Orange Juice and Health
For Stomach and Skin

Few of us realize what an important part the skin plays in keeping us well or making us ill.

The millions of tiny glands, or pores, are intended to rid the system of waste matter, which the blood brings to the skin. It is a well-known medical fact that the healthy skin carries off more Urea or waste matter than the kidneys. Just think how much poison remains in the system when there is any skin trouble.

The skin and stomach are intimately associated. Find a person, with a dry, harsh skin and you will find one who suffers with indigestion or constipation, and both, usually.

Both may be relieved by a judicious use of orange juice. Both can be cured by taking the juice of an orange every morning before breakfast, and taking "Fruit-a-tives" at night. "Fruit-a-tives" are fresh juices in tablet form. The fresh juices of oranges, apples, figs and prunes are separated from the pulp and then combined in such a way that the medicinal action is intensified.

Orange juice alone will not cure Skin, Stomach or Bowel troubles. But when taken in connection with "Fruit-a-tives," a positive cure results. "Fruit-a-tives" may be obtained at all dealers or will be sent on receipt of price—50c a box—6 for $2.50. "Fruit-a-tives" Limited, Ottawa.

NOTICE TO CREDITORS

IN THE MATTER of the Estate of Joseph Eva Phillips of the City of Victoria, deceased.

NOTICE is hereby given that all creditors having claims against the estate of Joseph Eva Phillips, deceased, who died at the City of Victoria, are required on or before the 20th day of April, 1908, to send to Bodwell & Lawson, Solicitors for the Executrix of the will of the deceased, their Christian and surnames, addresses and descriptions, full particulars of their claims, a statement of their account and the nature of their securities, if any, held by them:

AND FURTHER TAKE NOTICE that after the said 20th day of April, 1908, the Executrix will proceed to distribute the assets of the deceased amongst the parties entitled thereto, having regard only to the claims of which she shall then have had notice, and that the said Executrix will not be liable for the said assets, or any part thereof, to any person or persons of whose claim notice shall not have been received by her at the time of such distribution.

BODWELL & LAWSON,
918 Government St., Victoria, B.C.
Solicitors for the Executrix.

NOTICE is hereby given that 30 days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works, for a license to prospect for coal and petroleum under the foreshore and under the lands covered by water opposite the foreshore of North Saanich District and described as follows:

1. Commencing at a post planted at Coal Point on the West Coast of Saanich Peninsula, thence west 60 chains, thence north 80 chains, thence east 80 chains, thence following the sinuosities of the foreshore to point of commencement, containing 640 acres more or less.

ALVO V. ALVENSLEBEN,
Vancouver.
Arthur D. Westcott,
Vancouver, Agent.
March 12, 1908.

NOTICE is hereby given that 30 days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works, for a license to prospect for coal and petroleum under the foreshore and under the lands covered by water opposite the foreshore of North Saanich District and described as follows:

Commencing at a post planted near Point James on the west coast of Saanich Peninsula, thence west 40 chains, thence north 80 chains, thence east 80 chains, thence south 60 chains, thence following the sinuosities of the foreshore to point of commencement, containing 640 acres, more or less.

ARTHUR D. WESTCOTT.
Vancouver, B.C.
March 12, 1908.

NOTICE is hereby given that 30 days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works for a license to prospect for coal and petroleum under the foreshore and under the lands covered by water opposite the foreshore of North Saanich District, described as follows:

Commencing at a post planted on the north coast of Saanich peninsula, thence north 80 chains, thence east 80 chains, thence south 70 chains, thence following the sinuosities of the foreshore to point of commencement, containing 60 acres more or less

FRANCIS G. BELL,
Vancouver.
Arthur D. Westcott,
Vancouver, Agent.

NOTICE is hereby given that 30 days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works for a license to prospect for coal and petroleum under the foreshore and under the lands covered by water opposite the foreshore of North Saanich District, and described as follows:

Commencing at a post planted at the north coast of Saanich Peninsula, thence north 70 chains, thence east 80 chains, thence south 80 chains, thence following the sinuosities of the foreshore to point of commencement, containing 640 acres more or less.

HAROLD B. ROBERTSON,
Victoria, B.C.
Arthur D. Westcott,
Vancouver, Agent.
March 12, 1908.

