LILLOOET IS WELL EQUIPPED

FINEST HYDROGRAPHIC STEAMER ON PACIFIC

General Description of Vessel's Appearance, Machinery and Scientific Apparatus.

On Monday next the Canadian government steamer Lillooet, Capt. P. H. Musgrave, generally conceded to be the finest hydrographic steamer on the Pacific coast, will steam from Esquimalt harbor for Prince Rupert to commence her first year of service. To-day the vessel was taken out for a short run off the port and swung for compass adjustment and all is now ready for her departure.

The officers of the Lillooet are as follows: In command, Capt. P. H. Musgrave; sailing master, Capt. F. H. Griffith; chief engineer, T. W. Allan; second engineer, A. Borrowman. Hydrographic survey staff, under Capt. Musgrave: First assistant, H. D. Parizeau; second assistant, L. P. Davies; third assistant, Mr. Cowley. With the crew the ship's company will number forty men, all told.

Yesterday afternoon, through the courtesy of Capt. Musgrave, a Times reporter was shown over the Lillooet at Esquimalt and gleaned a considerable amount of information regarding her construction, equipment and general appointment.

Designed by R. L. Newman, according to the suggestions of Chief Hydrographer W. J. Stewart, embodying ideas thus formed by him after years of experience at the head of his department, and built by the B. C. Marine Railway Company at its Esquimalt shipyard, the Lillooet is undoubtedly one of the finest vessels of her class ever constructed. On all concerned with her construction she reflects credit and to Capt. Musgrave must be given great praise for his part in superintending her equipment with the most modern hydrographic survey instruments in existence.

In appearance the Lillooet is a handsome steamer, her hull being built on excellent lines and her spar-deck, bridge and pilot house being well-proportioned to her length and beam. She has an oveal smoke-stack and two masts, painted yellow, having just sufficient rake to impart a yacht-like air to the steamer.

Situated at a considerable distance above the water-line of the steamer, with a slight overhang, the bridge runs across the forward end of the spar-deck, and is so constructed and equipped that sounding observations can be made from it while a clear space, almost the entire length of the deck, allows the navigating officer to watch and keep in close touch with operations of the hydrographic staff.

The main deck is open and, for more than half the length of the vessel, is taken up by house-work, giving, however, plenty of space between the house and the bulwarks for the carrying out of hydrographic work. A water-tight deck runs fore and aft of the engine and boiler rooms under which there is a cellular double-bottom. Forward, descending the whole depth of the steamer, there is a heavy bulkhead forming a collision compartment.

Altogether the Lillooet has eight water-tight compartments, any two of which may be pierced without serious danger to the vessel.

The chart-room, which is situated on the spar-deck, is exceptionally large and is equipped with every requisite for the most minute hydrographic observation work. Behind the chart-room is a clear space allowing for open air observations, an awning protecting it from rain and sun. Between the chart-room and the pilot-house are the accommodations for the sailing master and the chief and second engineers.

Hydrographic Equipment.

To enumerate the host of instruments and apparatus with which the Lillooet is fitted would require an amount of space out of proportion to their general interest to the layman. A few remarks on the most important of her scientific sounding instruments and her more noticeable appointments in this regard, however, will not be amiss.

On her upper deck are two large launches each 27 feet long, fitted with 12 horse-power Barber engines capable of driving them at a fairly high speed. In addition to these there is one 18-foot ship's boat and two whale-boats, both 27 feet long, each fitted with masts and sails, centre-board and removable gunwales, with water-tight lockers fore and aft.

Immediately over the stern of the vessel is installed a Lucas sounding machine with steam attachment, easy of regulation and control, and capable of sounding to a depth of between 4,000 and 5,000 fathoms. It is interesting to note that the only other vessel on this continent, as far as is known by the department officials, which is equipped with a similar steam-gear on the Lucas machine is the C. G. S. La Canadienne. Lieut. Miles, engaged on the Dominion government's St. Lawrence survey.

