THAT BURIED LOG

City Engineer Does Not Advise Opening Up the Filter Bed Wall to Look for It.

Drainage and Sewerage Matters Receive the Attention of the Council.

General business occupied the attention of the board of aldermen for three hours last night.

The secretary of the Victoria Wheelmens' club wrote that the club at a meeting had decided that the proposed bicycle regulation by-law was inexpedient, unnecessary and incapable of being carried out, but if the council decided to pass it the club suggested a number of alterations.

The letter was laid on the table to be taken up with the by-law.

A. C. Ewart, architect, on behalf of Simon Leiser, asked permission to dig under the sidewalk on Yates street to admit light to the basement of Mr. Leiser's proposed new building. Referred to the street committee with power to act.

Jas. Stuart Yates wrote that James Yates was about to erect a four-story building on Wharf street adjoining the Turner, Beeton & Co.'s building. At the time the latter building was erected Mr. Yates was told that the city desired to widen Wharf street, and if he built back from the old street line he would be compensated. He has not yet been compensated and before commencing work on the new building desired to notify the council that he intended, if not compensated, to adhere to the old street line. At the present rate of assessment the compensation would amount to $4,320, plus the cost of moving back the front of the old J. P. Davies building. Referred to the street committee with power to act.

J. St. Clair asked the council to assist the B. C. Apprentice Association which it was proposed to start. The letter was received and acknowledged.

Mrs. Haughton complained of an overcharge for water. Referred to the water committee.

Ald. Marchant suggested a general enquiry into the system of levying water rates. There were a great many complaints of alleged inequality in water rates.

Ald. Cameron also thought there was room for improvement.

Ald. Macmillan said it was his intention to bring in a bye-law dealing with the matter. He was in favor of a frontage tax, which would reduce to a minimum the cost of water to the consumer.

Ald. Humphreys favored the enquiry suggested by Ald. Marchant.

It was decided to have a select committee to consist of Ald. Humphrey, Marchant and Tiarks.

The city solicitor reported that the C. P.N. company would adhere to their tender for supplying lump coal, but could not supply nut coal for less than $3, an advance of 50 cents over their tender. Referred to the electric light committee.

The city engineer reported on the allegation that there was a log in the foundations of the walls of one of the filter beds at Elk lake. W. F. McKenzie, one of the men who made the statement, is not in the city, while Jas. Willoughby had pointed out to him where the alleged log was. It was not in the wall, but under the broken stone at the bottom of the culvert, and being under the water level would never rot. He would not recommend opening up the work, as it would cost $500. Mr. Brown, the clerk of the works, had pointed out a difference in the statements of Willoughby and McKenzie.

Ald. Macmillan said the contractors were charging the city for stone where it was said this wood was.

The report was laid on the table.

The city inspector reported that the verandah in front of the building on part lot 174, Johnson street, was dangerous. Laid on the table.

Residents of Stanley avenue petitioned for drainage on that street, the sanitary officer having ordered them to fill in their cesspits.

The petition was laid on the table to come up with the street committee's report.

Tenders for hydrants and new wheels for fire department apparatus were referred to the fire wardens and purchasing agent.

Two items in the finance committee's report, $132 for a wagon and $30 for a range, both for the Isolation Hospital, caused some discussion. Several of the aldermen contended that the health authorities should report their needs to the council and not have them placed directly in the finance committee's report. Others did not think the wagon was required in view of the fact that there was an ambulance for the Isolation Hospital.

Ald. Marchant pointed out that the range had been already purchased without the consent of the council.

Ald Macmillan said there seemed to be an impression abroad that there were different services in connection with the Isolation Hospital. One class of patients were taken in a wagon, others in an ambulance and the very best in hacks.

Ald. Humphrey said it looked as though their great object was to spend the extra mill on the dollar levied for board of health purposes.

A motion to make the appropriation was voted down.

Ald. Marchant moved, seconded by Ald. Macmillan, that the health authorities shall not make any purchases without the consent of the council.

The mayor decided that notice would have to be given of the motion.

The fire wardens reported that they could not interfere in the case of Mr. Burnett, who was fined for allowing his chimney to catch fire. The wardens also recommended that the interior of No. 2 Fire Hall be kalsomined.

Ald. Glover objected to the manner in which the committee was conducted. Although a member, he had not been notified of any meeting, the system seeming to be that each member should get his own information.