NOTICE is hereby given that 30 days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works for a license to prospect for coal and petroleum under the foreshore and under the lands covered by water opposite the foreshore of North Saanich District and described as follows:

Commencing at a post planted on the north 30 chains, thence east 80 chains, thence south 80 chains, thence following the sinuosities of foreshore to point of commencement, containing 640 acres more or less.

JAMES ABBOTT,
Vancouver.
Arthur D. Westcott,
Agent, Vancouver.
March 12, 1908.

NOTICE is hereby given that 30 days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works for a license to prospect for coal and petroleum under the foreshore and under the lands covered by water opposite the foreshore of North Saanich District, and described as follows:

Commencing at a post planted on the north coast of Saanich Peninsula, thence north 80 chains, thence east 80 chains, thence south 80 chains, thence following the sinuosities of the foreshore to point of commencement, containing 640 acres more or less.

W. A. BISSETT,
Saanichton.
Arthur D. Westcott,
Vancouver, Agent.

NOTICE is hereby given that 30 days after date I intend to apply to the Hon. Chief Commissioner for a license to prospect for coal and petroleum under the foreshore and under the lands covered by water opposite the foreshore of North Saanich District, and described as follows:

Commencing at a post planted at the north coast of Saanich Peninsula north of Shoal Harbor, thence east 80 chains, thence north 70 chains, thence west 60 chains, thence following the sinuosities of the foreshore to point of commencement, containing 640 acres more or less.

NORMAN G. STEWART,
Vancouver.
Arthur D. Westcott.
Vancouver, Agent.
March 14, 1908.

NOTICE is hereby given that 30 days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works for a license to prospect for coal and petroleum under the foreshore and under the lands covered by water opposite the foreshore of North Saanich Peninsula, and described as follows:

Commencing at a post planted on the east side of Saanich Peninsula, north of Shoal Harbor, thence east 80 chains, thence south 80 chains, thence west 70 chains, thence following the sinuosities of the foreshore to point of commencement, containing 640 acres more or less.

A. McEVOY,
Vancouver.
Arthur D. Westcott,
Vancouver, Agent.
March 14, 1908.

Notice is hereby given that thirty days after date that I intend to apply to the Honorable Chief Commissioner of Lands and Works for a license to prospect for coal and petroleum on the following described lands situated near Coal Creek, Renfrew District, B.C., commencing at the South West corner of lot fifty-two, Coal Creek, Renfrew District, B.C., a post planted and marked J.B. and H.J.K. S.E. corner post; thence North about forty chains to post marked J.B. and H.J.K. N.E. corner post; thence West about forty chains to post marked J.B. and H.J.K. N.W. corner post; thence South about sixty-five chains to post marked H.J.K. and J.B. S.W. corner post; thence along shore line to points of commencement, containing one hundred and sixty-five acres more or less.

JOHN BERRYMAN,
H. J. KIRBY.
March 17th, 1908.

SKEENA LAND DISTRICT
District of Coast—Range V.

Take notice that we, Ellen Adams & Jane Noble, of Port Essington, B. C., occupation, married women, intend to apply for permission to purchase the following described land:

Commencing at a post planted at the northeast corner of lot (11) eleven, block (1) one, on the north side of the Skeena River, about one mile north from Point Mawitch, marked E. A. & J. N., S.E.C., thence north 35 chains, thence east 25 chains to the beach, thence south to point of commencement, containing 45 acres more or less.

ELLEN ADAMS & JANE NOBLE,
Alexander Noble, Agent.
February 11th, 1908.

SKEENA LAND DISTRICT.
District of Coast.

Take notice that John Edward Moody, of Hazelton, B.C., occupation, gardener, intends to apply for permission to purchase the following described lands: Commencing at a post planted N.E. corner of N.E. ¼ Sec. 7, Tp. 6, R. V., thence following the lines of the new Government survey, the lot being known as N.E. ¼, Sec. 7, Tp. 6, R. V.

JOHN EDWARD MOODY,
Fred. L. Stephenson, Agent.
February 29th, 1908.