For the small boats there are also Lucas sounding machines of the most up-to-date type, hand-worked, and capable of sounding to a depth of 200 fathoms.

On the port side of the steamer a long boom projects immediately under the bridge which carries, when in operation, a long rod or cable. On the latter there is an attachment known as a "traveller," through which is operated a patent sounding apparatus which can be kept constantly sounding while the vessel is travelling at a speed of between four and five knots. The capacity of this gear is from 40 to 60 fathoms in ordinary work.

Not the least interesting of the many fine sounding machines is a "submarine sentinel," which detects the presence of a shoal at any sea depth while the vessel is travelling at any speed between five and thirteen knots. For heaving in the sounding line on the traveller apparatus there is a handy winch on the main deck and for hoisting the boats on the spar deck there is another winch so situated as to handle all the boats within the shortest possible space of time. It is noteworthy that the boats all are swung by the latest Welin quadrant davits, with which few vessels on this coast have so far been fitted.

Propelling Machinery.

The boilers and engines of the Lillooet exceeded expectations at her steam trials. She is propelled by triple-expansion twin-screw engines made by Bow, MacLachlan & Co., Paisley. The cylinders are 11.5 feet by 18 feet by 31 feet, with a common stroke of 24 inches. They drive four-blade bronze propellers, 8 feet in diameter with 11 feet 3 inches pitch, at a minimum speed of 150 revolutions per minute.

Steam is supplied by two single-ended Scotch boilers fitted with Howden's patent forced draught with enables them to burn any grade of fuel economically. The working pressure is 180 pounds.

The Lillooet is the only steamer on the Pacific coast at present fitted with Thompson Brothers' patent "Axiom" grease system which automatically lubricates all bearings. A patent-ash ejector is fitted on the starboard side while an emergency hoist system is installed on the port side.

Electricity is supplied by a De Laval turbine 200-light dynamo. The feed pumps and heaters are Weir's, and are of the latest design. An evaporating and distilling plant is installed in the engine-room capable of evaporating 1,000 gallons per day.

The steam-steering gear is placed in the engine-room under the direct supervision of the engineer. Water is supplied to officers' rooms and toilets, galley, etc., by a system of compressed air, pressure being placed upon any one of the ballast tanks, of which there are five capable of holding, altogether, 120 tons of water, and water is thus elevated to the required levels.

The telegraph system from the bridge and pilot house is augmented by an emergency steam-whistle and a bell on the port and starboard engines, respectively, for the guidance of the engineers.

On her trials the Lillooet attained a speed of slightly over 12 knots, but, when new propellors, now being designed to replace the present ones, which were largely experimental, are fitted, she is expected to easily attain 13 knots.

Officers' Accommodation.

Spacious cabins for the navigating and surveying staffs are provided. The hydrographic officers are quartered aft and have a well-appointed dining-room, panelled in oak with two neat tables in same wood. Abaft this room is the smokeroom, which is most comfortably furnished. A stairway leads down to the cabins, all of which are roomy and well-furnished. The accommodation for the chief officer of the surveying staff is directly aft and consists of a day-room and a large cabin from which there are bells and speaking tubes to the main deck, pilot house and bridge.

The quarters for the engineers and the navigating staff are most comfortable. For the petty officers, firemen and sailors, separate quarters are provided and the sanitary arrangements are perfect. A prominent feature of the Lillooet's appointment is the excellent sanitary system providing bath and toilet rooms throughout the entire crew's quarters.

The galley is amidships and a long passage, obviating any necessity of carrying food along the deck, leads from it to the pantries of both dining saloons. For the convenience of the ship's officers on night watches a steam cabinet is provided in their pantry. On the main deck forward there is a J. and A. Hall refrigerating plant which will manufacture 200 pounds of block ice in 24 hours and keeps a large storeroom for perishables at any temperature required below freezing point.

Best Steel Vessel.