Ald. Marchant moved that the report be referred back to the fire wardens, both on account of Ald. Glover's complaint and because he disagreed with the finding in the Burnett case. Ald. Macmillan seconded the motion.

Mayor Beaven did not think the fire wardens had power to interfere in the Burnett case.

Ald. Partridge said after speaking with Mr. Burnett, that gentleman had been satisfied that he had been fairly dealt with.

Ald. Wilson agreed with the mayor that the fire wardens could not interfere in the Burnett case. He had no objection to the report being referred back to the committee, as Ald. Glover appeared to have been slighted. There was no time to hold a committee meeting on Friday evening, there being other meetings.

The report was referred back to the firewardens.

On a vote of $700 for a sewer on Superior street, between Birdcage Walk and Menzies street, there was a discussion on the advisability and otherwise of building the branch sewers at the same time as the main sewer.

The street committee reported on several minor matters, and submitted a report from the city engineer on the proposition to extend a drain on Cadboro Bay road from Hon. B. W. Pearse's residence. The engineer reported that it would be necessary, to abate the nuisance, to lay a drain from Mr. Pearse's residence to connect with the Jubilee Hospital drain. For a wooden drain it would cost $620 and it would cost another $250 to lower the hospital drain; a pipe drain would cost $1,200, and the hospital drain would have to be replaced with pipe at a cost of $1,650.

This question was laid over.

The question of providing drainage on Stanley avenue was referred to the sewerage committee.

The council adjourned by rule at 11 o'clock.

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MOST PERFECT MADE.
A pure Grape Cream of Tartar Powder. Free from Ammonia, Alum or any other adulterant
40 YEARS THE STANDARD.

FAINTING SPELLS FROM KIDNEY DISEASE.

A Sufferer for Eighteen Months Cured by South American Kidney Cure.

For eighteen long months Mrs. J. Hallman, wife of a well known hour and feed merchant of Berlin, Ont., was troubled with an affection of the kidneys. As illustrating how seriously kidney trouble may develop, the pain in Mrs. Hallam's case would become so severe at times as to cause fainting spells, and it was dangerous to have her left alone in the house. "During all this time," she says, "I never knew what a comfortable night's rest was. I doctored, and, in fact, tried everything; but nothing seemed to relieve me for any length of time. I saw South American Kidney cure advertised in the local paper, and the case described seemed to be my complaint exactly. I purchased a bottle, and relief came in a few days, and the second bottle cured me of all kidney trouble."

Sold by Dean & Hiscocks and Hall & Co.

LAW INTELLIGENCE.

The trial of King and Carmody vs. M. T. Johnston and Thomas Earle, assignees of the estate of Hughitt & McIntyre is going on to-day before Chief Justice Davie and a special jury, of which Alderman Tiarks is foreman. The action arises over the sale of timber limits at Genoa on the Cowichan river owned by the estate of Hughitt & McIntyre to Mossom M. Boyd of Bobcaygeon, Ontario, for the sum of $77,500. The plaintiffs claim they were instructed by the owners to act as their agents for sale, the arrangement being that if they found a purchaser their commission was to be 10 per cent., provided the purchase money exceeded $100,000; if under $100,000 5 per cent. was to be allowed. The defendants deny that plaintiffs ever had the property for sale or that it was sold through their efforts Mr. A. E. McPhillips and Mr. L. P. Duff for plaintiffs and Mr. E. V. Bodwell for defendants.

CATHOLICS WANT EQUALITY

Washington, May 20.—Through Rev. Dr. Stafford, of St. Patrick's church, this city, a prominent Republican addressed several questions relative to the attacks of the A. P. A. upon Catholics of the country to Cardinal Gibbons. The cardinal, in reply, stated that Catholics devoted to both great parties as individuals should vote as their conscience dictated. The Roman Catholic church never interfered with the rights of others differing from them religiously. They demanded the same rights for themselves, and would be content with nothing less. When the rights of a religious body are attacked, the members will naturally espouse the cause of the party which boldy avows the principles of religious liberty. Patience is a virtue, but when pushed too far, may degenerate into pusillanimity.

If there ever was a specific for any one complaint, then Carter's Little Pills are a specific for sick headache, and every woman should know this. Only one pill a dose. Try them.

The chief constables of the large towns of Scotland are, it seems, about equally divided on the question whether the closing of the public houses at ten o'clock would lead to an increase of evasion and illicit drinking. The chief constables of Glasgow, Kinning Park Govan, Patrick and Aberdeen think that it would not, while those of Dundee, Greenock and Leith think it would, Paisley being doubtful and Edinburgh silent.