PRE-EMPTIONS

In Kitimaat Valley, on fruit and agricultural lands. Soil clay or sand loam. Practically level. Positively no summer frosts. Write for particulars. Address:

C. E. BURGESS,
Copper River, Upper Skeena, B.C.

STUMP PULLING

TO FARMERS—The Stump Puller recently patented and made in Victoria, more powerful than any other ever made, catches from one to twenty stumps in one pull. Most surprising to all who have seen it work and is just what the farmer and contractor needs. Will clear up a radius of 330 feet round without moving; can be removed with ease in thirty minutes; it doesn't matter whether your land is hilly or covered with green or old stumps. Those having land to clear should have one of these. Apply 466 Burnside road. m4

STRAYED—To the premises of W. F. Loveland, 6 head of cattle, 1 shorthorn aged 1 year; 1 Jersey and Holstein, 4 years old; 2 shorthorns, 4 years old; 1 blue and white heifer, 3 years old; 1 Jersey and shorthorn, 3 years old. Owners can recover same by paying expenses of advertising and damages. Rock Hill ranch, Lake District. m31

OFFICIAL TRIAL TRIP OF PORT SIMPSON

New Hudson Bay Steamer Carried Many Guests Yesterday

(From Tuesday's Daily)

"When I came to British Columbia there was little but forest. Now we have thickly settled communities and a rapidly developing trade. Who can tell what the future will bring forth? I predict that the Pacific coast will see just as much maritime trade as that enjoyed by the Atlantic." So remarked Dr. Helmcken, in an address delivered yesterday afternoon on the occasion of the trial trip of the steamer Port Simpson, built by the Hudson's Bay company, for service on the Skeena river.

The new vessel left the inner harbor shortly after 2 o'clock. A large number of guests had been invited for this, the official trial trip. Everything went beautifully. Officers in new uniforms hurried hither and thither as the ship slowly steamed out of port, while the passengers gathered in the handsomely furnised saloon or wandered about admiring the ship's fittings and the evidence of care and attention in providing all conveniences and comforts for the traveling public.

On reaching Race Rocks the Port Simpson was headed for Esquimalt. In this the captain had an opportunity of showing how easy the vessel can be handled. She came about within her own length and, later, was brought to a standstill in equally short space, both qualities are essential in a ship to ply upon the Skeena.

Afternoon tea, under the supervision of Mesdames Johnson and Jackman, was served during the run to Esquimalt. Arriving there the guests were invited to the diningroom.

Dr. Helmcken, who was one of the first to enter the service of the Hudson's Bay company in Victoria, took the chair. He performed the duties devolving on him in his own happy style. It was fifty-seven years since he had come to the Pacific coast. With others he had landed but a few yards distant from where the ship was then stationed—Esquimalt harbor. He remembered that they had all been quarantined and had to undergo a disagreeable washing, and scrubbing, and figuratively, "hanging out to dry." (Laughter.) But he did not wish to bore his hearers by recalling the past.

The Progress Indicated

There was not the slightest doubt but that the Port Simpson was a fine ship. All were agreed on that. He and Mr. Thomson had just been having a dispute as to which was the better, the Beaver or the Port Simpson. Personally he was inclined to stick by the pioneer. "For," he added, "I would like you to know that the Beaver was 'some pumpkins'." (Laughter.)

When the pioneer of all Pacific ocean steamboats had come to British Columbia the country was a wilderness. What a vast change had taken place in the fifty years that had elapsed. Now there were thickly settled communities and the trade was developing rapidly. He could imagine that he had been asleep for the past half century—that all that had taken place was but a dream. The advancement along all lines had been marvellous.

"In my day," he said, "we had to travel in canoes. Such a means of transportation as that which we are now enjoying would never have been dreamed of. Nevertheless, we had a good time." The latter was intended as an aside, a half wink being directed at a number of pioneer Hudson Bay men, among them being A. Munroe, formerly factor of the Victoria station, who responded with a knowing smile that excited general merriment.

Waking up, Dr. Helmcken continued, he found that the country which fifty years ago was only a wide stretch of rich but unexploited territory, boasted of millions in population and its waters were plied by ships innumerable. There having been such a change in the first fifty years, who could tell what the future would bring forth. He felt sure that the Hudson's Bay Company, a concern that was always to the fore in enterprise, whose business was extended as the requirements demanded, by that time would have a fleet four times as large as the present. (Applause.) He predicted that there would develop a New World on the Pacific. There was a truly glorious future in store for the magnificent country into which the Hudson's Bay Company had been the first to enter as an established business.