The Lillooet is 163 feet long, at the water line, 27 feet beam and has a mean draught of 11 feet. She is the best steel vessel ever turned out in the west of Canada and will take her place as the finest vessel of her class on the whole Pacific coast, in fact, one of the finest in the world.

To the B. C. Marine Railway Company, which so satisfactorily realized the intentions of her designer, Mr. Newman, and to the latter gentleman, who so thoroughly embodied the suggestions and specifications of Chief Hydrographer Stewart in the steamer, the highest possible praise must be accorded. The Lillooet is the first vessel of the Canadian government hydrographic survey work built for service on this coast and will at once commence work in the vicinity of Prince Rupert where the majority of her staff, under the leadership of First Assistant Parizeau, has already commenced survey work for the season. At Prince Rupert the remainder of the officers and crew will join the steamer, the temporary camps at present existing in that neighborhood being broken up.

The only other survey vessel in Canadian waters on this coast which is under the British flag is the sloop Egeria, which is also at work off Prince Rupert. The Lillooet contrasts with the Egeria in being the most up-to-date vessel yet constructed especially for hydrographic survey work while the Egeria was built for an entirely different purpose and "adapted," along with many other sloops of her class, to the work.

CHINATOWN DISPUTE GOES BEFORE COURT

Nanaimo, June 6.—Next Wednesday will see an interesting legal fight in the city police court with the prospect of the case being carried to the Supreme court. The case arises out of the recent arrest of 17 Chinatown for tearing down an old house in old Chinatown and removing the same to the new Chinatown. The Chinamen had built the house on leased ground in old Chinatown and when they purchased the ground on which the new town is built they maintained they had the right to remove the house. Both sides have secured an imposing array of legal talent and there is sure to be a hard fight. The arrested Chinamen are all out on bail. They have plenty of money with which to defend their case and will leave no stone unturned to win their point.

CITIZENS BOMBARD BARRICADED BANDITS

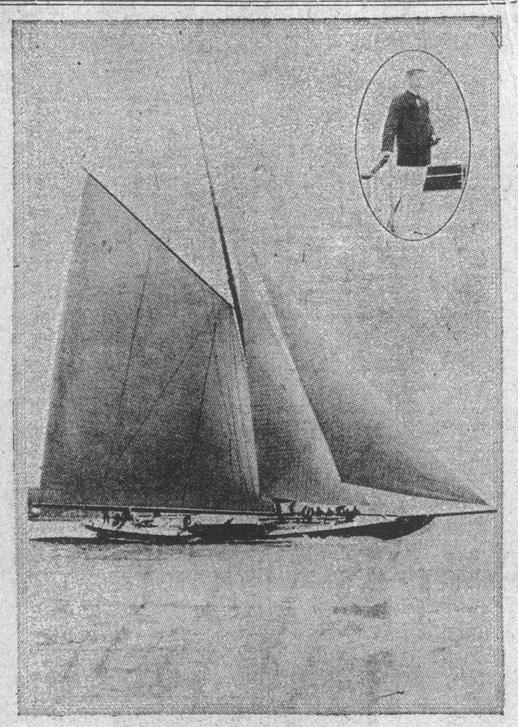
Detectives Hurry by Auto to Arrest Desperate Men.

Pittsburg, June 6.—While attempting to arrest four men about 10 o'clock this morning near Elizabeth county, Detective Englart shot and killed one of the men and was himself wounded twice. The men are alleged to be implicated in the hold-up and robbery of the Monogahela Consolidated Coal & Coke Company's general store last Thursday morning.

The other three are barricaded in a vacant house holding a posse of citizens in check with rifles and revolvers. An automobile carrying six detectives left here at 10.30 this morning. A desperate battle is expected to occur when the detectives reach the scene.

FINANCES OF N. B.

St. John, N. B., June 6.—Premier Hazen and Hon. J. K. Flemming leave to-night for Montreal to look into the financial situation as affecting the temporary loan of $1,450,000 made by the late government, and which will mature August 15th.



