# SOME MATTERS FOR THE COMMISSIONS

## BOARD OF TRADE TO PRESENT GRIEVANCES

### Committees Will Appear at the Sessions of Both Fisheries and Freight Inquiries.

At Friday's meeting of the council of the board of trade reports were submitted by the fisheries' and railway freights' committees, appointed to propose recommendations to be laid before the commissions to sit in British Columbia in the near future. The former suggested that attention be drawn to "the unsatisfactory situation that has arisen in regard to the ownership of foreshore rights and salmon trap licenses." When the feright committee's report was introduced, W. P. Pendray, who was present by special invitation, explained the one complaint embodied in the committee's recommendation. It referred, he said, to the injustice done the coast manufacturers as a result of the exorbitant rates from western points compared with those in force from Manitoba and the Northwest. These matters were discussed at length before it was decided that the reports should be forwarded to the respective commissions with the council's endorsation.

The meeting was well attended, and the chair was occupied by President W. T. Oliver. Previous to the consideration of business members of the council took occasion to congratulate Secretary Elworthy upon his reappearance after several weeks' confinement to the hospital with a broken ankle.

A communication was received from a C. P. R. official in reply to a request that an error in the time tables of that company, in which Vancouver was mentioned as the point of departure of the steamer Princess Victoria and other C. P. R. vessels, be corrected. It was promised that the mistake would be rectified in the next circulars issued. Received and filed.

Post Office Inspector Fletcher informed the council that their letter drawing attention to the inconvenience experienced by Victorians owing to the lack of receptacles for the mailing of newspapers outside of the general post office had been forwarded to the department at Ottawa. Received and filed.

The secretary of the American Institute of Mining Engineers thanked the board on behalf of that organization for "the abundant courtesy extended during our stay in Victoria, especially for the delightful and memorable excursion through the beautiful archapelago which flanks Vancouver Island."

Next in order was a communication from the London, England, Board of Trade in respect to the engaging of seamen at this port. It will be remembered that the local shipping master, W. E. Laird, drew attention to the fact that the provisions of the present form of agreement under which seamen were shipped gave no power for "opening and closing" at Victoria. The matter was laid before the authorities in London, and the latter have replied that the matter rested entirely with the Pacific Coast Navigation Company, and may be rectified upon application to that company. Received and filed.

In reply to the board's request the postmaster general gave notification that authority had been issued for the supplementary service desired between this city and the Sound, which has already been inaugurated. The letter was dealt with in the usual way.

Tenders were received for the printing and binding of the twenty-sixth annual report, and that of the Colonist being the lowest was accepted.

The report of the special committee appointed to make recommendations for the consideration of the fisheries commission, which will sit here next week, was submitted. It is as follows:

Victoria, B. C., August 30th, 1905.

The President and Council Victoria, B. C., Board of Trade:

Gentlemen:—Your fisheries committee met on Wednesday afternoon, the 30th August, with the object of considering such matters as should be brought to the attention of the commission on fisheries which is to shortly meet in Victoria.

We resolved that the attention of the commission should be directed to the unsatisfactory situation that has arisen in regard to ownership of foreshore rights and salmon trap licenses.

We would recommend that, if possible, some decided action should be taken to prevent litigation as far as possible, which is bound to interfere with the profitable prosecution of the industry.

We again recommend that surveys be made by the government of the halibut and other deep sea fishing banks on the Vancouver Island and Mainland coasts of British Columbia, and information from such surveys to be furnished at as early a date as possible to the public.

All of which is respectfully submitted.

BEAUMONT BOGGS, Chairman.

B. C. MESS.
WALTER WALKER.
W. S. BOSTOCK.
A. G. M'GREGOR.

After some general debate it was adopted and referred back to the committee with the request that it be laid before the commission and a copy be sent to the local member of the commission, Richard Hall, M. P. P.

A long communication from the commissioner of customs in regard to the "dumping clauses" was left in abeyance and will be taken up during the meeting of the tariff commission.