In concluding his address he toasted the Port Simpson. He expressed the hope that the returns realized on the vessel would more than meet the desires of the manager and all identified with the company. And he trusted that it would not be long before it would be necessary to construct a ship larger and finer than the Port Simpson and "even better than the Beaver." (Laughter and cheers.)

Mr. Thomson in Reply

Responding, on behalf of the company, Mr. Thomson thanked the previous speaker for his kind words and for the enthusiastic way in which they had been received. He endorsed the statement that the country was going ahead rapidly. Had anyone said 50 years ago that British Columbia was to have a population of some 250,000 within the time that had elapsed it was doubtful whether the prophesy would have been credited. In view of the progress made in the past he did not believe that it would be out of the way to predict that within another half century this province would have at least two and a half millions. He was pleased that such charming weather had been favored the Port Simpson on her first trip.

Mr. Thomson referred in feeling terms to the catastrophe of the 6th of last July, when the steamer Mount Royal, one of the Hudson's Bay Company's fleet, was wrecked in Kitsilas canyon. He paid a glowing tribute to the courage and unswerving devotion to duty displayed by the members of the crew of that ship. They had stood by their posts to the last—a fact which would serve to keep their memory green in the annals of the concern to which they owed allegiance. Principally owing to that accident it had been deemed necessary to construct another vessel. The result was the boat in which they were standing. She had been constructed under the supervision of Capt. Johnson, and he wished to say that neither skill nor expense had been spared in the endeavor to attain the best possible results. As a matter of fact he believed he felt justified in saying that the Port Simpson had no peer in her class on the continent of America. The Hudson's Bay Company had already been two hundred and thirty-eight years in business, and it was most likely that they would continue to develop and expand with the growth of Canada. They would, no doubt, continue to do business at the old stand, renewing and extending their premises as circumstances warranted according to modern methods, but on their old principles, Pro Pelle Cutem—giving pound for pound, dollar for dollar, value for value.

U. S. Consul Smith when called on proposed the health of the chairman. He referred to his long and honorable connection with the Hudson's Bay Company, and paid him a tribute which met with a hearty response all joining in singing "For He's a Jolly Good Fellow."

While in Esquimalt a slight accident occurred necessitating the cooling of the boiler. As this requires time the guests dispersed, taking the car to the city. All were profuse in their congratulations, and thanks for the enjoyment of the afternoon.

Vessel's Dimensions

The Port Simpson already has been briefly described in these columns. She is 136 feet 6 inches in length, with 30 feet beam, draft 3 feet 4 inches. Her engines are of the most modern type. They are 16 inches in diameter, having a 6-foot stroke. The propelling boiler has 1,800 square feet of heating surface, and a steam limit of 210 pounds. Also there is included a turbine dynamo, the second to be installed on the Pacific coast. The Port Simpson can give excellent berth accommodation to 36 passengers, and is licensed to carry 150. As mentioned, her general equipment shows the best of taste and a thorough knowledge of the requirements for the promotion of the pleasure and comfort of travellers.

The Port Simpson will be brought to the inner harbor this morning, and on Wednesday will leave for the Skeena to enter active service.

Her officers are as follows: Master, T. J. Jackman; first officer, Laurence Thomson; second officer, C. Cluness; chief engineer, R. Denniston; second engineer, G. R. Talbot; purser, C. Patmore; assistant purser, F. W. Graham; stewart, G. Woollet.

London, Ont., April 20.—A flock of seagulls were seen on the river near the London boating club. This is the first time such birds have been seen in this vicinity.

Tokio, April 20.—An attempt to destroy the railroad leading from the coast to the capital on the morning of April 10, was discovered before any serious damage had been done, and Prince Ito arrived at Seoul on schedule time.

Logger Goes Insane

Vancouver, April 20.—Telling everyone in solemn tones that he was going to join the navy as admiral of the fleet, Dan Egan, a logger, was brought down on the steamer Cassiar yesterday and is today confined in the New Westminster asylum. Egan went up on the Cassiar just a week ago to work at Patterson's camp, at Granite Point, but became insane and the vessel had to bring him down this trip. Chief Colin Campbell of the provincial police, took charge of the unfortunate man, who was formerly a bluejacket in the Royal navy, and took him over to Westminster yesterday afternoon.

