[From The Daily Colonist, June 1]

# OUR NATIVE RACES.

## The Relics of the Early Tribes of the Northwest Worth a Study.

### Suggestive Resemblance Between Prehistoric Races Here and Those of Ancient Europe.

To the Editor:—Having read your interesting article in last Sunday's (!!) Colonist in re prehistoric man; the rise and fall of several races, chiefly apparently on account of the geological changes of the earth. All these races do not appear to have been anything but rude—in the absence probably of free education. It struck me at once that the conditions portrayed in the article mentioned were still going on and might be seen by any one at the present day from our own doorway—anything, however, so close at hand may not be interesting.

Leaving out of the question local geological changes of the origin of the Indians; of others driven out or supplanted previously, whose works remain in the shape of mounds, etc., although comparatively modern; omitting too the traders on the West Coast and to occupancy by the Spaniards and a ship built at Nootka by Meares, all of whom disappeared, it may be safely said that seventy-five years ago, not a civilized man lived on Vancouver island, although it had been visited by them occasionally. The natives were primitive men, unacquainted with the cultivation of the soil, living on the chase, chiefly of fish and terrestial animals; knew nothing about the manufacture of pottery, but hollowed out stones, and made baskets of cedar roots capable of holding water; cooked by means of heated stones on or under the ground; had a government and laws, but were unacquainted with writing, save, perhaps, the totem or heraldic poles; of these the natives of Vancouver Island had but few but indulged in painted devices. They traded, too, among themselves and with other tribes or nations. This primitive race has now in a great measure disappeared. Why? Simply because it has been overrun or displaced by a more powerful race, for in these matters might is right. Does not this illustrate the history of prehistoric man? True, the aborigines have been destroyed by diseases, immoralities, ardent spirits and change of habits; but something like these may have happened a few million years ago. In these matters a few years of our reckoning are of no consequence. Bye-the-bye, the Indians used to say that the reason they were refused whiskey was that if they got it they would be wise like white men!!! The story of Adam and Eve again, their predecessors!

If any one will go to the local museum he may see the stone arrow heads, spears, hammers, chisels made of bone, horns or stone, and will learn from the Indians of their great-grandfatiers having used them—and some are of remarkably fine finish. It is quite likely that then, as now, the native tribes were noted for various handicrafts, some being experts in canoe building, sculpture, and it may be for the manufacture of implements of war and the chase, and that trade exchange existed in them accordingly, for apparently the stone in many cases does not appear to be of local origin. Although metals (ores) abounded, they do not appear to have had any knowledge of metals—possibly they did not use the bow much, but loved chiefly to fish, animals being caught by traps or nets.

There is something very much resembling a white flint spear-head there also—where did this come from? Now, in all these matters does not the present very much correspond with preadamite man? Fire arms, of course, have been introduced comparatively recently. They had "flint locks,"—flint and steel too, introduced by the Hudsons Bay Co. and traders; paint, chiefly vermillion also; But some day an antiquarian may come across a cave with flints in them and speculate as to how these flints got there, and if he should only be lucky enough to find a mammoth's tooth, or a portion of an elephant carried there during the glacial period, what then!!! Then the H. B. Co. should be antediluvian. Mind geological changes have been left out in this modern history. The Indians had bent legs, deformed by squatting in canoes—approaching the erect posture!!

Now, then, we come to skulls—not the Nienderthal, but modern ones. It is said that the shape and formation of the ancients' skulls indicate the various races that have exterminated or replaced others, but just look at the modern skulls of the Vancouver Island races. We all know of the receding foreheads of the Flatheads, have seen the deformity produced by mechanical means in the cradled, swathed and bandaged babes. Further north the natives shaped the head to sugar-loaf form, and again other tribes used lateral pressure. Why and how did this custom originate? Has it come down from the glacial or any other period?