The report of the committee on railway freight rates stated that notices had appeared in the public press announcing that statements of complaints for submission to the commission would be received and embodied in the recommendations to the board. Only one reply had been received and that was from W. J. Pendray. The report then went on to outline the latter's protest in detail.

Mr. Pendray, who was present, followed with a brief address in which he enlarged upon the points of his argument. He referred to the injustice to which the coast manufacturers had to submit in the freight rates to Kootenay points. These were especially large when compared with those in vogue from Winnipeg and other eastern cities to the interior sections of British Columbia. To show the unreasonableness of the extra charges from the coast Mr. Pendray said it was at least 596 miles farther from Winnipeg to Rossland that it was from the coast to that city.

A lengthy discussion followed. Finally the recommendation was endorsed unanimously. It was then referred back to the committee with power to arrange, in conjunction with Mr. Pendray, for its support before the railway commission. It is expected that a delegate will be sent to New Westminster to lay the case before the commissioners. Mr. Pendray will probably be authorized to argue the question.

In response to a suggestion from the president of the Trades and Labor Council the board decided to extend an invitation to the Labor Congress of Canada to hold its next convention in Victoria.

It also was decided to offer the board's rooms in the Board of Trade building to the tariff and railway commission during their meetings in Victoria.

After dealing with other important matters the meeting adjourned.

## CAME TO COAST ON A TRIP OF INSPECTION

### Col. Anderson, of Department of Marine & Fisheries, Arrived From Ottawa Last Night.

Colonel P. Anderson, engineer in chief of the department of marine and fisheries, Ottawa, arrived from the East last evening, being accompanied from Vancouver by Captain Gaudin, the provincial agent. He did not come to stay at present, however, for soon after reaching the city on the Princess Victoria he transferred to the Whatcom en route to Portland. He expects to return to Victoria on Tuesday.

Colonel Anderson came west to supervise the construction of a number of aids to navigation in British Columbia and northern coast waters, and will also inspect existing lighthouses and buoys and report on what improvements are necessary in that line.

Interviewed at Vancouver Col. Anderson said: "I have an extensive programme of work mapped out for me during my stay on the coast. Parliament at its recent session appropriated a little over half a million dollars for aids and improvements to navigation, and about a third of this amount will be expended on the Pacific coast. I shall be in Victoria for a few days during which I expect to discuss the question of the location of a number of new buoys and lights with the Board of Trade and council there. After that I intend visiting Lennard Island, Clayoquot Sound, where I shall inspect the new half-million candle-power lighthouse, and also superintend the erection of a fog alarm there. The material for the latter has just arrived, I understand, and will be put in place at once. This should prove of great benefit to mariners on the west coast of Vancouver Island, where the fogs are so bad in the winter."

Colonel Anderson went on to say that about next Thursday the steamer Kestrel will call at Victoria for him and commence a cruise up the coast as far as the International boundary line, during which he will inspect and select the locations for a number of new lighthouses, buoys and beacons. The trip will probably require about three weeks or a month.

Colonel Anderson said he would look into the matter of the establishment of an acetylene gas buoy on the Burnaby shoal to replace the present spar buoy. The lightship off the Fraser river sandheads and the hydrographic survey of the channel through the sandheads will also be matters that will be taken up by the engineer in chief before he returns to Ottawa.

Colonel Anderson had a pleasant surprise at Revelstoke, where he unexpectedly met his brother, F. T. Anderson of Winnipeg, who, accompanied by his wife, was travelling westward on a holiday trip by easy stages. It was the first time they had met for several years. Mr. and Mrs. Anderson accompanied Colonel Anderson to Vancouver and will spend several days there before going south.