QUADRA WILL CARRY SUPPLIES TO PACHENA

Take Freight for Trail-Builders, Wireless Stations and Lighthouses to Island Coast

(From Tuesday's Daily)

The steamer Quadra, of the Dominion government, which returned from her trip to Vancouver for stores on Saturday night, will probably leave today for the west coast. She is carrying the fine-cut glass lenses bought from Chance Bros., of Birmingham, at a cost of $35,000, and other material for the new lighthouse to be established at Pachena point, which it is expected will be ready for operation by July 1. The cargo of the government steamer also includes the material, ready to be put together, for the construction of a five-roomed cottage at Pachena for use of the staff of the wireless telegraphic station. Stores for Carmanah, Lennard island and other points will also be carried by the steamer, as well as material for the party of trail-builders, who will leave shortly, headed by Mr. Macdonald to spend another summer on the west coast.

TUG NANOOSE IS ALMOST READY

Will Tow Car-Ferry Barge Between Island and Mainland for C.P.R. Co.

(From Tuesday's Daily)

The new steel tugboat, which is being built by the British Columbia Marine Railway Company, and is almost complete is to be named the Nanoose. It is understood the tug will be used to tow the big car ferry barge built by the Victoria Machinery Depot at a cost of $25,000 between the ferry depot to be made at Nanoose bay, where the new branch runs thence to Alberni, and connects with the Esquimalt & Nanaimo railway and the ferry slip at Vancouver.

The Nanoose is a fine sea-going steel tug of about 90 feet in length and with excellent lines. She has considerable sheer and long bow. The vessel was designed by Capt. J. W. Troup. It is expected the tug will be ready for launching this week.

TUG BEATRICE WILL BE HISTORIC VESSEL

Has Engine of Old Boscowitz and Hull of a Seized Sealing Schooner

The tug Beatrice and the steamer Leebro were towed to the outer wharf yesterday and moored alongside the Blue Funnel line steamer Teucer to receive boilers and machinery brought from Scotland, and the tug Edna Grace will take a scow alongside the freighter this morning to receive a boiler brought for the tug Chieftain of R. Cunningham & Sons. The Beatrice will be a notable addition to the harbor tugs of this port as will the Leebro to the steam freighting fleet. The tugboat, though, will have a historic interest. She is a composite of parts of notable vessels. The hull is constructed from that of the old sealing schooner Beatrice, which was seized in Bering sea and confiscated to Her Majesty for being inside the sixty-mile limit. The schooner was converted into a powder lighter at Esquimalt, together with the Viva, also condemned.

Capt. Berquist secured the lighter from the cement works at Tod creek, and bought the engines of the old steamer Barbara Boscowitz from the Bullen's, of Esquimalt, who had salved the Boscowitz, which they bought as a wreck. The engines are very powerful, and will drive an eight-foot propeller, making the Beatrice a very powerful tug. A Scotch marine boiler was ordered from Scotland, and was brought by the Teucer. With the machinery and boiler for the steamer Leebro, built by Ross & Duncan, of Glasgow, it will be lifted from the hold of the steamer Teucer this morning and placed in the Beatrice.

Capt. Berquist became a tugboat owner by reason of his industry and energy about seven years ago when, with the aid of his sister only, he built the tug Bute at Sidney. He made the model of the tug, designed her machinery, and himself sawed her frames at a local mill. The material was assembled at Sidney, and there Capt. Berquist and Miss Berquist put the Bute together. Since the vessel has had a number of successful seasons.

The Leebre on entering commission will go into the general freight business, and will probably enter the Prince Rupert trade.