May not those who lived a few millions of years ago—that is to say, if they did live—have practiced similar devices. Such may have been the origin of skulls claimed to represent different nations—they may be deformed ones of really the same people. Whether man has descended to the gorilla or is a new creation matters not just now, but the skulls in the museum are ugly—and empty enough for anything! The fact seems to be that man like any other animal came when things were suitable for him to exist and will continue so long as the environments remains—when not something else will come. In this respect then there is neither past, present nor future, but only the infinite. Surely there is much to be learned from our surroundings.

In the museum, too, may be found other articles resembling those found in other places and said to be of very ancient date—spindles and thread—and here it may be remarked that the woolly dog, of which the Songish made ornaments to blankets or their covering made of teazed cedar bark, no longer exists. The mountain sheep and goats do not exist in Vancouver island, and it is not known whether they traded in this wool from the mainland, verily the past and present seem very much alike and the future will partake of this character—but again are not past, present and future but one condition—but I must not longer trespass on your valuable space.

I. S. H.

P.S.—After all may not these Indians be the direct descendants of those who escaped from the ice age, or what is equally likely, from volcanic age, unimproved by time, and cut off from associations with Asia? On the one hand a belt of ice still exists a few feet underground from the northern part of British Columbia to Hudson Bay. On the other it is extremely probable that a continent existed in the northern country where the Pacific ocean now rolls over the islands and pinnacles of rocks of ancient mountains from Behring sea to Japan. In the latter case British Columbia would have been peopled by tribes coming overland, for we cannot conceive Japan to have been peopled from the now American continent. As to the place being peopled by shipwrecked Japanese or Chinese mariners, this seems absurd. It is quite possible that the changes in the earth's surface may be less ancient than is generally imagined.

## "HELLO THERE" AGAIN.

That the petition of the Bell Telephone Company to permit their rate of charges for telephone service to be increased, be not granted, is the leading clause of a counter petition to the Governor-General-in-Council which is now being circulated in the Dominion for signatures, and a copy of which has been left at this office.

Some little time ago City Clerk Dowler was in receipt of a copy of this petition sent out by John Blevins, city clerk of Toronto, and asking the co-operation of the Victoria council in an attempt to head off a move now under way on the part of the telephone company to raise their present rates.

Accompanying the petition are several elaborate statements made by the telephone company showing the necessity for their being allowed to raise the rates now charged. According to these proposed new rates metallic circuits and solid back transmitters, both necessary to a properly equipped telephone service, are to be charged at extra figures, while persons living more than half a mile from "central" are placed at the mercy of the company to charge whatever they like. In fact the effect of the proposed change would, by the showing of the Toronto authorities, more than double the present cost, which, to say the least, is hardly in keeping with the spirit of the times. Among the resons given for asking permission to thus increase their charges are "that an increase in the numbers of subscribers served by a central office increases the cost per subscriber," and "that the company are running their business, or portions of it, at a loss."

Per contra, a statement prepared by the city authorities of Toronto, based on the sworn returns made by the telephone company, shows that the net earning power of the company is over 10¼ per cent. on its capital.

The petition also asks for an inquiry by a commission into the telephone business, and the cost thereof with the usual powers to subpœna and examine witnesses, and to have all necessary productions on such inquiry.

## THE ELECTRIC STORM.

Saturday's electric storm, which in Victoria was notable only on account of the rare infrequency of thunder, was a much more serious affair to the neighboring city of Vancouver. Lightning is almost as great a novelty there as in Victoria, and in the past the harmless sheet lightning only has been seen. On Saturday, however, the genuine forked article was much in evidence.

The first indication of its presence was the stoppage of the cars running between Westminster and Vancouver and those in service on the city routes—the pyrotechnic display being a little too close at hand and too elaborate for the safety of motormen and passengers.

Then William Milne, a junior clerk in the C. P. R. telegraph office, on going to the telephone to receive a message was shocked so badly that he at once collapsed, and for the rest of the day was entirely unfitted for business.

About the same time a 'longshoreman employed on the British Yeoman, lying at Evans, Coleman & Evans' wharf, was similarly incapacitated and sent in a carriage to receive medical attention.