## INTERESTING MEETING.

### Victoria Lodge Knights of Pythias Held Pleasant Session Thursday Night.

At the meeting of Victoria Lodge, No. 17, K. of P., Thursday, a considerable amount of important business was transacted relative to the welfare of the order. Visitors were present who gave interesting accounts of how the institution was making headway in the localities of which they belong and the good that was being accomplished. After the meeting adjourned the members were entertained to a social given by some of the Knights, which, to say the least, proved one of the most enjoyable affairs of its kind ever given. Speeches, songs and recitations were rendered which were of an instructive nature, and were appreciated by all. As a toast master and chairman Bro. Kettle excelled himself. He gave a very clever monologue, "What I Know About Sawdust," which proved very laughable, and at the conclusion of which the company sang "He's a Jolly Good Fellow." Bro. Lancaster gave a coster song, "A Cheese Sandwich in My Jumper," in a very creditable manner, and it is to be hoped he will be heard in songs of a similar character in future. Bro. Butford, a visitor in our midst, gave a general talk on "Immigration," which was very amusing and called forth rounds of laughter. Bro. Peabody rendered a song in his usual good style, "I Want a Reduction in Rent," and in response to an encore recited a poem on "Passwords," which was much appreciated. Bros. Nathan and Mutrum then sang a duet, "The Midnight Prowlers." These two brothers are high class entertainers, and are endeavoring to form a glee club in connection with the Pythian lodges of the city. It is hoped they will meet with success.

The company dispersed in the "wee sma' hours," passing compliments and singing the closing anthem. It has been decided to hold these social gatherings once every month by Victoria lodge.

# THE REAL BULKLEY RIVER

BY REV. FATHER MORICE, O. M. I.

The Bulkley valley has of late been kept prominently before the mental vision of intending settlers, its agricultural advantages being expatiated upon in the public press, sometimes even at the expense of the sober truth, while hardly full justice has so far been done to its mineral resources. Is it not passing strange that to this day all the government publications have remained glaringly astray concerning the location of that territory? Where is the Bulkley river? Where are we to find its source, and what course does it follow previous to its meeting with the Morice river? Consult all the official maps, including that of last year, and if you have ever been at the confluence of the two streams, you will immediately notice that a most serious blunder has been committed, which all the government maps have, one after the other, faithfully reproduced. What they are pleased to call after the writer's humble person is in fact the Bulkley, while their would-be Bulkley might be called the Morice river. Even a blind man could have found this out. Instead of heading in Summit lake and being crossed by the Dawson telegraph trail, the Bulkley in reality issues from Lake McAnlay, more than one degree and a half to the westward, within the coast range of mountains, and perhaps 250 miles from the supposed source of that river. From the junction of the two water-courses what the maps persist in calling the Bulkley is a sluggish stream of unimportant dimensions—barely 116 feet wide at its mouth, except in the spring, when it assumes large proportions—while their would-be Morice river is fully 380 feet across, a roaring torrent cut up in several islands and flowing in a straight line past the minor stream with which it forms a right angle. To give the latter the name of the main river is practically equivalent to calling Fraser, for instance, the Stave river, and reserving the name of Stave for the water-course which flows by Yale and other points above Ruskin.

Nobody with a practical turn of mind will fail to see the importance of these remarks, especially at a time when considerable efforts are being made to colonize the regions drained by the Bulkley. As I pen these lines my attention is called to a late number of the Victoria Colonist containing several notices of intended applications to the Chief Commissioner of Lands and Works for licenses to prospect for coal on lands "situate on Coal creek, at the headwaters of the Morice river." Which Morice river? Is it the one which the telegraph trail crosses twice south of Moricetown, or the false Morice river of the government maps which, I repeat, no blind man standing at the confluence of the two streams could ever have mistaken for any other river than the Bulkley?

To such as might be tempted to find my assertions too emphatic it might be necessary to explain that I have the honor of being the first white man who, not only explored the Bulkley from its mouth to its source, but even mapped its course together with its entire basin. When the Turner administration published, in 1895, their large map of the province they kindly sent me some copies of it for correction. I then remarked that that part of it which represented what is now known as the Northern Interior of British Columbia was altogether too defective for partial improvements, but that an entirely new draft of the same was necessary. Among other things I pointed out the egregious blunder made by the late A. P. Poudrier in naming after me a stream which was in reality nothing else than the upper Bulkley. The then Commissioner of Lands and Works assured me that the error would be duly corrected in the future editions of the government map, but I am sorry to see that political vicissitudes have caused this promise to be forgotten.

