

A MEMBER OF THE ASSOCIATION.

THE TRAMWAX AND ITS CRITICS.

TO THE EDITOR:—"Facts are stubborn things," as Mr. Ellis, who has expended so much space, energy and ink in wrestling with them, has doubtless by this time ascertained. His letter in your issue of to-day reminds me of the ready retort of the philosopher who, being reminded that his statements were not supported by facts, replied, "So much the worse for the facts." Says your correspondent: "I am informed that the real reason for printing these flattering references to the tram service, and not scoring it as it deserved, was from a desire on their (the reporters') part not to prevent people from attending the show. *Had the actual truth been stated*, many would have refrained from going to the exhibition." The grammar of the quotation is questionable, but the admission is charmingly frank. The reporters, according to Mr. Ellis, resorted to a subterfuge to induce people to visit the show, when, had the truth been told, they would have staid away! Now, sir, I am not aware of the *personnel* of the reportorial staff of either paper—at least of that portion of the staff who "did the show," but I should be sorry to think that any gentleman connected with the city press would stoop to delude his unwary fellow-citizens into the belief that the "tram service was the best Victoria ever had," when in reality it was the worst; that means of transportation were rapid, when in reality it "took from an hour to an hour and a half to make the trip one way." Any port in a storm; and Mr. Ellis having been pelted with facts from his own journal, does not hesitate to stamp his reporters' statements with the seal of inaccuracy to escape from the ridiculous situation in which he has placed himself. It is the old, old story: Blame the reporters; or the printers, or the proof-reader, but the manager—never. He, at least, must be held up to the world as infallible.

I think that with this extraordinary statement of Mr. Ellis I can well afford to let the matter rest with an intelligent people for their verdict. But the cause of the difference in fares between Oak Bay and the Willows remains to be explained. The Oak Bay property owners subsidized the tramway company liberally to carry their line there. In 1891 an offer was made to the Agricultural Association to build a tramway line to the Willows and charge a five cent fare. The subsidy asked was $3,500, if I remember aright. But as certain subscribers to the fund required that the line should be carried some distance beyond the Willows, viz., to Bowker's road, negotiations fell through, the subsidy was declined, and a ten-cent fare arranged for. It is needless to say that the line was built in time for the exhibition. The works were destroyed by fire in August, 1892. In September of that year, upon the urgent appeal of Mr. Ellis and his confreres on the board of direction, two small generators were borrowed from the Vancouver and Westminster company, and placed in the works hereto that the show of that year might not prove a failure. The boilers and machinery were in poor condition (having been damaged by fire) for service, and in a few days two armatures and two boilers were badly burned. After the show the machinery had to be shut down for several days at a time. I may truthfully say that this effort of the Tramway company to preserve the show of 1892 from a collapse, cost them at least $2,000 over and above the receipts and the infrequency of the service for several weeks afterwards, drew down severe censure on the management. Had the company consulted their own interests more and that of the Agricultural Association less, the service would not have been resumed until November. All of the loss and odium that resulted from a too early start, would have then been saved, but the association would have gone under. The amount of consideration the company has received in return for their enterprise on that occasion, I leave the readers of Mr. Ellis' letters to judge.

"A member of the association," (why does the man hide his identity beneath a *nom de plume?*) Claims that the service to the driving park in 1892 was superior to that of 1893, and attributes the fact (?) to the then practical management of the company. At the date of the show in 1892 only six cars were run over the whole city and Esquimalt system, and during the busy hours on the Fort street line, the whole six were massed there to accommodate the patrons of the show. In 1893, thirteen cars were run, six of which were assigned to Fort street. The receipts from traffic on Fort street in 1892 for the three best days were $1108. In 1893, the receipts for the three best days were $1293, showing that in the last named year nearly 2000 passengers more were carried than during the same period in the previous year, the service of which your anonymous friend praises so highly. With regard to the management, perhaps I should further enlighten "A Member." Since April of the present year a practical man has been in charge of the works, and it was under his direction and not mine that the cars have been run since that date.

In taking leave of this subject for the present, I must say that I do not envy the position in which Mr. Ellis and the reporters have been placed by his letter of yesterday. The question being one of accuracy, from my own knowledge of the excellence of the service during show time, I am strongly of opinion that the reporters are right and Mr. Ellis wrong. In any case it is difficult to believe that they would wilfully mislead the public, even to please the management of the show.

D. W. HIGGINS.

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TO THE ELECTORS

—OF THE—

District of Cariboo.

GENTLEMEN,—

At the request of a great many of my friends I have, with great diffidence, consented to contest the seat in the Local Legislature rendered vacant by the death of our esteemed fellow-citizen, Mr. I. B. Nason. In offering myself, I do so as a supporter of the present Administration, as I consider that we have been very fairly dealt with by it.

Having been a resident in the District for over twenty years, and having been engaged in farming and mining almost an equal length of time, I feel that I am fairly conversant with your needs. Of course, not having engaged in mining for the last ten years personally, circumstances may have altered somewhat, so that your requirements may not be just the same as they were then. Hoping to make a personal canvass—if time will permit—I shall be pleased to listen to any suggestions you may make.

As to the requirements of the farming portions of the District, I claim to be fully acquainted with them. I believe that the Land Act should be further amended so as to better suit those engaged in farming and stock raising. Considering a railway of paramount importance, any *bona fide* scheme to build one to benefit the District will, should I be elected, receive my fullest support.

There are other subjects which I would wish to touch upon, but as I intend to hold public meetings at all the principal places in the District I hope then to more fully and clearly explain my views.

In the meantime,

I have the honor to be, gentlemen,
Faithfully yours,

WM. ADAMS.

Alexandria, July 20th, 1893. au4w

MAIL CONTRACT.

