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**POST OFFICE IS
TO BE ENLARGED**

One Story Addition to Rear of
Building is Contem-
plated

WILL INCREASE THE BOX ROOM

Present Shortage of Facilities in This
Respect Will be Remedied—New
Stamping Machine.

Big improvements are contemplated at the Victoria postoffice, as a result of the rapid growth of the business of the city. When Inspector George Ross of the postal service, who is now on his way from Ottawa, arrives here, the proposed improvements will be discussed with him by Postmaster Shakespeare, and it is probable that the postoffice building will be extended at the back of the main building on the court yard side to the one-story building used by the appraiser and customs parcel departments. It is proposed to build on the space occupied by this courtyard a one-story extension of the main building of the post office, which would be increased in size. That the increase is necessary is obvious.

With the change, it is proposed to add to the post office boxes, the number of which have been found to be inadequate to the demand. There are now on file over 70 applications which cannot be granted owing to the lack of boxes. With the change, two wings of boxes will be placed at right angles to the present boxes, extending the full width of the main building.

A stamping machine of the latest model, a patent appliance manufactured by the New York Postal Supply company, has just been fitted up at the post office and is expected to be in use within the next few days. This machine stamps letters with from ten to twenty times the speed with which the work is at present done by hand. Even the installation of this machine, however, will not meet the demand for additional help in the way of mailers, although it will to a certain degree facilitate the handling of the letter post.

GRANTED A DIVORCE.

Isaac Portrey of Ladysmith, Secures Separation from Wife.

The application of Isaac Portrey for a divorce from his wife Sarah Ellen Portrey on the ground of adultery was granted by Chief Justice Hunter in the civil sittings of the Supreme Court which opened Tuesday. The decree was made absolute. There was no defence. W. Moreby appeared for the petitioner.

The jury case of McFarlane vs. Garbutt for damages for slander through the publication in a local newspaper of a letter by the defendant was then taken up. H. D. Helmeck, K. C., and P. Peters, K. C., are appearing for the prosecution and S. Perry, M. J., and E. V. Dowell, K. C., for the defence.

Dr. Oronhyatka Dead.

Deseronto, Ont., July 8.—This community was startled when it was announced that Dr. Acland W. H. Oronhyatka, only son of the late Supreme Chief of the Independent Order of Foresters, had been found dead in bed at the family residence. Although he had heart trouble for years, it is only recently that he had been suffering from its effects. Dr. Oronhyatka, who has been visiting his father in Norway, is on the sea, and is expected to arrive in New York on Wednesday. The deceased was 48 years of age and was born in Frankfurt, Ont. He graduated in medicine from Trinity college, Toronto, 14 years ago.

**DISCUSS THE CONDITION
OF RURAL ROADWAYS**

Some Colwood People Are not Satisfied With the Way That Money Is Being Spent

A well attended and most representative meeting to discuss the very unsatisfactory condition of the public roads of the district was held in the school hall on Saturday, July 6. J. Jardine, M.P., was present by invitation and presided.

The road representative was also invited and notified that he would be expected to give the meeting his views as to the best expenditure of the money for the roads. Mr. Jardine, however, was not present, although called upon by the chairman and subsequently requested by several speakers to do so he absolutely refused to give the meeting information, which naturally caused considerable indignation.

There was some plain and pointed speaking upon the question generally, but all in a temperate and gentlemanly manner.

The burden of complaint was that the results were in no way commensurate with the appropriation, some \$30,000 annually, that the work was inefficient, culverts being put in and no provision made to carry off the water and that the roads all over the district were worn out, possessing no resistance to rain or frost, on the traffic the general opinion being that the time had arrived for an entirely new system to be adopted.

Eventually it was proposed by Henry Helmeck, seconded by Dr. Peters, that "our member respectfully request the government to make arrangements to let the road work by contract instead of by the present system."

Mr. Helmeck in support of his resolution stated that when Mr. Ross was in charge of the department personally inspected the roads, arranged for contracts, and that they got two yards of road made and gravelled for \$1000. Whilst under the present management they did not get more than 300 yards for the same amount. This statement he quoted by figures to prove and asked the present superintendent, who was one of the contractors in those days if they were correct, and he agreed they were.

Dr. Frances in seconding the resolution said that from personal observations of years, the men did not do more than half a day's work, for a day's pay.