TEES CARRIES MANY

West Coast Steamer Had Good Freight and Big Complement of Passengers

The steamer Tees, which sailed last night for Cape Scott and way ports of the west coast of Vancouver island had a large cargo including stores and supplies for the two whaling stations, mines, lumber camps and settlements of the island coast Every berth on the steamer was occupied. The passengers taken by the steamer included Richard Hall and A. J. Bechtel, who went to Banfield creek taking stores for the sealing schooner Jessie which reached there on Friday last with 130 sealskins. Other passengers were J. Williams, telegraph operator at Port Renfrew, and Mrs. Williams, A. E. Robertson, J. McMillan, Father Laterne, W. Allan, E. J. Sutton, G. D. Cook, S. Harvey, F. A. Brewer, W. Tansen and wife, J. W. Smith, C. Gass, H. McDonald, Brookholder, Wingham, Campbell, C. Mattsen, Mrs. Lesson, S. C. Hayden, A. Roberts, Mrs. K. C. Cox and A. McPhie.

Swamped by heavy seas in the gale of Thursday, a 14-foot gasoline launch, owned by Mr. Mitchell, of Mitchell & Ferris, sawmill experts, Vancouver, was sunk in the Queen Charlotte sound. No lives were lost.

HON. MR. JUSTICE DRAKE PASSED AWAY SUNDAY

Distinguished Jurist Had Long and Honorable Public and Legal Career

The Hon. Montague Tyrwhitt Drake passed away at his home on Pleasant street at about six o'clock on Sunday morning. His death was not unexpected as he had been failing in health for over a year past, though able to be out in the garden in an invalid chair so lately as Thursday last. He had reached the advanced age of 79 years, and had retired from the bench, of which for fifteen years he was a distinguished member, some four years before.

Mr. Justice Drake was one of the pioneers of British Columbia, and his name will always be indissolubly bound up with the early history of the province. Born the 20th of January, 1830, at Kings Walden, Hertfordshire, he was the second son of the Rev. George Tyrwhitt Drake. The Tyrwhitt Drakes are an old country family hailing from Shardelves, Buckinghamshire, and originally descended from a brother of Sir Francis Drake, the famous seaman of Eilzabethan days. Judge Drake was educated at Charterhouse school and was subsequently admitted as a solicitor in England in 1851. In 1859 he came to British Columbia by way of the Panama Isthmus, and after a brief and unremunerative effort at placer mining in Cariboo, came to Victoria and resumed the practice of his profession. He was for two years in partnership with Attorney General Carey, and from the first took an active interest in public affairs. He was a member of the legislative council of Victoria from 1868-70, and when the law society of British Columbia was organized, he became a member of the British Columbia bar in 1873 and was made a Queen's counsel in 1883. In the same year he represented Victoria as a member of the legislative assembly, holding the seat till 1886, and was president of the executive council from 1883-4. From 1872-79 he was a member of the board of education, and in 1877 was elected mayor of Victoria. In 1889 he was elevated to the bench of the Supreme Court of British Columbia, retiring in 1904.

As will be evident from a glance at his career, Mr. Justice Drake was a man of wide interests and distinguished ability. While on the bench he stood very high in the estimaton of the legal profession, where his judicial mind and scholarly attainments caused him to stand out conspicuously as a great jurist. A less well known incident in his career is the fact that in 1887 he was employed by the Dominion government as its counsel in the matter of the first seizure of the Canadian sealing schooners. He proceeded to Sitka where the captured sealers had been taken, and started legal proceedings in the nature of a demurrer. At that time there was no legal library or works of reference available at Sitka, and the case presented a great many novel features. He, however, at that time laid out the lines on which the case should be fought, and these lines were followed throughout the controversy, though of course developed as the affair proceeded. The result is now a matter of history, the arbitration at Paris sustaining the Canadian representatives.

In 1862 he married Joanna, daughter of James Tolmie, of Adversier, Scotland, who died in 1901, and is survived by four daughters and a son. The latter, Brian H. T. Drake, is registrar of the Supreme court, and of the daughters, Mrs. G. Bernardiston lives in Yorkshire, England, while Mrs. A. W. Bridgman, Mrs. A. D. Crease and Miss Drake reside in Victoria.

The funeral takes place today, and the cortege will leave the house at 2.30 p.m. The services will be held at 3.00 p.m. at St. Saviour's Victoria West, and will be conducted by Archdeacon Scriven and the rector, Rev. R. Connell.

