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hed condition he has ever seen ng there. Only labor troubles ake it.

king of the recent fire which ed the engineering building at Dr. Porter states that the loss ffered no loss but what money eplace, and that beyond some inconveniences the department not be affected next term. lays after the fire the contracts t for the new buildings, which larger and more commodious. of the one old engineering two will be built. The uni- was fortunate in that it was e lighter and least expensive ery, which was placed on the ors, which was injured. loss to the medical faculty, r, was a more serious matter. h pathological collections were entirely destroyed. However, f contributions from all parts world are flowing in, and this imately be replaced. The doceived the offer of a valuable on from a distinguished surere today.

MERLAND FRUIT-GROWERS.

Against the Fruit-Growers' Exchange of B. C.

pecial meeting of the Summerruit-growers' Association was n Saturday afternoon to deal he memorandum of association -laws for the proposed Fruit-s' Exchange of B. C., and to r the advisability of sending s to attend the meeting called elstoke for the 22nd inst., says rnon News.

question of joining the proorganization was discussed in bearings. It was stated that ea of Messrs. Johnstone and ith seemed to be to do business etail fruit dealers, and it was out that Summerland's experi- this direction had made it evihat it was impracticable. Al- two good men had been on the represent the fruit interests of e town, it had been found imto compete with wholesale nen with travellers out—all the nd loss had resulted. consensus of opinion was that versity of the fruit products of Columbia was such as to preserious obstacle to the union co-operation proposed, while it be far preferable to form an orion including the various secof the Okanagan whose products bstantially the same.

his connection, President Ritchie d the system in operation in River, stating that the fruitrs in that district, who were rs of the union, signed contracts g themselves to sell all their except a specified quantity reor their own use, through that ation. This arrangement renpossible the forming of very e estimates of the probable crop, he selling of the fruit in large o the highest bidders. He beery strongly that this system be followed by any local organformed.

r debating the question, pro and t some length, a committee was ted to draft a resolution approthe general principle of co-operin the distribution and sale of but stating that the association ot prepared to go in for a prolong the lines suggested, believat local organization should first rmed which might, perhaps, deinto the larger scheme. As a reof this decision, no delegate from erland attended the Revelstoke g yesterday.

informal discussion then took as to whether the association embark upon the business of elling, this year, and it was deto meet for full discussion of important matter on Saturday, 1st.

INTENSIFIED FRUIT JUICES AN IMPROVEMENT ON NATURE

A Discovery that is Revolutionizing Medicine.

Remarkable Success Attends the Finding of a New Medicinal Compound by Combining the Juices of Apples, Oranges, Figs and Prunes.

Fruit helps to keep one healthy. Fruit, in itself, will not cure disease. The medicinal principle—or that part of fruit which has a curative effect—is in such infinitesimal quantities, that it is unable to overcome a diseased condition of the stomach, liver, bowels, kidneys or skin.

Just here is where science stepped in. An Ottawa physician did what nature could not do. He first found that some fruits were stronger medicinally than others—and that apples, oranges, figs and prunes contained all the healing properties of other fruits. There are two principles in fruit juices—bitter and sweet. After extracting the juices of the four fruits mentioned, this physician succeeded in replacing one atom of the sweet principle by one of the bitter. This resulted in an entirely new combination being formed. This new compound was many times more active medicinally than the fruit juices. Where eating fruit only helped to keep one well, this compound actually cured disease.

To make it more valuable still, this physician added the finest tonics and antiseptics, and then, by evaporating the entire compound to a powder, made it into tablets.

This, in short, is the method of making "Fruit-a-tives"—these wonderful tablets — the most reliable cure for Constipation, Biliousness, Stomach Troubles, Kidney and Bladder Diseases and Skin Affections. Being made from fruit, "Fruit-a-tives" may be taken by women and children without fear of ill-effect.

Don't take a substitute. If your druggist does not handle them, send 50c for a box to Fruit-a-tives Limited, Ottawa.