The resolution was carried unanimously. A vote of thanks to the chairman brought the meeting to a close.

TO EXAMINE CARON.

Hearing of Suit for Libel Brought by R. F. Green Against the World.

Vancouver, July 8.—"They come here, My Lord, on the very eve of the trial, the eleventh hour, and ask for this commission to examine a witness. I strongly object to the application."

With Burns was opposing in Justice Morrison's chambers today, a motion on behalf of the World Printing & Publishing Co. for a commission to issue to Ottawa examining Sir Adolph Caron in connection with the suit for libel by R. F. Green. The former coming in support of a statement in the familiar pre-election article to the effect that Sir Adolph Caron had bribed Mr. Green with a large block of stock in Telqua Valley lands.

"The case is on the list for trial tomorrow," continued Mr. Burns. "It has been pending for a long time, and my learned friend had ample opportunity to make this application before."

Mr. B. P. Wintemute, solicitor for the defendant Journal, was interested in the papers he held in support of his application.

"Why," the court inquired, "was this this application not made at an earlier date?"

Mr. Wintemute—I gave notice on Saturday, the earliest possible date, I could do so.

"The application is for the purpose of delay," continued Mr. Burns.

"Give you material in support of that?"

"But it can't be for anything else."

"Oh, I can't accept a general statement of that kind. You must prove it. Applications for commissions on the eve of trial are not uncommon, and I must grant this."

In a long argument over a request that the court fix a day peremptorily for the hearing of the case, both counsel won. The day was fixed for July 30, but not peremptorily. If the commission is not returned by that date the defendants may apply for an adjournment.

"That," said Mr. Burns, "is the very thing I wish to avoid. We don't want this case thrown over to the October court."

"Just as soon as the commission is returned," replied Mr. Wintemute, "we are willing to proceed with the trial."

Although Sir Adolph is a plaintiff for Mr. Green, the defendants are doing the "calling." His evidence will chiefly bear upon his personal letter to Mr. Green, which Mr. Green says he destroyed.

THROUGH A SCHOONER

San Francisco Liner Collided With Lumder-laden Sailer

Advent

NO LOSS OF LIFE RESULTED

Ning Chow Arrives from Liverpool and the Orient—Many Japanese are Coming to This Province.

(From Tuesday's Daily Colonist.)

The steamer Sonoma, Capt. Cousins, of the Pacific Coast Steamship company, which arrived yesterday afternoon from San Francisco, reported having collided with the three-masted lumber-laden schooner Advent, Capt. Olson, at 2.15 a. m. Saturday, 27 miles northwest of Point Arena, California. The Sonoma struck the Advent on the starboard bow at the cathead and struck the lumber-laden vessel, which had timber twelve by twelve lashed as deckload, on her beam, the Sonoma would scarcely have escaped practically scuttled, as she did not stop incident, while fortunately resulting in no loss of life and not as much property loss as would have been expected, caused considerable excitement.

According to the story told Third Officer Kennedy, in charge of the Sonoma, at the time, Capt. Cousins having gone below, had seen the faint flicker of a green light on the starboard bow and he had started to starboard to clear, but a second or two later saw a red light, the sails of a vessel becoming dimly visible in the darkness about the same time. As the Sonoma went to starboard it seems that the Advent also swerved, bringing her across the liner's bow and the collision followed. The Sonoma, going at 12 knots an hour struck the schooner on the starboard bow just forward of the cathead, cutting clear through and shoving her bow and stem clean off. The noise of the impact awoke many passengers and Capt. Cousins, who had been called, rushed out to the bridge. There was not a great deal of excitement, although most of the passengers were awakened and a considerable number of the 337 people on board came to the deck. The sailing vessel scraped along the port side of the Sonoma, swinging against the port quarter as she rolled by and breaking away a number of the lower railings on the after deck. This damage, with a small portion of broken rail on the forward bow, and a number of scratches made the total damage inflicted on the liner.

While the eight men on the sailing vessel were shouting excitedly, "Don't leave us, oh don't leave us, we're sinking," the Sonoma's way was being stopped, but she had gone at least two miles before she could be brought about in the glare of the searchlights. The wreck showed plainly the damage inflicted. The lower part of the mizzen alone remained standing, and where the bow had been a large gap from which the lumber cargo was breaking away. There was considerable wreckage tossed in the sea near about.