EVERY BERTH IS SOLD

Princess May and Other Northern Steamers Enjoy Heavy Travel Northward

(From Tuesday's Daily)

The accommodation on board the steamer Princess May, which left Port Essington yesterday and is due here tomorrow is entirely sold for her next passage north to Skagway, Prince Rupert and way ports, leaving Wednesday night, and the steamers Camosun and Vadso, scheduled for tomorrow night will also have large complements of passengers. The Princess May has 84 staterooms and tickets have been sold for about three to each room. Other prospective passengers are now buying tickets with the understanding that they are to sleep wherever a shakedown can be spread to accommodate them.

Ask for Amherst solid leather footwear.

Disfiguring Face Sores

HOW TO CURE THEM.

Pimples, face sores, and the kindred eruptions common to late winter and early spring, are the worst disfigurements the fair sex have to bear. The indoor life of winter has caused impure matter which the skin should get rid of for the blood, to remain in the pores; the process of "exhaltation" is interrupted; the general complexion suffers, and just where the bad matter collects, pimples, ulcers and sores quickly appear. To remove the impurities, the pores must be opened and the functions of the skin stimulated by the vigorous application of Zam-Buk morning and night, and washing frequently with Zam-Buk Medicinal Soap. Zam-Buk reaches the root of the disease by soaking through the skin and tissue and its powerful herbal juices expel disease and make the skin do its work, which can't be done simply by internal medicine. Miss Ellen Smith, of Somerville Ave., Toronto, says: "My face was greatly disfigured by a skin eruption which annoyed me dreadfully for months. I was advised to try Zam-Buk and I am glad I did for it quickly removed the trouble and my face is now clear of all eruptions."

Zam-Buk contains no animal fat whatever, but is a pure healing salve. It cures cuts, burns, chafings, cold sores, itch, eczema, running sores, ringworm, piles, bad legs, inflamed patches, and all diseased, injured and irritated conditions of the skin. Obtainable at all druggists and stores, 50c, or post-paid upon receipt of price from Zam-Buk Co., Toronto

At BREAKFAST LUNCH DINNER SUPPER

Always Acceptable
Always Delicious

"SALADA"

TEA

LEAD PACKETS ONLY. BLUE LABEL 40c., RED LABEL 50c. AND GOLD LABEL 60c PER POUND. AT ALL GROCERS

There is a tide in the affairs of men, which, taken at the appetite, leads on to

PICKLES

C. & B. SWEET	35c	HEATON'S MIXED	20c
C. & B. MIXED	20c	HEATON'S CHOW CHOW	20c
C. & B. CHOW CHOW	20c	LAZENBY'S MIXED	35c
C. & B. WALNUTS	35c	LAZENBY'S RELISH	25c
C. B. WHITE ONIONS	35c	GILLARD'S PICCALILLI	30c
C. & B. PICCALILLI	35c	GILLARD'S RELISH	25c
C. & B. GHERKINS	35c	BRADY'S MIXED	25c
CAP. WHITE'S ORIENTAL	35c	BRADY'S CHOW CHOW	25c
DAVIES' SWEET	25c	BRADY'S SWEET MIXED	35c
DAVIES' RELISH	25c	HEINZ SWEET MIXED	40c
CALIFORNIAN HOME SW. Mixed	25c	HEINZ SWEET GHERKINS	40c

Also a full line of Bulk Pickles

DIXI H. ROSS & COMPANY
Up-to-Date Grocers,
1317 Government Street. Tels. 52, 1052, 1590

PIPE

We have just received a carload of galvanized and black iron pipe and are in a position to fill all orders. **PHONE 82** for prompt attention and quick delivery.

B.C. HARDWARE COMPANY
Cor. Yates and Broad Sts Limited P.O. Box 683

NORTHERN INTERIOR OF B.C.

Miners and prospectors going into Telkus, Omenica or Ingineca Camps will find a full stock of mining tools, camp outfits and provisions at my general store at Hazelton, which is the head of navigation on the Skeena River and headquarters for outfitting for above points.