THE SHAMROCK.

Sir Thomas Lipton's new 23-metre cutter tried her sails in the Solent recently in a strong breeze, and showed a fine turn of speed. Sir Thomas Lipton on board.

SWINDLERS' HAUL IN NAME OF CHARITY

Chicago Police Investigating Case Involving Hundreds of Thousands.

Chicago, June 6.—A syndicate said to have collected hundreds of thousands of dollars on the plea that the money would be used for the voluntary support and care of feeble old men and women, in a series of fictitious "houses of hope" in the various cities of the United States, is under investigation by detectives of the Chicago police department.

On Thursday night it was discovered that the syndicate had launched a system of soliciting in Chicago with "crews" of one hundred men and women operating a house-to-house canvass wearing the red cross symbol of mercy and collecting contributions that pour into the coffers of the syndicate $1,200 a day. The syndicate is said to have operated in various parts of the United States for the past six years.

The police expect to take action in connection with the concern. The women in charge of the Chicago concern said the money collected would be used in supporting institutions in Grand Island, Neb., Denver, Colo., and Shreveport, La. Telegrams from these cities indicate that there is no such institution there.

Eighteen or twenty of the friends of Miss Belle Roberts, who is to be married to Mr. Will Yorke on Monday, assembled yesterday afternoon at the invitation of Mrs. C. M. McConnan at her residence on Bodwell street to participate at a handkerchief shake in which Miss Roberts was the principal figure. The outcome of the gathering was a very pretty social event brought about by Mrs. McConnan which was greatly enjoyed by the young ladies present, who were all members of the Hockey Club to which Miss Roberts belonged. The decorations were carried out in yellow with very pretty effect, the centre of the drawing room being decorated at the ceiling with a large Japanese umbrella, from which were hung streamers of yellow reaching to the floor. Beneath the umbrella the young guest was blindfolded and the handkerchief shake brought off in a most successful manner. An afternoon tea was served, the color scheme of the table being of the same effect as the other decorations. The gathering was a most successful event and was carried off to the satisfaction of all who were present.

NOVEL POINT IN SPEEDING CASE

ATTACKS VALIDITY OF LAW ON THE MATTER

Mr. Aikman Says Act of Legislature is Not Good—Wins on Another Point.

A new aspect was lent to the prosecution of automobilists for exceeding the speed limits this morning in the police court, when J. A. Aikman, who appeared for W. W. Gibson, charged with speeding on the causeway, attacked the validity of the provincial statute under which all these actions have been brought. The legislature, he said, having given the city control of its streets could not then step in and make laws interfering with this control. The magistrate was not, however, called upon to pass on this objection as he upheld another objection of Mr. Aikman's, that the prosecution in its evidence had not proved that the alleged offence had been committed in the city of Victoria. No evidence had been produced to show that the causeway or Government street was in Victoria. This, the magistrate held, it was necessary to prove.

Mr. Aikman's objections were entered after the prosecution had closed its case, the witnesses heard being Constables Carlow, Harper and Macdonald, and resulted in the case being dismissed without any evidence for the defence being taken.

The first witness called was Constable C. Carlow, who swore that on May 27th he had been stationed on the sidewalk at the southeast corner of Humboldt and Government streets for the purpose of timing automobilists passing over the causeway. In this he was assisted by Constable Harper. Mr. Gibson had made the distance in 30 seconds. Constable Harper had raised his hand when the automobile was passing him, and he had set the watch and stopped it when the machine was opposite him.

Constable Harper swore to having been on duty on May 27th with Constable Carlow timing automobiles passing over the causeway. He was standing on the northeast corner of Belleville and Government streets. He raised his hand as each automobile passed him.

Constable Macdonald testified to having, with Constable Heather, measure the roadway between the southeast corner of Humboldt and Government streets and the northeast corner of Belleville and Government streets, and he had found the distance to be 773 feet.