A boat was lowered quickly, and Chief Officer Kenny and a boat's crew went to the wreck. With the amount of wreckage their work was made difficult by the searchlight from their vessel they made their way alongside the Advent and Capt. Olson, his mate, second mate, cook and four crew members, were brought off. They jumped from the deckload into the boat brought alongside. All were taken on board the Sonoma, a great crowd of people watching the rescue with interest.

The Sonoma was stopped and she lay to by the damaged sailing vessel until daylight when the vessel was put on board. Capt. Olson went to the vessel and Chief Officer Kenny of the Sonoma went with him. An eight-inch hawser was masoned says the Sonoma started north east and the in tow. Capt. Cousins was in a predicament. He could not go back to San Francisco, and did not care to be delayed by towing the vessel to port north. He could not, however, leave the vessel lying derelict in the water, and at other points on the vessel steaming up and down the coast and had, therefore, to tow the vessel until he met with some other craft willing to take the tow.

Soon after the Sonoma started the hawser parted and another line was made fast. The Sonoma then started off with her tow. In the afternoon of the same day the steam schooner, Coaster, Capt. Higgins, met the Sonoma and signalled asking the Coaster to take the wrecked Advent in tow. The Coaster hove to, and she signalled "Come aboard." Capt. Cousins and Chief Officer Kenny of the Sonoma went aboard but Capt. Higgins refused to entertain any proposals for towing the vessel unless both agreed to turn the Advent over to him as a condition. He said there was nothing in it for him as a towage proposition, and declined to undertake the work.

The Sonoma, much to the disgust of Capt. Cousins and all on board, again took the Advent in tow. Capt. Cousins was considering taking the schooner in close to shore and anchoring her until he could send word to some vessel to go to her assistance, when the steam schooner Guala, southbound, was sighted.

So keen was the master of the liner to get rid of his tow that when he signalled to the Guala he made no proposal as to price. He simply asked: "Will you tow the Advent?" A boat was lowered and sent over to the Guala to make sure of the arrangement, and Capt. Cousins and his company were then placed on board the schooner and she was dropped. The Sonoma hove to until the Guala was seen starting away from the wreck when she started on her way north at full speed, arriving here at 5 p. m. yesterday, about twelve hours late.

The Advent was bound from Coos Bay with a cargo of 50,000 feet of lumber for San Francisco. The vessel was worth about \$90,000 and the lumber cargo about \$30,000. The Advent is a recently built coasting vessel of 289 tons net, owned at San Francisco. It is understood the vessel was insured only against total loss. It is expected an enquiry will be held at San Francisco concerning the accident.

The steam schooner Guala reached San Francisco with the wrecked schooner Advent which was in "colliding" with the Pacific Steamship Company's steamer Sonoma on Monday.

**GROWERS OF FRUIT
MAKE GOOD PROFIT**

Product of One Cherry Tree Brings \$64—Fine Crops in the Interior

With all the reports of a poor fruit crop in British Columbia this year, due to the late spring and dry weather, there are yet evidences of good yields in different parts of the province, which are being marketed for the successful grower.

The most recent evidence was received at the provincial department of agriculture yesterday. It was in the shape of a report from H. Webb, of Chilliwack on the success of his cherry crop. Mr. Webb writes that he was able to pick 800 pounds of cherries from one tree he picked 800 pounds which at the prevailing price brought him \$64.

Thomas A. Brydson, of Victoria, who recently completed a tour of the interior of the mainland during which he delivered a number of lectures before Farmers' Institutes, and outside demonstrations in fruit culture, says that reports to the effect that fruit crops had been seriously affected by late spring frosts, are not in accordance with the facts. This is corroborated by James R. Anderson, deputy minister of agriculture, who was in the interior during his tour of the Okanagan and Spallumcheen districts.

The general crop outlook in the interior, Mr. Anderson says, is also of the best, the yield of fall wheat being much better than anything ever before known, while there are many prospects of a good crop of fruit.

Faith in the fruit growing possibilities of the interior is being demonstrated through the Slokan district at Arrow lakes where large acreages are being planted with trees.

There has been more rain in the upper country than in the coast districts and growth of all kinds has been well advanced. The ranges are all green and the stock raisers are highly pleased with the outlook.