Once for all, therefore, under pain of rendering oneself ridiculous and of having the provincial geography sadly at variance with the physical features which it should represent, let the following facts be fully understood, which anyone can easily ascertain to his own satisfaction:

The Bulkley river takes its source in the Coast range of mountains, by about 53 degrees 45 min. of latitude. In issuing from Lake McAnlay, which lies some five or six miles from Lake Emerald (Thalhtza in Indian), it is already a raging torrent, much more important than the Morice river at its mouth, and, after a sudden fall of possibly 60 feet, it precipitates itself into Loring lake hearby, a splendid sheet of water 30 miles long, very deep—751 feet in one place—and, like its sister, Lake McAulay, entirely encircled by snow-capped and glacier covered mountains. From the top of Mount McAulay (7,075 feet high) whose bases are bathed by the clear waters of the lake of the same name on the one side and of Lake Loring on the other, the eye surveys a vast expanse of as picturesquely glittering summits as can be found anywhere. Leaving on the right McBride creek, which drains a fair sized lake of the same name, Loring lake, almost immediately sends forth the real Bulkley, which is then wider than at its mouth near Hazelton, and more than four times the size of the Morice at any place. After an exceedingly swift north-northeast course to the confluence of the Gosnell, a double-branched stream whose waters it receives on the left, it flows due east till it passes by Lamprey creek on the right. It then leans slightly to the north, until it forms what I will call the Loop, where some fairly good land is to be found; it afterwards meanders due north, soon to make another important bend to the east and to the north, when, on its right, it receives the waters of the Morice, which are of so different a hue that for a while they darken one side of the Bulkley. Then, proceeding almost due north for many miles, it reaches the proximity of the telegraph trail, after which it flows to the northwest until it is met by the furious waves of the Teikwah, whence its course is comparatively well known.

Such is the real Bulkley. Such will the reader and intending settler find it on the writer's map if, as it is hoped, the provincial government publishes it, along with that of the upper Nechaco which has already appeared in Switzerland. But of this more anon. Let it suffice for the present to remark that, if possible, the government maps purporting to represent the territory watered by the latter stream are even more faulty than those of the Bulkley. The writer of these lines having also had the honor of being the first and only white man who ever explored from its three different sources to its mouth at Fort George the Nechaco river, which is certainly the most important of the Fraser's tributaries, his map renders faithfully the particular topography of its extensive basin, which comprises the now well known sheets of water called respectively Lakes French, Cambie (Poudrier's would-be Ootsa), Emerald (in Indian Thalktza), Hehn (the pretended Totuck of the maps), St. Mary's (or Tsistlhatho), Dawson, Huard, and Simonin, without counting numberless other lakes which have remained unknown to the provincial cartographers, one of which is perhaps the most important body of water within British Columbia, being in places over ten miles wide and sometimes 780 feet deep. That map indicates the geological formation of the land traversed by the different streams, and the particular character of the soil and its vegetable products are also truthfully shown thereon. As it is a bona fide work with no special purpose to serve than that of reproducing the physical features of the district it illustrates, it might, if reprinted by the government, be of some use to the intending settler, as would certainly be the report on the same which is designed to accompany it.

Be this as it may, the writer fondly hopes that his name will henceforth cease to be given to the upper Bulkley.

## ENTERS UPON YEAR'S COURSE IN M'GILL

### Young Lady of Victoria High School Who Has Won Signal Honors in Competition Here.

Miss Kathleen Cockrell, until recently a pupil of the Victoria High school, left by Saturday's boat for Montreal, where she will presently take up her studies in the Arts course at McGill University. Miss Cockrell gained her year at the university by her success in the entrance examination held in June last. On that occasion she not only covered herself with honors but secured something even more substantial, taking exhibitions and prizes practically sufficient to cover all her expenses at the university during the year.