When the storm was at its height, the rain falling heavily in scattered drops as big as marbles, an alarm of fire took the brigade to the home of William Morton, a resident of Harris street. The blaze too was found to be attributable to the lightning, a bolt having struck the roof near an unused chimney and immediately set the entire upper portion of the structure in a blaze. Both roof and attic were considerably injured, and $200 will not entirely cover the bill of damages.

The last and least serious of the incidents of the storm was reported from the Hotel Badminton, where two of the guests were the victims of a little adventure they will remember for some time to come. They had gone to the tower to locate the fire for which the alarm had just sounded, and, standing on a wet metal roof, were admirably qualified to receive a mild shock, which unnerved as much as it surprised them.

The executive of the local branch of the S.P.C.A. at a regular monthly meeting last evening adopted a resolution providing that all members of the executive be sworn in as special officers to more efficiently and expeditiously carry out the humane objects of the association.


## IT IS IMPORTANT THAT YOU HAVE THE BEST.

When it is necessary to have an important and delicate surgical operation performed we call in the very best surgeon. When we have money to put away we deposit it in the safest and strongest bank. When we have home dyeing work to do it is wisdom to use the safest, strongest and fastest dyes.

Years of test work and experience prove that Diamond Dyes are the best in the world—the dyes that give the grandest and most satisfactory results.

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See that your dealer gives you the Diamond Dyes when you ask for them. Every package is warranted, so that you are fully protected against loss.


# TWO MODERN CRUISERS

## H.M.S. "Phaeton" and "Leander" To Relieve the "Comus" and "Wild Swan."

### Captain Lewis of the British Ship "Sam Mendell" Again In Trouble.

The British Admiralty, carrying out their plan to strengthen the efficiency of the North Pacific station as outlined in the Colonist several months ago, are soon to remove two of the inferior vessels now in this squadron and replace them with more powerful and more modern ships. The Comus and the Wild Swan are the craft retired from service on this Coast, but when they will sail homeward is not yet known. The Comus' commission does not expire until October, 1898, and her premature departure for home cannot be assigned to any other cause than the desire of the Admiralty to have the Pacific coast patrolled by ships more capable of holding their own in any emergency. The Comus is a third-class screw cruiser of 2,380 tons, and 2,000 (N.D.) I.H.P., while the Leander, her relief, is a second-class twin screw cruiser of 4,300 tons and 5,000 I.H.P. (N.D.) In comparing the other two ships a still greater improvement is shown, the Wild Swan being a screw sloop of 1,130 tons and only 800 I.H.P. (N.D.) and the Phaeton being of the same tonnage and horsepower as the Leander. It is thought the two new cruisers will be here by Christmas next, but there is nothing definite as to this. The Phaeton has been spoken as being probably bound in this direction for some time past.

ANCHORED OFF THE WHARF.

The U. S. corvette Alert yesterday afternoon took up quarters off the outer wharf, where she will remain for three days prior to leaving for the Sound. She is now on her way to Alaska from San Francisco and will accompany the old revenue cutter Bear from northern waters to the Golden Gate. Under ordinary circumstances the Alert's companionship would be considered an honor but in this case it is one ship conducting the other to the boneyard, or nearly so, as when the Bear re-enters service again, if such is ever the case, she will be almost completely new. Several of the Alert's crew were yesterday ashore, and it is an interesting fact that of five of their number met on a boat landing only two were Americans. Two were Englishmen, one having been a member of the crew of the Canadian-Australian liner a few years ago.

"COALS TO NEWCASTLE."

"There was a peculiar condition of affairs on the water front yesterday," says a Call of recent date, "when the General Fairchild went alongside the Dirigo to take on board coal for Nanaimo. The 'black diamonds' came from the Cumberland coal mines via New York and they are known as 'blacksmith' coal. The explanation is this: The General Fairchild wants ballast and they want blacksmiths' coal in Alaska as well as British Columbia coal. Consequently, as the General Fairchild would have had to go from here in ballast, it was cheaper to take the coal from the Dirigo and finish the loading at Nanaimo."