R. S. SARGENT - - HAZELTON, B. C.

Dr. J. Collis Browne's
Chlorodyne

THE ORIGINAL and ONLY GENUINE

The Best Remedy known for COUGHS, COLDS, ASTHMA, BRONCHITIS, DIARRHŒA, DYSENTERY, & CHOLERA. Acts like a charm in

The most Valuable Remedy ever discovered. Effectually cuts short all attacks of SPASMS, NEURALGIA, GOUT, RHEUMATISM, TOOTHACHE. The only Palliative in

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SAVAGE DREAMERS FREE WITH WEAPONS

Further Evidence Showing Their Readiness to Kill "Unbelievers"

Medicine Hat, Alb., April 20.—At the continuation of the trial of the sect known as the Dreamers, Jacob Merkel, jr., son of the Dreamer god, John Merkel, was on trial. John Lehr stated that the prisoner had told him that the same fate would overtake him as happened to J. M. Martin, J. P., who was supposed to have been drowned, and who fined a Mrs. Gill $20 for firing a gun at the witness' children. Christian Gill had also threatened to do away with him if he got a chance, and threw a knife at him on one occasion. Merkel also carried a rifle.

Adolph and Michael Brost gave evidence that they had heard the prisoner make the threat that the witness would die like a beast.

J. Schneider testified that he had been a dreamer, but withdrew from the church two years ago. Their rule was to destroy the property and lives of those who did not believe with them. He carried out their dreams as interpreted. The witness knew of a dream a prisoner had, as a result of which he rode over to his brother-in-law's place and shot him. He was jailed for 30 days and had to pay a fine of $100. The brother-in-law was not killed by the shooting. Witness knew of Dreamers who had burned buildings as the result of dreams. He left the Dreamers' church because he was afraid he would get into trouble. God Jacob had threatened him with revenge for leaving the church.

Other witnesses gave evidence of a similar nature. The trial will be continued.

"I think I know," said little May.
"Just why they call them 'boys,'
The reason just as plain as day:
It's cause that rhymes with 'noise.'"
—Philadelphia Press.

TIDE TABLE

Victoria, B.C., April, 1908.

Date	Time	Ht	Time	Ht	Time	Ht	Time	Ht
1	2 46	8 2	9 09	4 3	15 10	7 6	21 10	4 3
2	3 05	8 3	9 56	3 6	16 19	7 4	21 49	5 1
3	3 29	8 5	10 44	3 0	17 45	7 2	22 28	6 0
4	3 54	8 5	11 34	2 7	19 34	7 1	23 10	6 7
5	4 15	8 5	12 26	2 5	.....	.....	.....	.....
6	4 31	8 3	13 20	2 4	.....	.....	.....	.....
7	4 40	8 1	14 16	2 5	.....	.....	.....	.....
8	1 07	8 1	.....	.....	.....	.....	15 10	2 7
9	1 38	8 2	.....	.....	.....	.....	16 02	2 8
10	2 00	8 2	.....	.....	.....	.....	16 52	3 0
11	2 18	8 0	.....	.....	.....	.....	17 40	3 2
12	2 26	7 8	8 28	6 4	11 34	6 6	18 26	3 5
13	2 03	7 7	8 13	5 9	12 40	6 7	19 09	3 8
14	1 56	7 8	8 19	5 3	13 39	6 9	19 48	4 1
15	2 06	7 9	8 34	4 6	14 35	7 1	20 24	4 6
16	2 20	8 1	9 03	3 8	15 21	7 2	20 58	5 1
17	2 40	8 2	9 40	3 1	16 30	7 2	21 31	5 7
18	3 01	8 4	10 23	2 5	17 38	7 2	22 03	6 3
19	3 21	8 5	11 12	2 0	18 57	7 3	22 34	6 9
20	3 43	8 6	12 05	1 7	.....	.....	.....	.....
21	4 08	8 7	13 01	1 5	.....	.....	.....	.....
22	4 37	8 6	13 58	1 5	.....	.....	.....	.....
23	0 18	8 0	1 58	8 0	5 13	8 4	14 56	1 6
24	0 43	8 3	3 46	7 8	5 58	7 9	15 52	1 9
25	0 56	8 1	5 17	7 3	7 10	7 3	16 45	2 2
26	0 59	8 0	6 19	6 4	10 26	6 8	17 36	3 0
27	0 59	7 9	7 02	5 4	12 14	6 7	18 25	3 7
28	1 05	8 0	7 42	4 4	13 44	6 8	19 11	4 5
29	1 20	8 2	8 20	3 4	14 58	6 9	19 54	5 2
30	1 40	8 5	8 57	2 6	16 12	7 1	20 34	5 9

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.