Peat Plant Destroyed.

Fort Francis, Ont., July 9.—The Manitoba Peat Co. plant, two miles west of here, has been completely destroyed by fire. Total loss, \$35,000, insurance, \$16,000.

**BAND MASTER FINED
BY MUSICIANS' UNION**

His Offense Was Acceptance of Engagements at Less Than Schedule

The band trouble has not as yet been settled. On Sunday last Bandmaster Rumsby was fined by the Musicians' union for violation of the tariff but this only complicates the question of the Sunday concerts. As previously stated the band has a contract with the city to give 24 concerts for \$1,000.

Capt. Ridgeway Wilson, adjutant of the Fifth regiment, however, waited on the mayor and informed him yesterday that the band was prepared to go on with the concerts next Sunday.

At the session of the Musicians' union held on Sunday last Mr. Rumsby was fined \$18 for accepting an engagement for the band on May 25th at \$8 per man. The work on the 24th was part of the series of concerts to be given by the band during the summer.

Mr. Rumsby was also fined for accepting an engagement for his orchestra of three to play at the Cove Corners tea rooms. The orchestra has been playing one hour daily for \$4 when the union price is \$7.50.

Germany, the fatherland of printing from movable type, and of wood cutting for making impressions in ink, has been the home land of the book plate.

FROM THE NORTH

Princess May Arrives With Over a Hundred Passengers

The steamer Princess May of the C. P. R. Skagway fleet reached port Sunday (yesterday) north with 103 passengers, of whom about forty came from Skagway and interior points, the remainder being picked up at Port Essington and other northern points. News was brought by the Princess May that the sockeye had begun to run thickly on the Skeena and the fishing fleet at the mouth of the river presented a picturesque sight as the vessel steamed toward Port Essington on her down trip.

News was also brought by the Princess May of brisk mining operations in the vicinity of White Horse. The work of hauling ore from the mines to the depot for shipment goes steadily on from the Grafter and Arctic Chief, all the teams and wagons that are to be had being employed with the result that from 30 to 40 tons are being loaded on cars daily.

The Arctic Chief company, besides its operations on the Skeena, for which the company is named, has a force of men at work on the Best Chance which bids fair to be among the best properties of the district.

At the Pueblo a force of men is at work taking out ore and building up dumps which already comprise thousands of tons.

The Princess May left last night for the mainland taking the place of the Princess Victoria for one trip.

QUADRA RETURNS

After Long Cruise in Northern Waters Government Steamer is Home.

After a long cruise in northern waters, extending over eight weeks, the government steamer Quadra returned to port yesterday morning with her chief officer disabled because of a broken leg and her chief engineer very ill. The disablement of her chief officer, Capt. McDonald, left the vessel without a mate and she proceeded north without a second officer. It was while the Quadra was moored at the wharf at Swanson that First Officer Macdonald sustained the accident. He sprang from the vessel to the wharf, a short distance, but slipped and fell, his left leg being broken. The steward bathed the injured limb with hot water and on arrival here yesterday morning Dr. R. R. Fraser was sent for. He ordered the chief officer removed to the hospital. Chief engineer Grant was taken to his home seriously ill, and will not be able to proceed when the steamer starts north again.

While absent in northern waters the steamer was in collision and some damage was sustained. The United States revenue cutter, Rush, which towed the sealing schooner Charles G. Cox to Port Simpson after a seizure, turned the schooner over to Capt. Hackett who ordered her master, Capt. Christian, to be taken to Vancouver. Rush had broken down and Capt. Hackett agreed to tow the revenue cutter to Ketchikan. While a second officer was being picked up on board, the first line given had parted the two vessels rolled against each other and the Quadra sustained some damage of her hull and of her rigging.

During the northern cruise Arcticlene gas beacon were installed at Etchemin, near Port Simpson, Gibbon Island, near Port Simpson, Gibbon Point and Sarah Island, and some buoy work was accomplished.

The chief officer of the Arcticlene department has notified the department at Ottawa of the predicament of the steamer, which has now without mates and is disabled, and Captain Macdonald, who will be unable to use his leg for some time.