IN MORE DIFFICULTY.

Captain Lewis, of the British ship Sam Mendel, which was quarantined after her arrival here from Chili, found himself in more hot water yesterday. He is under charter to load lumber on the Sound for Australia, and was about to go thither yesterday when Collector Milne came in his way. The tug Czar was already to take her in tow and there was nothing to do but to get clearance papers. When this formality came to be transacted the Captain had no "clean bill of health" from Dr. Watt, and of course clearance papers could not be issued. The crew are still in quarantine.

THE UPPER LAKE SERVICE.

Commencing to-day the C.P.R. Company inaugurate first class daily steamboat service on the Kootenay lakes. Southbound a steamer leaves Arrowhead daily except Sundays, and northbound from Trail a vessel sails diurnally except on Mondays. The steamers performing the service will be the Kootenay and the Nakusp, while on the Slocan lake the new steamer Slocan will run daily except on Sundays, leaving the town of that name and touching at Silverton and other intermediate points.

GIVEN GRUDGINGLY.

Speaking of the City of Everett's trip, the Call says: "About 2,500 tons will be put into the steamer's hold, and that will allow sufficient space for coal enough to carry her to Calcutta. The City of Everett will about pay expenses out of her charter, the United States treasury will be out $40,000, and good corn and wheat that could have been used to feed the starving poor of San Francisco will go through the Golden Gate to feed the starving poor of India."

FOR WEST COAST POINTS.

On Sunday evening the steamer Thistle sailed for Cape Scott and way points comfortably filled with passengers and freight. There were among the former the usual number of prospectors intent on locating the yellow metal; Mrs. H. F. Sieward, who with her daughter is going to Kyuquot to visit her husband, Captain Siewerd of the Dora Sieward; Capt. R. W. McDougall, who is partnership with Capt. Hackett in the operation of a fish smoking concern at Ahousett; Mrs. T. R. Brown, and W. Pooley.

THE "INDIA" LEAVES.

A big general freight filled the hold of the C.P.R. steamship Empress of India, leaving here for China and Japan about 9:30 o'clock last night. The principal shipment was of flour from Victoria for Singapore. No additional cabin tickets were sold in the local office since Saturday. Some half dozen Chinese passengers embarked here.

MARINE NOTES.

The Japanese man-of-war Heyai was a strong attraction for sight seers on Sunday. All day long crowds of visitors boarded the ship and were entertained in a typical Japanese manner. The ship, according to present arrangement, leaves Esquimalt on Thursday. She has received 200 tons of coal brought from Departure Bay by the tug Constance.

# THE CITY.

Francis Bouet, an inmate of the Old Men's Home, died yesterday from old age. The deceased was a native of Cologne, Germany, and 77 years of age. His funeral takes place this afternoon.

Mrs. J. E. Talbot wishes through the Colonist to thank her many friends, and especially the conductors and motormen of the tramway company, who so kindly decorated with flowers the grave of her late husband, on Sunday last.

The trial of Shallcross et al v. Garesche and Wilson, with reference to the Garesche trust estate, opened yesterday before Mr. Justice Drake, Mr. E. P. Davis, Q.C., and Mr. Robert Cassidy appearing for the plaintiffs, and Messrs. Gordon Hunter, L. P. Duff and A. P. Luxton for the defendants. The day was taken up in reading the examinations of the defendants and of witnesses taken before trial. At 5 p.m. the court adjourned to 10:30 this morning.

A very interesting map has just been placed on file at the board of trade rooms, which shows the entire route of the proposed Hudson's Bay railway with Pacific terminus in this city. The saving in distance compared with the Canadian Pacific route, is over 1,200 miles, and no extremely formidable natural obstacles present themselves. A pamphlet giving full particulars of this important project is also on file at the reading room of the board.