At the High school Miss Cockrell made a splendid record. Last year she stood at the head of all the candidates of this province. This year, in the wider field where she had the entire Dominion to compete with, she stood second on the list, being exceeded by one only, a young man who has been a student of Upper Canada College at Toronto for some years. Out of a possible 600 she made an aggregate of 507, or an average of 84 in all subjects. The young man who stood ahead of her made an aggregate of 515 out of a possible 600, thus leading her by eight points only. There were about 280 candidates in all. Miss Cockrell has just passed her sixteenth year, which is the youngest age at which students are admitted to McGill. Her many friends in this city are expecting to see her make a brilliant record at the university. The members of the High school staff are justly proud of their clever young pupil.

## FIJI SUGAR.

### Plans of B. C. Sugar Company for Development of Plant recently Acquired.

Referring to the plans of the B. C. Sugar Refinery Company for the development of the recently acquired plant and plantation on Fiji island, the Vancouver Province says:

"Encouraged chiefly by the new preferential tariff, the Vancouver refinery itself decided this year to make the experiment of producing a part of the sugar required for its market, and Fiji was selected as the scene of operations. The mill and the entire estate of the Fiji Sugar Company (a company operated from Bristol, England), was purchased, and operations begun with a total area of some 5,000 acres of cane ready to cut, from which, it is anticipated, some 7,000 tons of sugar will be produced during the present season.

"Mr. Rogers states that it is the intention of his company to immediately remodel and enlarge the old mill at Navua. The plans are already under way for this work, and as soon as the present crushing season is finished, the building of a new and up-to-date mill will be commenced. This will have a capacity of about 14,000 tons of raw sugar per season, and will be equipped with two treble-crushing plants, and every appliance modern ingenuity can devise for the rapid and economical extraction of sugar from the cane. The present tram lines will be lifted and replaced by new and heavier rails to provide for the larger locomotives that will be necessary to remove the additional cane required for the larger mill.

"A steel bridge will be built across the Navua river, and some 6,000 acres of new land will be opened up and brought under cane. A steel warehouse, large enough to store 5,000 tons of raw sugar, will be built on the waterfront of the harbor of Natouitoni, to which the sugar will be brought from the mill by tram line, a survey for which is now being made. Adjacent to this store a wharf will be constructed, with facilities for shipping 1,000 tons of sugar per day."

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WEAVER'S SYRUP
For Humors
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Cleanses the Skin
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## TELLS HOW TO LAY OUT AN ORCHARD

### SOME POINTERS FOR INTENDING GROWERS

### Means By Which Uniformity Can Be Attained in Arrangement of Trees — Useful Contrivance.

In the sixth article of the series arranged for by the Times on the subject of fruit growing, the writer deals with the laying out of an orchard. He says:

Many schemes are put forward to accomplish the satisfactory laying out of an orchard so that trees will be in a line from every view point. I will confine my remarks to the best means I know of, having in mind the fact that a large percentage of those engaged in, and going into, this work intend to operate in a small way with from 10 to 25 acres of land, and of which but a few acres can be got ready to plant at one time.

The orchardist should conceive a plan in his mind as to the style he intends to follow in planting his entire place, and the distance apart he intends to plant his trees. Western growers of to-day have discarded the old 40 ft. apart theory for planting apple trees, as by this plan a large spreading tree is developed which becomes in a few years cumbersome to manage, being expensive to prune, spray, thin and pick. It has been found that better specimens of fruit can be grown by a skilful use of the knife, thereby limiting the apple tree to the same space as all the other species intended to grow. Planting trees the same uniform distance throughout economizes labor in cultivation as well as in all the other operations necessary in the orchard. In British Columbia, where land averages high in price, the economy of space resulting from this method of planting is of first importance. I would recommend that apples, pears, plums and cherry trees be planted 18 ft. apart each way, leaving out every sixth row from the front. This will enable the grower to drive his wagon near to any part of his orchard without injury to the trees, which will be found a great time-saving in the spraying, fertilizing and carting away boxes of fruit in picking time. In planting trees as recommended, about 120 will be required to the acre.