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FOR SALE—Barrel churn, almost new, $3; also good 6-ft. saw, $2.50. Apply 215 View street. ap16

FOR SALE Lot of nice Jersey Heifers. Lukes, Gordon Head. n23

FOR SALE—Span farm horses, wagon, harness, few good roadsters, buggies, carts and wagons; house and acre land; five room house to let, centrally located. Apply I. J. Fisher, Carriage Shop, Store street. o11

FOR SALE—First class heifer, just fresh, very gentle; also family cow, good milker, gentle. Can be seen after 3 p. m. Bessemer, Fraser street (take Esquimalt car). s18

SHROPSHIRE RAMS—A limited number of good range rams on hand, also some yearling ram lambs. G. H. Hadwen, Duncan.

FOR SALE—or exchange for real estate, 2,700 Mount Sicker and Brenton shares. Apply box 20. ap19

VISCOUNT AOKI IS TO TOUR THE COAST

First Japanese Ambassador to the United States Coming

Seattle, May 24.—Viscount Siuzo Aoki, Japanese ambassador to the United States, is coming to Seattle on an inspection tour of the Pacific coast. He is expected to arrive in about two weeks, but he may come about the same time as the Kuroki party, on its return from the Jamestown exposition.

This is the news brought by C. T. Takahashi, vice president of the Oriental Trading Company, who arrived in Seattle yesterday morning after just a month's absence in the east. Mr. Takahashi went to Washington to report to the ambassador on the feeling of the northwest toward the Japanese. He visited Washington, the Jamestown exposition, New York and Boston.

Viscount Aoki's mission to the coast is partly to determine by a personal visit the extent and character of the anti-Japanese agitation that was responsible for the recent action of the San Francisco school board. After visiting Seattle the ambassador will go through Portland on his way to San Francisco. Mr. Takahashi thinks the ambassador will be in Seattle only a few days. He has not yet been informed as to the exact date the viscount will arrive here.

Discussing his trip to Washington, Mr. Takahashi said yesterday: "My mission was to report on the feeling of the northwest toward the Japanese. At the same time, a representative from San Francisco was in conference with the ambassador at Washington. I reported that the northwest does not look upon the Japanese as San Francisco and California did; that so far as I could ascertain the agitation was confined to California.

The entire country, outside of California, seems to be on the best of terms with the Japanese. I visited the Atlantic seaboard, stopping at New York and Boston, and there were no evidences of anti-Japanese feeling anywhere.

"While in Washington I talked with President Roosevelt on the same question, and there were no evidences of anti-Japanese feeling anywhere.

"The ambassador will be in Seattle in a few days, though I don't know exactly when. He probably will not stay more than two or three days. His visit may come at the same time as Gen. Kuroki's return."

Viscount Aoki is the first ambassador from Japan to the United States. He was appointed in 1905, succeeding Minister Takahira. He is the first representative of any Oriental country who has ever held the rank of ambassador at the national capital, and his recognition was the formal acknowledgment by the American government of the fact that Japan is now a world power.

Viscount Aoki is about 63 years old, was educated in Germany and is usually called a representative of "the new Japan." When 31 years old he was appointed minister to Germany, and was an active member of the first Hague conference, representing Japan.

Local Japanese will arrange a reception or ceremony of some sort in honor of the ambassador's coming, says Mr. Takahashi.

VICTORIA TIDE TABLE

(May, 1907.)

(Issued by the Tidal Survey Branch of the Department of Marine and Fisheries, Ottawa.)