SEALED TENDERS, addressed to the Postmaster-General, will be received at Ottawa until noon on Friday, the 1st September, for the conveyance of Her Majesty's Mails, on proposed contracts for four years in each case between Dog Creek and Empire Valley, and Lytton and Railway Station, from the 1st October next.

Printed notices, containing further information as to conditions of proposed contracts, may be seen and blank forms of tender may be obtained at the Post Offices of Alkali Lake, Dog Creek, Empire Valley, Lytton and at this office.

E. H FLETCHER,
P.O. Inspector.

Post Office Inspector's Office,
Victoria, B.C., 14th July, 1893. jy27-3tw

"'Tis strange what difference should be
Twixt tweedle-dum and tweedle dee."

MISCELLANEOUS.

COLLEGIATE SCHOOL.

PATRON,

The Lord Bishop of British Columbia.

VISITORS:

The Ven. Archdeacon Scriven, M.A.,
The Rev. Canon Beanlands, M.A.,

HEAD MASTER,
The Rev. C. Ensor-Sharp, M.A.

ASSISTANT MASTER,
Eustice Leakey, Esq.

The School will re-open in the Cathedral School room on Monday, the 25th September, 1893, at 9:30 a.m.

For terms and all information, apply to

REV. C. E. SHARP,
je28-3m-d&w P.O. Box 188, Victoria, B.C.

WHAT FINER CAN YOU DRINK THAN

JOHN JAMESON & SONS'
(DUBLIN)
"OWN CASED" Very Old
BLACK-BOTTLE

WHISKY.

Please see you get it with

Metal Capsules { BLUE - One Star. PINK - Two Stars. GOLD - Three Stars

Sole Export Bottling Agents to J. J. & S.—
C. DAY & CO., LONDON
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IN USE 100 YEARS.

THE

POOR MAN'S FRIEND

Dr. Roberts' OINTMENT

SKIN DISEASES. THIS VALUABLE OINTMENT (as originally prepared by G. L. ROBERTS, M.D. is confidently recommended as an unfailing remedy for Wounds of every description, Chilblains, Scorbutic Eruptions, Burns, Sore and Inflamed Eyes, Eczema, &c.

Dr. ROBERTS' ALTERATIVE PILLS FOR THE BLOOD and SKIN.

SKIN DISEASES. They are useful in Scrofula Scrobutic Complaints, Glandular Swellings, particularly those of the neck they are very effectual in the cure of that form of skin disease which shows itself in painful cracks in the skin of the hands and in all scaly diseases.

They may be taken at all times without confinement or change of diet.

Sold at 1s. 1½d., 2s. 9d., 11s. and 22s. each, by the Proprietors, Bridport, England. my20

Dr. J. COLLIS BROWNE'S CHLORODYNE.

THE ORIGINAL and ONLY GENUINE

Vice-Chancellor Sir W. PAGE WOOD stated publicly in court that Dr. J. COLLIS BROWNE was undoubtedly the inventor of Chlorodyne that the whole story of the defendant Freeman was literally untrue, and he regretted to say that it had been sworn to.—*Times*, July 13 1864.

DR. J. COLLIS BROWNE'S CHLORODYNE IS THE BEST AND MOST CERTAIN REMEDY IN COUGHS, COLDS, ASTHMA, CONSUMPTION, NEURALGIA RHEUMATISM, &c.

DR. J. COLLIS BROWNE'S CHLORODYNE —The Right Hon. Earl RUSSELL communicated to the College of Physicians and J. T. Davenport that he had received information to the effect that the only remedy of any service in Cholera was Chlorodyne.—*See Lancet*, Dec. 31, 1864.

DR. J. COLLIS BROWNE'S CHLORODYNE is prescribed by scores of orthodox practitioners. Of course it would not be thus singularly popular did it not "supply a want and fill a place."—*Medical Times*, Jan. 12, 1885.

DR. J. COLLIS BROWNE'S CHLORODYNE is a certain cure for Cholera, Dysentery, Diarrhœa, Colics &c.

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

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$50 FOR A CHICKEN.

To create an interest in the breeding of high class poultry, I will award a special prize of $50 00 cash to the person raising the heaviest Plymouth Rock chicken hatched from eggs purchased off me.

Plymouth Rocks are unquestionably the best breed of fowls known for the Canadian farmer. Send for descriptive Circular of this valuable breed of fowls.

Eggs for hatching, guaranteed fresh and true to name, carefully packed in baskets and delivered to Express Company, $2.00 per sitting of 13. Address T. A. WILLETS,
Breeder of Plymouth Rock Fowls'
ap23 Weston, Ont.

NOTICE is hereby given that, in pursuance of the provisions of section ninety-four (94) of the Act to amend and consolidate the laws affecting crown lands, I shall apply to the Chief Commissioner of Lands and Works for the establishment of a public highway:—Commencing at the terminus of the Cedar Hill road, Lake District, running thence in a northerly direction to the south-west corner of section thirty-seven (37), Lake District; thence along the western boundary of said section to the north-west corner of said section thirty-seven (37); thence westerly along the northern boundary of section thirty-eight (38), thirty-five (35) chains, more or less; thence in a north-easterly direction to the Saanich road.

au11-1m WILLIAM STEINBERGER, JR.

CONSUMPTION.

I have a positive remedy for the above disease; by its use thousands of cases of the worst kind and of long standing have been cured. Indeed so strong is my faith in its efficacy, that I will send TWO BOTTLES FREE, with a VALUABLE TREATISE on this disease to any sufferer who will send me their EXPRESS and P.O. address.

T. A. SLOCUM, M. C., 186 ADELAIDE ST., WEST, TORONTO, ONT.

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