Provide a carpenter's square, a measuring tape, a stout garden line sufficiently long to stretch the entire length of the area intended to plant, a measuring wire and a planting board. The wire is used because it does not stretch or shrink, and contains loops every 18 ft. with a red rag or string in each loop, so that they can readily be seen. The wire is prepared for the purpose in this way: Place a 1½-inch ring on the end of the wire, drive a round spike half way into a plank, place the ring over it, measure off 18 fet. exactly and drive spike No. 2; roll the wire coil up to this, and circle around the spike, forming a loop then back to spike No. 1, and form another loop around it, and so on until a wire is prepared long enough to stretch the distance intended to plant. The loops are made fast by soldering or twisting another short wire into each loop. Roll it on a reel similar to that used for a garden hose, to prevent tangling. The planting board is made as follows: Find a piece of board or rustic 7 ft. long, cut a notch in the centre of it 2 inches long by ½ inches deep, at each end of the same edge cut out a piece 2 inches long by 1½ inches deep. This board is used to locate the exact position of the tree by placing the centre notch on a stake, then a stake firmly against each of the end cuts nearest the centre. Now remove the board, take out the centre stake and dig the tree hole—wide, deep and ample to accommodate freely all its root system. Replace the board on the end stakes and the tree will fit into the centre notch, where it is made firm before removing the board.

We now proceed to lay out the orchard. Time is saved by two men being employed at this work—one to sight the line and the other to stake. Establish a base line along the road or line fence. Measure back 25 ft. and stake at intervals. Next establish a side line by using a carpenter's square, sufficiently elevated on some support to enable easy sighting along the front and side lines. Now stake the side line at far end and at intervals. Measure back 25 ft. and stake the first row of trees. The first stake is located 25 ft. from the side and front line and is driven firmly into the soil to prevent moving. Stretch the garden line along the front row of stakes, getting it straight. Now roll out the wire along the line, placing the ring on the end stake, which will not swag if driven in well. Tighten the wire and stake at the loops carefully, using the garden line as a guide at every row, and placing all the stakes on the same side of it. Leave the ring on the first stake and swing the wire to the side line, repeating the operation as in the front. Fasten the other end of the wire around the last stake at the top. Now remove the ring and swing across the field to establish the width of the other side line. Run the other side line, placing the ring on the front stake at the far end, and stake as before. Call the front row No. 1. Bring the line and wire to No. 2, fasten it on the end stake of that row and stake there Nos. 3, 4, 5, omitting No. 6, 12, 18 and so on for alley ways. When completed run the eye from any direction and the stakes will be found in a straight line if the operation is properly done. Now use the planting board as described. It is best to plant one year old trees. The method of planting and trimming will be treated in the next article.

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No. 1.—For ordinary cases is by far the best dollar medicine known.
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Nos. 1 and 2 are sold in all Victoria drug stores.

## UNCHARTERED SHOALS.

### Dangers Located By Capt. Parry, of H. M. S. Egeria, Surveying the Coast.

Capt. J. F. Parry, R. N., H. M. S. Egeria, reports the existence of the undermentioned dangers in Ganges harbor and Captain passage:

(a) A pinnacle rock with 12 feet over it at L. W. O. S., lies 7-10 cable off the south side of the eastern Acland island, and approximately in the position of the six fathoms shown on Admiralty chart No. 2,840.

(b) A rocky shoal with least water of 18 feet over it at L. W. O. S., lies one cable distant from the western Acland island, and in the position of the final S in the word "Isles" on Admiralty chart No. 2,840.

(c) A rock with 15 feet over it at L. W. O. S., lies 2 cables to the westward of the southern of the two small islets off the entrance to Glenthorne creek. From this rock the point on the south side of James Bay bear N. 32 degrees W., distant 8 7-10 cables, and the southern point of the entrance to Long harbor bears N. 73 degrees W., distant 1 mile 3-10 cable.