Date		Time	Ht	Time	Ht	Time	Ht	Time	Ht
1	...	3 22	8.9	11 36	0.9	20 33	7.6	23 15	7.4
2	...	4 03	8.8	12 33	0.9	21 56	8.0	.....	.....
3	...	0 31	7.7	4 36	8.5	13 33	1.1	23 06	8.2
4	...	2 23	7.8	5 01	8.0	14 30	1.5	23 46	8.3
5	...	.....	.....	.....	.....	15 24	2.0	.....	.....
6	...	0 10	8.2	.....	.....	16 17	2.7	.....	.....
7	...	0 18	8.1	7 00	5.9	10 47	6.2	17 09	3.5
8	...	0 28	8.0	7 18	5.0	12 36	6.2	17 59	4.3
9	...	0 41	8.0	7 42	4.1	14 08	6.3	18 47	4.9
10	...	0 58	8.2	8 12	3.3	15 31	6.6	19 32	5.6
11	...	1 17	8.4	8 45	2.6	16 45	6.8	20 13	6.2
12	...	1 37	8.5	9 20	2.1	17 54	7.0	20 48	6.7
13	...	1 55	8.6	9 57	1.9	19 03	7.2	21 08	7.2
14	...	2 08	8.5	10 36	1.5	.....	.....	.....	.....
15	...	2 20	8.4	11 16	1.9	.....	.....	.....	.....
16	...	2 28	8.3	11 58	1.7	.....	.....	.....	.....
17	...	2 30	8.1	12 42	1.9	.....	.....	23 58	8.1
18	...	.....	.....	13 28	2.2	.....	.....	.....	.....
19	...	0 00	8.0	14 15	2.6	.....	.....	.....	.....
20	...	0 10	8.0	15 03	3.0	.....	.....	23 28	7.8
21	...	.....	.....	15 50	3.5	.....	.....	23 29	7.8
22	...	.....	.....	16 37	4.0	.....	.....	23 44	7.9
23	...	6 50	4.9	12 04	5.9	17 25	4.6	.....	.....
24	...	0 02	8.2	7 13	4.0	13 24	6.2	18 11	5.1
25	...	0 23	8.5	7 42	3.0	14 30	6.6	18 55	5.6
26	...	0 48	8.9	8 16	1.9	15 34	7.0	19 38	6.2
27	...	1 15	9.2	8 55	1.0	16 39	7.3	20 20	6.7
28	...	1 43	9.4	9 39	0.4	17 49	7.5	21 04	7.2
29	...	2 12	9.5	10 26	0.1	19 00	7.8	21 53	7.6
30	...	2 43	9.3	11 16	0.1	20 31	8.1	23 09	7.8
31	...	3 16	8.9	12 09	0.4	21 31	8.3	.....	.....

The time used is Pacific Standard for the 120th meridian west. It is counted from 0 to 24 hours, from midnight to midnight. The figures for height serve to distinguish high water from low water.

The height is measured from the level of the lower low water at spring tides. This level corresponds with the datum to which the soundings on the Admiralty chart of Victoria harbor are referred as closely as can now be ascertained.

DECISION OF COURT IN THE CHEHALIS CASE

Text of Judgment Delivered by Mr. Justice Martin at Vancouver

Following is the judgment in its main parts, handed down by Mr. Justice Martin at Vancouver on Wednesday in the test case of Bryce vs. C. P. R., in the action for damages arising out of the Chehalis disaster:

"Though a large amount of evidence was adduced at the trial, yet the more the case is considered the clearer does it become. So far as regards the course, speed and signals of the Princess Victoria, I accept the account of her officers as being substantially correct, and since it is admitted that she was an overtaking vessel, within the meaning of Article 24 of the Collision Regulations, the main question is did she perform the duty cast upon her by said Article and Article 23, viz., to "keep out of the way of the other vessel" and "on approaching her, if necessary, slacken her speed or stop or reverse."

It cannot be plausibly urged that the speed of the Princess after she rounded Brockton Point—about six to seven knots over the ground—was in the circumstances excessive, and beyond doubt there was ample room for her to be have passed between the launch and the Chehalis. Capt. Griffin, who gave his evidence in a straightforward manner which favorably impressed the Court, estimated the distance between the two smaller vessels at about two hundred and fifty yards, and though it is notoriously difficult to estimate distances on water and other witnesses made it less, yet even Dean, the engineer of the Chehalis, who was a manifestly biased witness, in answer to the question, 'If he (Griffin) had been on a comparatively straight course there was lots of room betwoer your boat and the launch for him to pass through?' said, 'Of course there was; he was trying to do that; the tide chucked him over on to us.'

Had these respective courses and speed been maintained there was at that time no reason to anticipate any danger of collision, though the courses would probably have ultimately converged.