Mr. Moore said this closed the evidence for the prosecution, whereupon Mr. Aikman said he would ask for a dismissal on three grounds. The first of these was that the prosecution had not proved where the street on which this alleged offence had been committed was. It might be in Victoria, Seattle, Vancouver or anywhere else. His honor knew the strictness with which such matters must be proved in a prosecution. His second objection was that the prosecution had not proved its allegation in the amended information that the portion of Government street mentioned in the case had not been set apart as a place for testing automobiles. In case of a summary conviction it was necessary to prove this.

The third point looked to him an important one but he had not gone into it fully, but on its face it looked an extremely strong one. It was that the legislature in the Municipal Clauses' act of 1906 had handed over to the municipalities all right to the streets, not only in Victoria but also in other cities, and it could not then attempt to regulate traffic on the streets of such places. On the strength of the powers thus given to the municipalities by the Municipal Clauses' act the city had passed by-laws dealing with the speed, etc., of hacks, cabs and vehicles of all sorts. Two powers could not be in control in such a matter and automobilists could not be bossed by two powers. He was not going to go further into this aspect of the case, however, unless his honor held against him in his other objections.

Magistrate Jay asked if Mr. Aikman's contention was that the Motor Speed Regulation act of 1904 was repealed by the Municipal Clauses act of 1906 and he was told that this had been done by implication, a method of repeal which had been held good in the courts.

Magistrate Jay—But the Municipal Clauses' act was in force in 1904, when the Motor Speed Regulation act was passed and was only consolidated in 1906.

Mr. Aikman—Yes, but that only goes to show the blindness of legislators. They often pass acts without taking into account other acts already in existence. British Columbia legislators, however, were no worse than others in this respect.

Mr. Aikman continued that he did not want to urge this objection as he thought that the other two were in themselves fatal to this case. He did not want to do any more work than he had to and would be only too glad to escape on a technicality.

Mr. Moore in reply to Mr. Aikman said he did not think it right to say that the legislature could not pass acts dealing with the streets. It would be foolish to say that the legislature could not deal with matters affecting property even if it had been alienated. It was quite possible for the city and the province to have concurrent powers. The liquor laws were an example of this. Prosecutions brought in this city under the provincial liquor laws, instead of under the city by-laws had been upheld.

In reply to Mr. Aikman's objection that the prosecution was required to prove that no by-law existed setting the causeway apart as a place for testing automobiles, Mr. Moore read from the criminal code and also from the provincial Summary Convictions' act, both of which he said completely met the point.

As to no formal proof having been adduced of the causeway or Government street being in the city of Victoria, this, he thought, was a matter of which his honor could take judicial cognizance.

Magistrate Jay pointed out to Mr. Aikman that the provision of the statute allowing the city to set apart a portion of a street for testing purposes was a proviso and not an exception.

Mr. Aikman argued against this. If the council had passed a by-law setting the causeway apart as a place for testing automobiles neither the information nor the evidence in this case would be worth anything. If a person accused, not having the advantage, or the disadvantage of a lawyer, which ever way a person might like to put it, should come up and plead guilty would it be right to fine him under the circumstances? His honor must look at the law as it stood.

Magistrate Jay ruled against Mr. Aikman on this point but upheld him regarding no proof having been presented that either the causeway of Government street was in Victoria. On this account he dismissed the charge.

CENTRAL RAILROAD AFFAIRS.

St. John, N. B., June 6.—The Hazen government yesterday appointed Hon. P. A. Landry, a Supreme court judge; A. A. Tweed, of St. Stephen, and Fulton McDougall, banker, of Moncton, as a commission to inquire into the affairs of the Central railroad. Lieut.-Col. L. G. Loggie, of Chatham, was appointed deputy surveyor-general to succeed the late W. H. Flewelling.

CITY TO ENFORCE RAT REGULATIONS

Every Vessel Coming to Port From Sound or 'Frisco Must Obey Law.