(d) The shoal of 3½ fathoms, shown on Admiralty chart No. 2,840, as lying on the south side of the southern point of the entrance to Long harbor, was found to have 18 feet only over it at L. W. O. S.; in the approximate position of the 2 fathoms shown close inside of this 3½ fathoms, a reef was found with 4 feet on it at L. W. O. S. This latter danger is well marked by kelp.

(e) A shoal with 18 feet on it at L. W. O. S., lies 2 cables to the eastward of the "One fathom patch" (marked by buoy), and in the position of the 18 fathoms shown on Admiralty chart No. 2,840 on this bearing.

(f) A rocky shoal with 11 feet on it at L. W. O. S., lies 2 6-10 cables S. 19 degrees W., from the outer end of the eastern China island, and nearly in the centre of the channel. This danger is in the position of the crown of the small anchor as shown on Admiralty chart No. 2,840.

(g) A shoal with 30 feet on it at L. W. O. S. was found to lie 300 feet from Nose point bearing N. 49 degrees W., distant 2 3-10 cables. This is marked by tide rips with any strength of tide.

In passing through Captain passage the ebb tide will be found to set across Horda shoal and the "One fathom patch" on to the north shore of Salt Spring island.

At the eastern entrance to Ganges harbor the flood tide sets strongly over to the southern shore of Prevost Island.

## FIENDISH OFFICIALS.

### Sentenced to Five Years' Imprisonment For Cruelty to Natives of the French Congo.

Paris, Sept. 1.—As a result of the investigation of Count De Bruzzi, the African explorer, into the charges of brutality toward natives of the French Congo, the government announced today that the two chief colonial functionaries, M. Gaud and Toque, have been sentenced to five years' imprisonment. The charges include compelling the natives to eat a dish made of the flesh of dead relatives and also exploding cartridges inserted in the bodies of natives.

## ECUADOR'S NEW PRESIDENT.

Guayaquil, Ecuador, Aug. 31.—Senor Lizardo Garcia, who was elected president of Ecuador on January 11th, assumed the presidency to-day. The retiring president is General Leonidas Plaza.

## TYPHOON VISITS SHANGHAI.

### The Entire City Is Flooded, the Water Reaching Height of Three Feet.

Shanghai, Sept. 2.—Shanghai was visited by a typhoon last night and this morning the entire city is flooded, the water reaching to a height of three feet. This is the first flood which has occurred here within the last fifty years.

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OR "FRUIT LIVER TABLETS"
Fruit with tonics make them. The natural remedy for constipation, biliousness, headaches, kidney and skin diseases.
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Manufactured by FRUIT-A-TIVES LIMITED, Ottawa.

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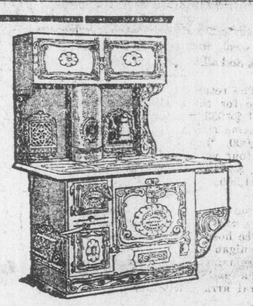
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This makes the Kootenay Range much easier to operate and more economical on fuel than the ordinary cheap range fitted with common grates.
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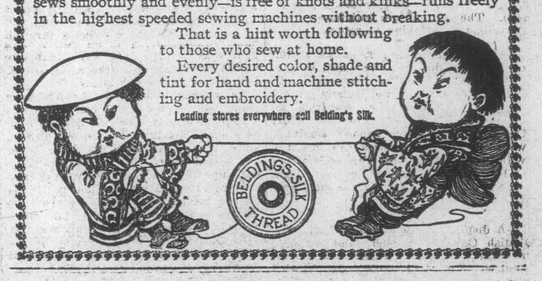
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sews smoothly and evenly—is free of knots and kinks—runs freely in the highest speeded sewing machines without breaking.
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Every desired color, shade and tint for hand and machine stitching and embroidery.
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