Being steadied then on this course, and having no reason to expect that the Chehalis would change the course she was on, which offered the Princess ample room to pass without running any risk, the Princess gave the proper signal that she was directing, here equivalent to continuing, her course to the port side of the Chehalis, that is, that he was on a course which would pass the Chehalis on the port side not that she was changing her existing course.

But I find that while the said blasts were being blown, or immediately thereafter, the Chehalis suddenly altered her course at least three or four points from west to southward, thus bringing herself across the bows of the Princess. Immediately upon this change of course being observed the engines of the Princess were stopped and reversed with the object of avoiding the Chehalis, but although at the time of the impact her way was stopped over the ground, yet she was probably still making four or perhaps five knots through the water, with the result that the collision occurred, although the force was much reduced by these manoeuvres and the Chehalis was not struck by the Princess' stem, but swept up against her in a glancing direction on her starboard bow.

Though it is not for the defendant to supply the explanation for this sudden change in the course of the Chehalis, I have little doubt that it was owing to the fact that Capt. House only kept a lookout ahead, and I believe he was startled when he heard the signal and made a wrong movement of his wheel at a critical moment in the strong tide. There must have been something of the kind, for Capt. House did not take the position that he was thrown out of his course by an unforeseen eddy or current or otherwise. On the contrary he was fully alive to the tide conditions that he was meeting and, as he says, overcoming.

In the position that the three vessels were then in, and at the speed they were going there was no reason why all three should not by the exercise of ordinary good seamanship have proceeded down the channel without any apprehension of danger of collision, nor would there have been one if the Chehalis had maintained her course and speed. While it was admittedly the duty of the Princess Victoria to keep out of the way, and if necessary, but not otherwise, to comply with Article 23, I am satisfied that she did comply with it just as soon as it became reasonable and proper for her to do so, which is all the Article requires. Nor can I see that she was to blame for not having signalled before, even apart from the fact that she was entitled to assume that she had already been observed by the Chehalis; indeed, if she had done so there would have been great danger of confusing the launch which was nearest to her, and would naturally take the signal as being primarily applicable to her.

Having regard to the relative position in the channel of the three vessels after the Princess had rounded the point, the mid-channel course which she took was the only proper one for her to take as a matter of good seamanship, as I am advised, consistent with her own safety, and it would be unreasonable to expect her to have gone to the north side of the Chehalis, already on her northerly course, and under her stern.

Some discussion arose as to the meaning of the expression "keep out of the way" in Article 24, and the argument was advanced for the plaintiffs that this was an absolute direction which would not be satisfied by an unsuccessful attempt to do so. Such an extreme view, however, is at variance with the decision of the Court of appeal in The Saragossa (1892) 7 Asp. M. C. 289, wherein it is laid down that no more than the exercise of reasonable care and skill is required of the overtaking vessel when the overtaken vessel deviates from her course.

Frequent references were made at the trial to Article 25, dealing with 'narrow channels,' and it may be desirable to express my opinion on the point, as applied to the locality here in question. At Prospect Point, where the First Narrows begin, the channel is about a cable in width, and it expands through irregularly, till at Brockton Point it is nearly five cables; at the next point, where the collision took place, it is about four and a half cables. It is not easy to determine the expression 'Narrow channel' as used in the rule."

After quoting a number of authorities on what constitutes a "narrow channel," His Lordship continues:

"The question, therefore, in my opinion must be decided upon the special circumstances in each case; in determining it the amount of shipping must be taken into consideration, for it is obvious that what might be considered a broad channel for a small number of slow, lower-powered vessels, would not be so if a large number of fast, high-powered vessels constantly used it, as is the case here; the strength and nature of the tides also, and their effect upon navigation and the configuration of the shores could not be ignored in arriving at a satisfactory conclusion.

"Applying those guides to the case at the bar, I have come to the conclusion at the First Narrows from Prospect Point to Brockton Point (a distance approximately one and one-quarter sea miles) must be deemed to be a narrow channel within the meaning of said article. As a matter of precaution, I have asked the assessors for their view on the matter and they are of the same opinion.