The summer examinations of the Victoria Conservatory of Music were held on Saturday under the supervision of Miss Gardiner. The following were the results: In the senior class in musical history—Miss Gertrude Flumerfelt 1, Miss Winifred Wilson 2, and Miss Hickey 3. In the senior class in theory and harmony—Miss Gertrude Flumerfelt 1, Miss Winifred Wilson 2, and Miss May Hickey 3. In the junior class in theory—Miss Norma Flumerfelt 1, Miss Nora Wilson 2, and Miss Una Nicholles 3. The successful essayists in connection with the recitals during the term were Miss Carrie Hall and Miss Adelaide Willemar, subject, Beethoven; Miss Gertrude Flumerfelt and Miss Carrie Hall, subject, Schubert; and Miss Winifred Wilson and Miss Gertrude Flumerfelt, subject, Mendelssohn.

Several hundred sympathizing friends of those whose dear ones had lost their lives in the bridge tragedy a year ago, gathered in Ross Bay cemetery on Sunday afternoon to decorate the graves of the unfortunate victims. The street railway employed to the number of about thirty marched in a body to the graveyard, each carrying an offering of flowers. In addition to these floral gifts Mr. W. J. Hanna made a large donation of choice flowers and roses. At the cemetery Rev. P. H. McEwen conducted a simple yet most impressive service in commemoration of the sad event, and several hymns which had been printed and circulated amongst those in attendance were sung. In the course of his remarks the reverend gentleman referred to the recent death of John F. Norris who, as the speaker pointed out, was one who had written most feelingly and sympathetically of the accident at the time, but who was now sleeping the last long sleep beside those who had perished in the accident.

So widespread is the interest evidenced in Great Britain at the present time in all things concerning this corner of the Empire that, according to Dr. I. W. Powell, who has recently returned from the old land, a weekly publication devoting itself exclusively to British Columbia has made its appearance in London and is thriving. Mining matters are of course made a specialty, but the timbering, fishery, agricultural and other industries of the province are not neglected, and British Columbians abroad find between its covers much to interest them in the matter of news from home. Dr. Powell is confident that just so soon as it shall have been demonstrated that the mines of this province are not mere paper mines, nor propositions likely to work out, British capital for their development will be available in abundance. All the heavy investors of the old land are looking this way, and it only remains for the country to prove the extent of its vast resources in order to enlist ample capital for their development.

President Ker, of the British Columbia Board of Trade, accompanied by Secretary Elworthy, called on Mr. M. Sweetnam yesterday afternoon with respect to the necessity for improved mail accommodation to Kootenay points. During his recent visit to that part of the country Mr. Ker's attention was repeatedly drawn to the fact that although the C.P.R. are now running a daily steamer down the Columbia in connection with the main line, the mails via the C.P.R. are only forwarded by steamer every other day. The mails by way of Spokane are received at Rossland daily, which gives the merchants of the former city a great advantage over their Canadian competitors for the Kootenay trade, but now that the steamers of the C.P.R. are making daily trips down the Columbia the people of Kootenay expect that arrangements will be made to forward a mail by each steamer. These points Mr. Ker impressed upon Mr. Sweetnam, who said that he was thoroughly alive to the importance of the matter, and on his return to Ottawa would lay the facts of the case before the Postmaster-General.

James Pollock, who enjoyed the distinction of being one of the pioneers of the Pacific Coast, and who was a resident business man of Victoria from 1870 to 1877, died in Seattle on Saturday evening last of heart failure. There are few people on the Coast who have not heard of the Vigilantes of San Francisco in the days before there was a Golden Gate park or Sutro's baths were thought of. Mr. Pollock was a member of that famous band, and as such was well known to many of the pioneers of San Francisco. He arrived in San Francisco in 1850, having made the journey from Philadelphia by the way of the isthmus of Panama. He opened a clothing and gentlemen's furnishing store and enjoyed a large trade with theatrical people, and in that way became acquainted with many who made fame and fortunes in after years. A Scotsman, who was prominently identified with the Scottish societies of the Coast for about half a century past; a father of Odd Fellowship on the Pacific slope, and a business man who enjoyed the respect of all who did business with him, his loss will be felt in every town and city from California to British Columbia.