The city is again to put watchmen on all boats coming into this port from the Sound and San Francisco to see that the provincial health regulations regarding breasting out a certain number of feet from the dock, putting rat funnels on the hawsers and keeping a watchman at the gangway to see that no rats get ashore. The object in this is to prevent any plague-infected rats from coming off the boats.

The city for some time had a man watching the regular Sound boats for this purpose, but the council recently decided to save this man's salary and notified the various companies operating between California and the Sound and this port that they must keep men at the gang planks of their vessels all the time the latter were in port, and otherwise see to it that their boats complied with the regulations, the city health officer being entrusted with a general supervision of the matter.

This is not considered satisfactory by the provincial authorities and last night the views held in this quarter were presented to the meeting of the streets, bridges and sewers committee by Dr. Herman M. Robertson. The result of this is that the city will again enforce the regulations to the letter, not only against all the boats running regularly into Victoria from the Sound and San Francisco, but also against all other vessels coming into this port from these places and the first boat found failing to comply with the regulations will be proceeded against in the courts. In this connection, it is said, many of the freight carriers have not been complying with the regulations and these are the people the authorities will now get after.

FOR FEEBLE-MINDED.

Halifax, June 6.—The Nova Scotia league for the protection of the feeble-minded was organized yesterday. An executive committee of twelve will be appointed to further its object.

Indianapolis, Ind., June 6.—The Presto light factory blew up to-day. Eight persons are known to have been injured.

AMERICAN SHIPS IN BRISTOL.

According to a report by the American consul at Bristol, the first American steamer scheduled for that port since 1891 sailed from Philadelphia recently with a cargo of oil. "The incident, otherwise unimportant, has," the consul observes, "aroused no little interest in this old port, which once maintained a brisk shipping trade with the United States. No fewer than fifty American vessels discharged here in 1875, but soon thereafter American ships began to disappear from southwest England, and the last American ship in Bristol was a three-masted schooner from Maine, which dropped anchor here in August, 1901. Since then the American flag has never floated from a vessel in Bristol waters. A coincidence with the sailing of the American steamship mentioned seemed to be the re-establishment of a special line of English freight steamers between Philadelphia and Bristol."

MICHIGAN PIONEER DIES.

Detroit, Mich., June 6.—Hon. Peter White, of Marquette, one of the most prominent men in the upper peninsula of Michigan, and a pioneer in the copper and iron development of that country, dropped dead here to-day in front of the city hall. Heart disease is supposed to have been the cause of death.

TEN YEARS FOR EMBEZZLEMENT

Pittsburg, Pa., June 6.—For the embezzlement of $1,005,000 from the Farmers' Deposit National bank, Henry Reiber and John Young, former paying teller and auditor, were sentenced shortly after noon to-day to serve ten years each in the penitentiary.

INQUIRY INTO CRUISER EXPLOSION

U. S. Admiral Sebree to Appoint Board of Investigation.

Washington, D.C., June 6.—The cause of the accident on the United States armored cruiser Tennessee, in which four men were killed and a number injured, caused by the bursting of a steampipe while the vessel was off the California coast, will be thoroughly examined into by a board of investigation or court of inquiry to be appointed by Admiral Sebree. Upon the results of this inquiry will depend the question of whether any of the officers are responsible for the accident, and will also serve as a basis for any improvement of the machinery necessary to prevent a recurrence of the accident.

Admiral Sebree has telegraphed a report containing practically the same information as the news dispatches from San Pedro. The accident, he said, occurred at 11 a.m. while the vessel was under full power, the four-inch boiler tube bursting. He said that the injured men were to be transferred to the hospital at Los Angeles this afternoon.

CHINESE PARTY COMING HERE

PROMINENT MERCHANTS ARE TOURING WORLD

Trip Has Object of Promoting Better Business Relations With Orient.

R. M. S. Empress of China, which left Hongkong on Thursday and is due here on the 22nd inst., is bringing a large party of prominent Chinese merchants from Hongkong, Shanghai and the other principal ports of China, who will make a tour of the world for the purpose of studying business conditions and the commercial relations of other countries to the Orient.