"The meaning of the expression 'safe and practicable' has been often considered and various definitions given according to the circumstances. But it is quite clear on the facts of this case, and according to Capt. House's testimony, it was on the day in question 'safe and practicable' from any point of view, both as regards herself and other vessels, for the Chehalis to have kept along the north side of the narrow channel from which side she started. The necessity for her crossing to the south side has not been made clear, and taken with the absence of a proper lookout it is difficult to see how such a proceeding can be justified.

"Though some evidence was given in support of the existence of a usage, practice or custom for vessels starting from the south side of the inlet to keep along the same side of the channel on a source through the Narrows, yet nothing of the kind was established to my satisfaction in the case of vessels starting from the north side, and in my opinion nothing should be said to encourage such a practice in the latter case, which is decidedly dangerous unless the channel is clear and unobstructed and free from any apprehension of danger from any quarter. Nor do I wish it understood that I am satisfied with the evidence in favor of the former practice, nor have I considered, for it is at present unnecessary, to what extent it might affect Article 25. The subject is an intricate one, and cases on it in regard to tidal rivers only, and not arms of the sea, can be found. It is enough to refer to what has already been said on the point, viz., that the Princess that day having regard to the circumstances, was justified as a matter of good seamanship in taking the mid-channel course between the two vessels, but she was nevertheless still bound to observe the general rules of navigation with respect to the Chehalis, even though the latter was infringing Article 25.

"With respect to Article 22, its consideration is, so far as is necessary, involved in that of the other articles which have already been dealt with. There was in short no breach of it by the Princess Victoria, she was not properly speaking, 'Crossing ahead' of the Chehalis."

As to Article 23, and the signal to be given in going astern, it will be sufficient to say that, though some questions were asked at the trial about it, no argument was advanced upon it, doubtless for the reason that the failure to give it in the circumstances could manifestly have no good effect whatever, but probably the reverse. Indeed, Mr. Martin's position was that that after the whistle blew events followed so rapidly that there was no way of avoiding a collision."

On the whole case, I am advised by the Assessors that in their opinion the master of the Princess Victoria gave the signal indicating the continuation of his course to port at the earliest time consistent with the position of the vessels, and that he did not neglect to take any proper precaution which a prudent and skilful navigator should have taken, seeing that he was justified in assuming that the Chehalis would maintain her course and speed which then gave no reason to apprehend danger, and, further, that after the change in the course of the Chehalis, he did not fail to execute any proper manoeuvre, but on the contrary, did all that could reasonably be expected of him under the circumstances. I am also advised by the Assessors that if the Chehalis, after she had changed her course, had reversed her engines at the same time that the Princess did, the collision would in all probability have been averted or its consequence minimized.

I entirely agree with these views.

"The delivery of judgment has been delayed because at the argument reference was made to certain cases then pending before other courts, the full reports of which with some others, have since come to hand."

"After quoting these authorities, His Lordship continues: "Some rather severe strictures based upon the remarks of Lord Westbury in the Singapore (1866) P. R. I. P. C. 38C, were made upon the credibility of the master of the Princess Victoria because of certain erasures and interlineations in the book written in pencil, described as the rough, or scrap log. But the learned counsel has failed to distinguish between that log, which as its name indicates, is of a preliminary or draft character, and the official log of the vessel likewise before us, written in ink and kept in a formal manner, being in fact the fair copy of the draft prepared by, in this instance, the master and signed by him."

"It would be unreasonable to expect any man to draw up, in exact language, without any change whatever, an account of an accident such as the present nor could he be expected to enter it in the official log without first having made a draft of it, either on a sheet of paper or in a note book of some kind. In drawing up his account of the matter, on the voyage to Victoria the same afternoon, in the pilot house, the master admits that he made erasures and alterations, as he wrote, to cover slight inaccuracies or to satisfy himself as to the wording of it. This was done in the presence of the first officer, but not in consultation with him, and the scrap log was left in the pilot house for the purpose of being copied by that officer into the official log the same day in the ordinary course of duty, which was done. In such circumstances, I see no occasion for any reflection being cast upon the master either as regards the way the official log was prepared, or as regards his credibility. His full examination is quite satisfactory to the court."