# THE WORLD OF SPORT.

## Cycling Affairs and the District Board—The Cricketing Record.

The district board of the Canadian Wheelmen's Association, which has existed only in name during three years' past, came into sudden and decidedly vigorous life at the meeting of its members in Vancouver last Saturday, and promises now to play a more important part in cycling affairs this season than it ever has in the past. One of its first decisions at the meeting just held was that all championship race meetings hereafter shall be divested of their local character, being officered by thoroughly competent officials appointed by the board, and only sanctioned upon such arrangements being made for the safety and convenience of both riders and public as shall be satisfactory to the board. As New Westminster, Victoria and Vancouver have already been honored with provincial meets in their turn, it was deemed best to accept the invitation from the upper end of the island and give Wellington the attraction this year, Nanaimo co-operating with her sister city, and the date being Saturday, July 3. The racing board of the association will meet within the next ten days to appoint the necessary officials and approve the track and other arrangements of the local club.

At this championship meeting the professional and the amateur sovereignty of British Columbia at what are known as the "standard distances" will be decided. It is a matter for future consideration whether such events as hour championship, long distance championship, etc., shall be agreed upon as extras later on, to be distributed among the other clubs of the province. Victoria has received sanction for races at such dates as the club here may select during jubilee week, and the Vancouver club will actively co-operate with Victoria to make these races the best yet given in the province.

Road riding, as well as racing affairs, came in for consideration at the recent session of the district board, and as a result the appointment of local consuls, the selection of association hotels, and in all probability the compilation of a British Columbia road book will be taken in hand without delay. The committees have been chosen as below:

Membership—W.H. Whittaker (chairman), Kamloops; N. W. Good, Nanaimo; and Theodore Bryant, Wellington.

Roads and Touring—A. J. Dallain (chairman), Victoria; A. E. Garvey, Vancouver; and R. Wintemute, New Westminster.

Rights and Privileges—A. Williams, M.P.P. (chairman), Vancouver; Hon. D. M. Eberts, Q.C., M.P.P., Victoria; and Judge Bole, New Westminster.

Racing—J. A. Fullerton (appointed chairman), Vancouver; C. H. Gibbons, Victoria; and Geo. M. Wintemute, New Westminster.

The district board holds another meeting before long, to dispose of the question of official referees and timekeepers, a difference of opinion having arisen as to the appointment of the latter, and a reference to the Dominion executive being necessary to determine the question.

### CRICKET.

THE LEAGUE RULES AMENDED.

The rules governing the contests in the Victoria inter-club league now being played have been somewhat amended since acceptance of the first draft, chiefly in the matter of scoring the points gained by the several clubs. Heretofore a club counted 3 points, a loss —3, and a drawn game 1 point. Now the rule is to count 1 for a win, —1 for a loss, and no point for a drawn game. The standing of the several teams in the league at the present time is as below:

| Club. | Wins. | Losses. | Points |
|---|---|---|---|
| Victoria C. C. | 2 | 0 | 2 |
| Fifth Regiment C. C. | 1 | 1 | 0 |
| Albion C. C. | 0 | 1 | —1 |
| R.M.A. C. C. | 0 | 1 | —1 |

Win, 1; loss, —1; draw does not count.

The challenge cup which is the reward of the league victors in three successive years, has now been ordered, Mr. Charles E. Redfern forwarding the commission to Toronto for execution last evening.

A WIN FOR VANCOUVER.

In a match at Brockton Point on Saturday, the Vancouver club won from an eleven composed of the officers of the R.M.S. Empress of India by 97 runs and 3 wickets to spare.

### THE TURF.

"HOWARDMAN" TAKES A GREAT RACE.

Gravesend, May 31.—Howardman won the Brooklyn handicap to-day by 2 lengths, with Lakeshore 2 and Volley 3. Time—2:09¾.