The party is being conducted by Charlie Yip Yen, for many years one of the leading Chinese citizens in Vancouver. Arrangements are being made at all the cities in the United States which the party will visit for entertainments by chambers of commerce and boards of trade, and the visit of such a large number of prominent commercial men, representing the most modern business houses of the Chinese ports, is generally looked upon as something approaching an epoch maker.

After touring the United States and minutely studying conditions, the party will proceed to Europe, visiting London and all the most important commercial centres, and probably returning to the east by way of the Suez canal route. The benefits of business houses in all Occidental countries trading with the Orient, which will accrue as a result of this enlightening tour of such a representative Chinese party, are regarded both in Europe and the United States as being a nearer approach to ideal business relations between the East and West than any previous tour of Oriental commercial magnates.

GRANT TO BATTLEFIELDS.

Mail advices from Montreal contain the announcement that the B. C. government has granted $10,000 to the Battlefields scheme by which the Plains of Abraham are to be made a public park.

In confirming this Premier McBride says the decision was reached just before he left for the interior. Alberta and Saskatchewan have given similar amounts although Manitoba has as yet made no grant.

The premier thinks that in view of the demands upon the province for roads the grant could not well be increased. Ontario and Quebec have granted $100,000 each but the premier could not, he says, see his way clear to make a larger contribution than that made.

A Woman's Health

Is a heritage too sacred to be experimented with. For her peculiar and delicate ailments only medicines of known composition and which contain no alcohol, narcotics, or other harmful or habit-forming drugs should be employed. The *one* medicine which fulfills all these requirements is Dr. Pierce's Favorite Prescription—a remedy with a record of over forty years of cures to recommend it; a remedy, the makers of which print its formula on every bottle-wrapper and attest its completeness and correctness under oath; a remedy devised and adapted to woman's delicate constitution by an educated physician—an experienced specialist in woman's diseases; a remedy, every ingredient of which has received the written endorsement of the most eminent medical writers of all the several schools of practice for the cure of woman's peculiar diseases; a remedy which has more *bona-fide* cures to its credit than any other sold by druggists for woman's special requirements. It is not given away in the form of "trial bottles" to be experimented with, but is sold at a fair price by all dealers in medicines.

Delicate, weak, nervous women should especially shun the use of alcoholic medicines which, from their stimulating and exhilerating effects may seem, for a time, to do good, but which from the inevitable effects of the alcohol in shrinking up the red corpuscles of the blood are sure to do great and lasting harm in the long run. Besides they beget a craving for stimulants which is most deplorable.

Only invigorating and nerve strengthening effects can follow the use of this famous medicine for women. It can not possibly do harm in any state or condition of the system. It has been carefully adapted to woman's needs by an experienced physician—a specialist in their diseases. It makes weak women strong and sick women well.

If a woman has bearing down, or dragging pains, low down in the abdomen, or pelvis, backache, frequent headaches, dizzy or fainting spells, is nervous and easily startled, has gnawing feeling in stomach, sees imaginary floating specks, or spots before her eyes, has melancholia, or "blues," or a weakening disagreeable drain from pelvic organs, she can make no mistake by resorting to the use of Dr. Pierce's Favorite Prescription. It will invigorate and tone up the whole system and especially the pelvic organs.

Dr. Pierce's Favorite Perscription is a scientific medicine, carefully devised by an experienced and skillful physician, and adapted to woman's delicate system. It is made of native American medicinal roots and is perfectly harmless in its effects *in any condition of the female system.*

As a powerful invigorating tonic, "Favorite Prescription" imparts strength to the whole system and to the organs distinctly feminine in particular. For over-worked, "worn-out," run-down," debilitated teachers, milliners, dressmakers, seamstresses, "shop-girls," house-keepers, nursing mothers, and feeble women generally, Dr. Pierce's Favorite Prescription is the greatest earthly boon, being unequaled as an appetizing cordial and restorative tonic.