"During the trial a ruling on evidence was given which I was requested to mention in this judgment and consequently do so. The defendant tendered the evidence of several witnesses possessed of nautical skill with the object of having them express their opinion on the manoeuvres of the two vessels and the proper action to be taken by them in the various positions under consideration, giving expert evidence in short. This was objected to as being against the practice of the admiralty court, which relies for guidance in that respect on the skilled assessors it has summoned to its assistance for the purpose, and there is no doubt that is the practice of the court both in England, and in Canada, including the Admiralty district of this province over which I have the honor to preside. But it was urged that the practice of the Admiralty court should not be allowed in this court, and that in any event it was a matter for the exercise of discretion. As to the latter, in the exercise of any discretion I may have, I prefer to rely solely upon the advice of the Assessors, whom I have summoned to assist me, as it is inconsistent for this court to borrow from the Admiralty court. I find that I am not without precedent in reaching this conclusion for it was adopted in the case of the Kestrel."

"There only remains for me the duty of giving effect to the foregoing findings and reasons by directing judgment in favor of the defendant."

Ask for Amherst solid leather footwear.

TO IMPROVE CATTLE OF THIS PROVINCE

Inspectors Return After Establishing Cow Testing Associations in Many Places

E. M. Logan and Dr. Tolmie, the former dairy inspector and the latter veterinary inspector, returned to Victoria yesterday from the Fraser river valley, where they have been holding farmers' institute meetings and organize judging schools.

"During the past two or three weeks," said Mr. Logan, "we have been engaged in forming cow-testing associations. These have been formed with the idea of having the quality and amount of milk given by the cows of the districts tested, weighed and results recorded, so that with the record kept of the tests the farmers, at the end of the year, may know just how much milk and butter each cow has produced. By this means also they will be enabled to weed out their stock and improve the herds of the district.

Associations have been formed in Chilliwack, Sardis, Ladner, Lulu Island and Duncan, with a total of about 2,200 cows on the lists. The Dominion government has authorized me to appoint a man to visit the different districts to test the samples submitted each month. Farmers are taking a deep interest in the work, and it is hoped, in this way, that the herds of the province will be improved."

READY TO SHIP ORE.

Rambler-Cariboo Mine To Employ Full Force of Men.

Spokane, May 24.—"Shipments will begin at Rambler-Cariboo by the 1st of June," said John Hunner, one of the stockholders in the company in an interview. "There is a considerable amount of ore on hand, and as soon as the roads are opened up the mine will begin shipping it. The snow has prevented this being done earlier, and it is still four or five feet deep.

"There is plenty of ore blocked out in the upper levels and ore has been struck at the 900-foot level. On the 1400-foot level, which is being worked, the ore has not been struck as yet. There is considerable ore also that has not been explored in the upper levels. The boarding house is now being removed to the portal of the tunnel and when this is done, and the roads opened up, a full force of men can be put to work."

The annual meeting of the company is to be held at Kaslo, B. C., on the 6th of June.

TAKE OVER TIP TOP MINE.

Bondholders Are Satisfied With Property and Exercise Rights.

Greenwood, B.C., May 21.—A few months ago the Tip Top, east of town, was bonded by a local syndicate at a figure reported to be $10,000.

During the winter development has been carried on on the property and at the bottom of the 75-foot shaft the vein is 14 inches wide.

The shareholders are so much encouraged with the property that on Friday last they exercised their rights and put up the cash for the property.

It is understood that the Bay and Tip Top are to be consolidated. The Mavis, from which rich ore has been taken, lies between the Bay and Tip Top and a continuous vein runs through the three claims. The Mavis and Tip Top extend from the Bay to the crest of the hill.

CONSTIPATION CLOGS THE BOWELS

No other cause produces so much sickness as constipation, and therefore it is dangerous to allow the bowels to become clogged up. Bad blood, dyspepsia, headaches, biliousness, boils, pimples, and piles, are all caused by constipation.