FROM RIVER'S INLET

The steamer Queen City, Capt. Quinn, which reached port yesterday morning from River's Inlet and way port, reported that a large number of about 80 passengers south, most of them from the logging camps. She will sail again tonight, taking a large cargo and many passengers. News was brought by the Queen City that the sockeye season had commenced on the coast. The Dora Stewart is shipping a crew at Ashcroft and the Alle I. Algar at Ucluelet. The Markland has a crew shipped and was ready to leave Clayquot.

CAPE LAZO STATION

Will Report Steamers from Northern Ports—Wireless Telegraph Arrangements.

Cecil Dentre, commissioner of wireless telegraphy for the Dominion Government has returned to the city after selecting a site for the wireless telegraph station to be established with-out delay at Cape Lazo, near Comox. An acre and a half of land on a height rising 120 feet above the sea level has been secured and a station will be established with which vessels coming from the north can communicate when near Vancouver Island. Other sites have been selected in Victoria and Vancouver and arrangements made for the establishment of the West Coast stations at Pacheena and Estevan points in connection with the light stations.

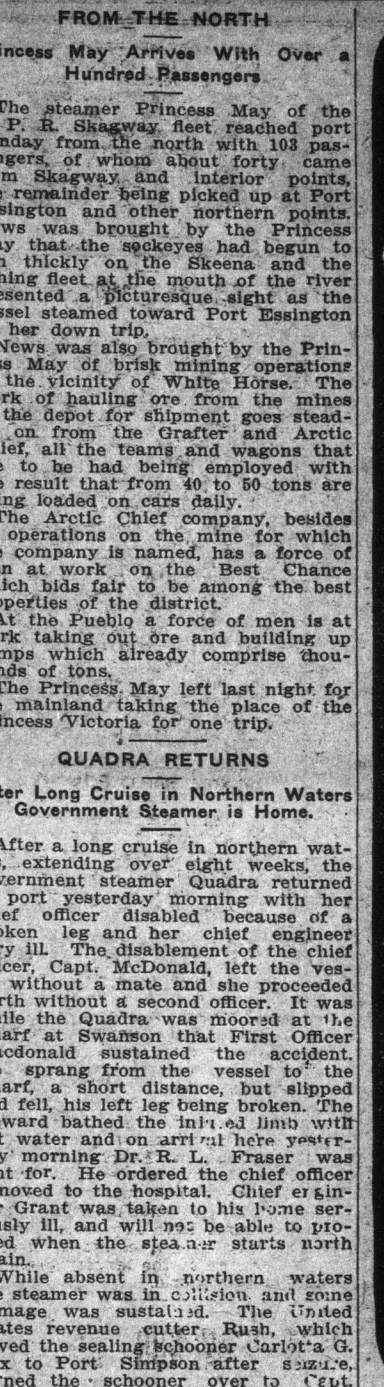
**INTERESTING POINT
IN ARBITRATION CASE**

E. M. Johnson Asks Whether Ralph Plans Are Actually Being Used

Some question has arisen in the Victoria West arbitration at present proceeding with D. R. Harris as arbitrator as to whether the city has really proved that the Ralph plans are being used. E. M. Johnson, who is appearing for several proprietors, has raised the question as to whether the marks which have been used by the city in running their lines belongs to the Ralph survey or to some other one. If the latter is the case then the legislation was misled when it legalized or made official the Ralph map. The arbitrator will probably shortly state a case to be submitted to one of the judges of the supreme court for an opinion as the property holders contend that they are entitled to indemnity for expenses incurred in making the necessary changes.

A Flag Trouble

Brassia, Italy, July 8.—As the result of the arrest of a tramp for insulting the Italian flag during the military parade on Garibaldi Day, the labor exchange has voted a general strike, which has been effectively carried out. The situation is serious.



THE JESSIE

Sealing Schooner Will Be Hauled out for Repair Today

The sealing schooner Jessie, Capt. Harry Brown, which returned from Kyquoot in a leaking condition as a result of having struck a rock in Schooner passage, Kyquoot, will be hauled out on the Victoria Machinery repair ways this morning. The schooner, it is stated, is not severely injured, and it is expected the repairs will be accomplished quickly and she will proceed in a few days. Kyquoot to pick up the balance of her Indian crew. Several canoes have already been shipped from Ahousaht and part of the crew secured at that port are now on board.