As a soothing and strengthening nervine "Favorite Prescription" is unequaled and is invaluable in allaying and subduing nervous excitability, irritability, nervous exhaustion, nervous prostration, neuralgia, hysteria, spasms, St. Vitus's dance, and other distressing, nervous symptoms commonly attendant upon functional and organic disease of the uterus. It induces refreshing sleep and relieves mental anxiety and despondency.

No woman suffering from any of the above symptoms can afford to accept any secret nostrum or medicine of unknown composition, as a substitute for a medicine like Dr. Pierce's Favorite Prescription, which is OF KNOWN COMPOSITION and has a record of over forty years of cures and sells more largely to-day than ever before. Its makers withhold no secrets from their patients, believing open publicity to be the very best guaranty of merit.

Dr. Pierce invites all suffering women to consult him by letter *free of charge.* All letters of consultation are held as strictly private and sacredly confidential and all answers are returned in plain, sealed envelopes. Address: Dr. R. V. Pierce, Invalids' Hotel and Surgical Institute, Buffalo, N. Y.

Dr. Pierce's Pleasant Pellets cure constipation. Constipation is the cause of many diseases. Cure the cause and you cure the disease. One "Pellet" is a gentle laxative, and two a mild cathartic. Druggists sell them, and nothing is "just as good." They are the *original* Little Liver Pills first put up by old Dr. Pierce over 40 years ago. Much imitated, but never equaled. They are tiny sugar-coated granules—easy to take as candy.

Dr. Pierce's great thousand-page illustrated Common Sense Medical Adviser will be sent free, paper-bound, for 31 one-cent stamps, or cloth-bound for 50 stamps. Address Dr. Pierce as above.

$1.00

VOL. 36.

STATEMENTS ARE INACCU

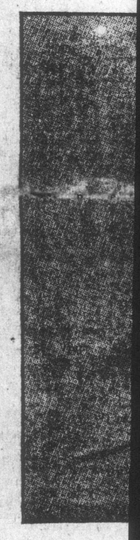
GOVERNOR HENDERSO ON PRINGLE CH

No Justification Exis Statements—Politica tives Behind Them

(From Thursday's Dail

Alex. Henderson, governor Yukon, was in Victoria yeste companied by Mrs. Hender visit was a short one, affor little time to spend with h friends in Victoria. Governo son, whose term of office in is proving such a successful just returned from the East. leave again in a day or tw North, after spending a few Vancouver.

The head of the governme Yukon is adding to his alr cessful public career in a ma All reports brought from t have been in praise of the con



GOVERNOR

manner in which he administ fairs under his charge.

While in the city yester porter of the Times took o ask the governor for an ex opinion upon the attacks Mr. Pringle was making up duct of affairs in Dawson. tention was directed to the ported utterances of Mr. which before the general s the Presbyterian church, Pringle is reported to have kinds of political and mor tion as existing in the Yuk

In reply to the questions him, Mr. Henderson said he presume to speak of co Dawson for any period with which he had been con the district. He was not tion to say what the cond in the past. He did know were at present, however Pringle pretends to make apply to the present time that his statements are and misleading," said th "and I take issue at once Continuing he said that to the moral conditions in Dawson he could challenge with any town in western would compare favorably spect, he contended, with town in the West.

Relative to Mr. Pringle's said he could not well und that gentleman, if he was as he represented himself cause of moral reform, operated with him (Mr. He connection with the carr the different measures of r duced into the council and These measures included of the dance halls in the the carrying through of ures, Mr. Pringle had neve any assistance. No sym ever expressed by Rev. Mr did he manifest towards that he was prepared to towards the end of impr tions in the North.

Mr. Henderson says he thinking that the action of man is tinctured from poli He was forced to this c the statements of Mr. Pri He had stated to the gove Liberal party had not trea