Avoid all of these troubles by the use of

BURDOCK BLOOD BITTERS,

nature's remedy for all diseases of the stomach, bowels and blood. It acts on the bowels and promotes their free and regular action, curing constipation and all troubles which arise from it. It has been on the market for over thirty years so you are not using a new and untried remedy. B.B.B. has cured thousands of others and will cure you. Mr. B. Woodcock, Nashwaak Bridge, N.S., writes: "For over two years my wife was troubled with constipation. She tried several physicians but could get no relief, but after taking three bottles of Burdock Blood Bitters she was completely cured and is to-day in good health. My wife and I cannot speak too highly of B.B.B.

LOVERS OF GOOD TEA

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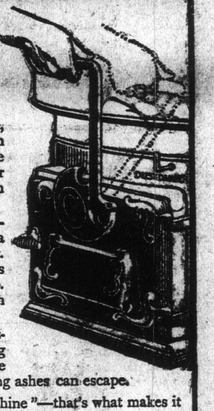
TEA

Because of its Delicious Flavor.

LEAD PACKETS ONLY. NEVER SOLD IN BULK. AT ALL GROCERS

SUNSHINE FURNACE



NOT SHAKING. JUST A GENTLE ROCKING OF THE LEVER.

Shaking is a hard, back-breaking exercise, peculiar to common furnaces, while you can stand erect at the Sunshine—and moving the lever, to and fro, about half the length of your arm, a few times, is mere play. A child can easily do it.

Grates of the Sunshine are in two sections—right and left. By gently rocking the lever, a few times, the ashes are released from the right. Repeat the operation on the left and the ashes from that side drop into the ash-pan, too. You couldn't wish for anything easier than the Sunshine Method.

When this lever is not in use it can be disconnected from the grates and the opening capped. But when connected it fills up the opening so snugly that no dust from the falling ashes can escape.

Every detail is thought of on the "Sunshine"—that's what makes it the best.

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

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SEPTIC TANK NOT A SUCCESS

Vancouver, B.C., May 23.—City Engineer Clement has come to the conclusion that the city of Vancouver has outgrown the septic tank system of sewerage. Five years ago, Col. Tracy, then city engineer, made detailed experiments which resulted in the installation of a dozen tanks in different parts of the city. Since that time these have handled the bulk of the thickly peopled sections.

But after a year of use the tanks appear to become clogged and the largest one in use in Vancouver is now a menace to the English Bay bathing beach and the nearby community. Health Inspector Underhill and the city engineer are now engaged in making surveys of the Narrows to determine whether it will not be possible to discharge sewage into the sea.

RABIES IN MANITOBA

Winnipeg, May 23.—Some little time ago dogs in Shoal Lake district showed signs of madness, cattle and sheep were bitten and died showing signs of rabies. Dr. McGillivray, the Dominion veterinary for the province, visited the district, quarantined suspected canines and brought away some of the virus, with which Dr. Gordon Bell inoculated a couple of rabbits. They developed the usual symptoms and died and a post mortem revealed the rabies germ. Fortunately, the cases were discovered before the dogs had bitten human beings.

Weak Women

To weak and ailing women, there is at least one way to help. But with that way, two treatments, must be combined. One is local, one is constitutional, but both are important, both essential.

Dr. Shoop's Night Cure is the Local.

Dr. Shoop's Restorative, the Constitutional.

The former—Dr. Shoop's Night Cure—is a topical mucous membrane suppository remedy, while Dr. Shoop's Restorative is wholly an internal treatment. The Restorative reaches throughout the entire system, seeking the repair of all nerve, all tissue, and all blood ailments.

The "Night Cure", as its name implies, does its work while you sleep. It soothes sore and inflamed mucous surfaces, heals local weaknesses and discharges, while the Restorative, eases nervous excitement, gives renewed vigor and ambition, builds up worried tissues, bringing about renewed strength, vigor, and energy. Take Dr. Shoop's Restorative—Tablets or Liquid—as a general tonic to the system. For positive local help, use as well

Dr. Shoop's Night Cure

CYRUS H. BOWES.