## A JUBILEE YACHT.

Capt. Collins' new yacht, the Jubilee, is in the water after a journey by land of nearly a quarter of a mile from the owner's house, Rock Bay, to Heathorn's wharf, where it descended an improvised ways. It is a handsome craft, and entirely the work of the Captain's hands, he having built her in his leisure time. The Captain found pleasure in building his yacht and being an observant reader of the accounts of the great international races his ideas of construction naturally verged towards the lines thus made celebrated. As a result the Jubilee is a reproduction in miniature of the noted Valkyrie. She is 40 feet over all. At present she is to be schooner rigged for cruising purposes, but for racing her rigging can, with little difficulty, be changed to that of a sloop. A fifty-foot main-mast is now being adjusted at Sayward's wharf, and it is expected that in a very few days the yacht will be ready to make a trial trip.


## TEN YEARS IN THE TOILS.

South American Kidney Cure Loosed the Bonds and Freed the Prisoner—It Relieves in Six Hours.

"This is to certify that after taking six bottles of South American Kidney Cure I am completely cured of stricture and gravel, having suffered from these complaints for over ten years. I felt relief almost immediately, and after taking three bottles felt greatly improved. I continued its use until I was satisfied I was perfectly cured." Willis Goff, Chippewa, Ont.

Sold by Dean & Hiscocks and Hall & Co.

# Cariboo and Lillooet STAGE TRAVEL

Stages for the undermentioned points leave ASHCROFT as follows:

Clinton and Way Points.—Monday, Wednesday and Friday.

All Points in Cariboo.—Monday and Friday, "Charlotte" at Soda Creek, connecting with Str.

Lillooet, Direct.—Monday and Thursday.

Lillooet, via Clinton.—Wednesdays.

Through and Round Trip Tickets at Reduced Rates. Special Conveyances Furnished.

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The new remedy "Oriental Pills," for all weakening disorders of the male sexual system, in potency, etc., is highly endorsed by leading physicians as being the only satisfactory and reliable treatment. Remedies heretofore employed prove most discouraging to the patient. The Oriental Pills encourage from the first dose and give untold satisfaction at the finish. Securely mailed to any address for $1. Plain practical pointers for self-cure sent with each package.

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77 Victoria St. Toronto, Agents for Canada.

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# DR. J. COLLIS BROWNE'S CHLORODYNE.

Vice Chancellor Sir W. Page Wood stated publicly in court that Dr. J. Collis Browne was undoubtedly the inventor of Chlorodyne, that the whole story of the defendant Freeman was literally untrue, and he regretted to say that it had been sworn to.—Times, July 13, 1864.

DR. J. COLLIS BROWNE'S CHLORODYNE IS THE BEST AND MOST CERTAIN REMEDY IN COUGHS, COLDS, ASTHMA, CONSUMPTION, NEURALGIA, RHEUMATISM, &c.

DR. J. COLLIS BROWNE'S CHLORODYNE is prescribed by scores of orthodox practitioners. Of course it would not be thus singularly popular did it not "supply a want and fill a place."—Medical Times January 16, 1865.

DR. J. COLLIS BROWNE'S CHLORODYNE is a certain cure for Cholera, Dysentery, Diarrhœa, Colics, &c.

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# 180 ACRES GOOD LAND,

WILLAMETTE VALLEY,

Two new houses, 3 barns, 2 orchards; 1½ miles from town; will trade for place near Victoria or on Coast; value $4,000. E. MAUDE, Monroe, Oregon. my6


NANAIMO MINING DIVISION.

Notice is hereby given that the following described tracts of land have been incorporated with the Nanaimo Mining Division, namely:—

That portion of the Victoria Mining Division which is situated on the West Coast of Vancouver Island and to the north of Muchalat Arm.

That portion of the Victoria Mining Division lying to the south of the 51st parallel of latitude and to the west of the 124th meridian.

That portion of the New Westminster Mining Division lying to the west of Jervis Inlet.

By Command

JAMES BAKER,

Provincial Secretary and Minister of Mines.

Provincial secretary's Office,

22nd May, 1897. my28-daw


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