The Jessie had a hard trip down the coast, having been obliged to put in four times owing to heavy weather. She picked up a number of Indians at Ahousaht and then proceeded to Kyquoot, where she struck. The fishing steamer Athens, of Victoria, which was at Kyquoot, towed the Jessie off and the following day, July 2, Capt. Brown started homeward for Victoria.

He reports that the various schooners still on the coast are securing crews. The Thomas F. Bayard left Kyquoot on July 1 after shipping 14 canoes. The Dora Stewart is shipping a crew at Ashcroft and the Alle I. Algar at Ucluelet. The Markland has a crew shipped and was ready to leave Clayquot.

THE WHALERS

The steam whaler Saint Lawrence, which was hunting from Sechart for some time when the ice broke up, has been ordered to proceed to the Narrows Cut creek station at Kyquoot. Orders to this effect were sent by the Pacific Whaling company when the steamer Tees left for west coast points on Sunday night.

With the completion of the new station at Kyquoot the Pacific Whaling company is transferring the scene of its activities to the new site, recently acquired on Page's lagoon, six miles from Nanaimo. There 250 acres have been acquired, and it is the intention of the company to erect a station smaller than the west coast stations, as well as glue and barrel factories. Barrels are brought at present from London, Ont., but the intention of the company to import hardwood from Vladivostok and North Japan and make them at the new station, which is to be used only for winter hunting, when the steam whalers will be withdrawn from the west coast to the coast hunting grounds in the Gulf of Georgia.

News has been received from the west coast that the Ahousaht and Kilsnoat Indians, imbued by the success of the whaling season, have started in earnest to hunt whales. A number of canoes have been secured for the business and the whale hunters from these canoes are already secured four large whales, which were being worked up when the sealing schooner Jessie left the coast.

The steel dredge being built at Poirson's yards at Toronto for Victoria will be shipped to New Westminster in sections next month, costing \$10,000 in freight alone. The vessel will be put together at New Westminster and is expected to be ready in October. She will have accommodation for forty men.

There are 265,000 people in Canada today, who really **KNOW "Fruit-a-tives"** to be a splendid remedy.

Four years ago, "Fruit-a-tives" were an unsolved problem in the brain of one of Canada's leading physicians.

Today, over a quarter of a million of Canadians know them for what they are—a positive cure for Stomach, Liver, Kidney, Bowel and Skin Troubles.

"Fruit-a-tives" have cured stubborn cases of Constipation—Chronic Rheumatism—Skin Eruption—that defied ordinary remedies. The cures of Biliousness, Indigestion, Headaches, Pain in the Back, Nervousness and Irregularity of the Bowels—are numbered by the thousands. "Fruit-a-tives" move the bowels just as fruit moves them and leaves them healthy.

"Fruit-a-tives" are fruit juices and tonics in tablet form—with the increased medicinal action made possible by the chemical change which takes place when the juices are combined.

Only 50c. a box—6 boxes for \$2.50. At all druggists—or sent on receipt of price. 104

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ORIGINAL AND ONLY GENUINE

Each Bottle of this well-known Remedy for Coughs, Colds, Asthma, Bronchitis, Neuralgia, Toothache, Diarrhoea, Spasms, etc., bears on the Stamp the name of the inventor, **Dr. J. Collis Browne**

Numerous Testimonials from Eminent Physicians accompany each Bottle.

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In order to feel assured of genuineness, we request the attention to this our Special Export Label, and to our Trade Mark and Name on all Corks, Capsules and Cases, also to age mark.

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It's a real pleasure to own a Sunshine. It's so easily regulated. Drafts work perfectly—do just what you expect them to.

The fire is always under control. You

PULL UP THIS CHAIN from the floor above, and if you feel a trifle chilly, and a strong draft through the ash-pit door is opened.

Fire immediately burns up briskly. In a few minutes you will be warm and comfortable. Then drop the chain again.

You see, it's not necessary to go down to the basement and turn on the drafts when you want a warmer fire in the Sunshine.

Sunshine is a labor-saver as well as a comfort-producer.

If your local dealer does not handle the Sunshine, write direct to us for FREE BOOKLET.

McClary's SUNSHINE FURNACE

can have as hot a fire as you like on zero days. And one just warm enough to keep the chilly feeling absent when a thaw comes.

Fortunate is the man who owns a Sunshine.

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