AWFUL FATALITY.

Collision at Woosing Followed by the Drowning of Three Hundred Persons.

Another Steamship Line to be Established Between the Orient and Portland.

The American Oil Ship Charles R. Flint Burned at Sea.

A collision, followed by terrible loss of life occurred on May 1st in the harbor of Woonsung, China. The steamer Onwo, 797 tons, belonging to the Indo-China Steamship Company, and commanded by Capt. Johns, was leaving Woonsung for Hankow when she collided with the steamer Newchang, 958 tons, of the China Navigation Company. The Onwo sank ten minutes after striking, and the Newchang was so badly damaged that she had to be beached. Of the seven British officers of the Onwo, the second officer and the third engineer were saved. There were 320 Chinese passengers on board, and all but seventy-five were drowned. The collision occurred at 3 o'clock in the morning and the darkness caused terrible excitement, which accounts for the very heavy loss of life. There were several American men-of-war in the harbor, and the boats put out from them to the rescue and succeeded in saving several lives. The Japanese papers to hand by the Empress contain very meagre particulars of the accident.

Among the passengers on the steamer Maude, which returned from the West Coast early this morning, was Capt. Lachlan McLean, of the schooner Favorite, whose coast catch of 824 skins makes her the top-line schooner for the season. Capt. McLean attributes his large catch to the exceptionally fine weather which he encountered during the whole season. There was hardly a day too stormy to lower the boats. The Favorite got the most of her skins in northern waters. Favorite will remain at Clayoquot where she will be fitted out for the Behring sea. Her coast catch was brought to Victoria by the Maude. The following were also passengers on the Maude: Capt. Foot, Capt. Parsons, C. E. Walker, Nootka, J Amet, Clayoquot; A Grice, Clayoquot, Capt. McNeil, and H. Tanner, and J. Munn, of San Juan. The Maude took a load of naval stores to Esquimalt this morning. She will leave again for the West Coast to-morrow evening.

In addition to the Favorite's skins, the Maude carried as freight six boxes of halibut from Capt. McKeill's fishing station at Village Bay and a number of barrels of oil from Ucuelet for the New Vancouver Coal Company. Capt. Roberts reports that the government wharf at San Juan is in a very unsafe condition, the piles being worm eaten and decayed. The Maude had considerable difficulty in coming along side on her last trip. It would cost but comparatively little to repair the wharf, but if neglected any longer it is almost sure to collapse. As this is the only wharf on the harbor where a steamer can land freight and passengers the settlers are very anxious that the necessary repairs should be made at once.

From Alaska papers received by the Mexico, it is learned that no tidings have yet been received of the North American Commercial Company's schooner Seventy-Six, which sailed from Wood island bound for Kyak on December 11. The vessel was to return in January, and friends of her crew have given up all hopes for their safety. The steamer Francis Cutting was sent in search of the missing vessel. She cruised along the supposed course of the Seventy-Six until Kyak was reached. There Capt. Gurne of the Cutting learned that the Seventy-Six had never reported. Those on board the ill-fated Seveny-Six were: Capt. Henry R. Bowen, the company's foreman at Wood island; Charles Whitties, master; Nelson Davis, mate; Fred Chapman, steward; Martin Johnson, and Gus Kurlson, seamen; and Otto Anderson, who was to take charge of the store at Kyak.

Chicago, May 19.—The schooner Mary D. Ayer was sunk in collision with the steamer Onoko, in Lake Michigan, off Goosse Point, early yesterday morning and five members of her crew were drowned, two being saved. Those lost were: Captain Williams; Charles Matson, mate; Henry Shea, seaman; Tom Jones, seaman; Fritz, cook, all of Chicago. After the accident the schooner drifted down the lake and was picked up by the City of Duluth. Shortly after being taken in tow she sank and only seven of the crew were able to escape. The captain lost his life in endeavoring to save the schooner which he could easily have abandoned in time to escape. There was a dense fog at the time of the collision and the accident is not believed to have been the result of carelessness. The Onoko was damaged, but not seriously by the shock. Every effort was made to save the drowning men, but without avail. The Ayer was valued at $50,000.

The O. R. & N. steamship Altmore arrived at the outer wharf last evening from the Orient. When a few days out from Yokohama, the steamer picked up three men belonging to the sealing schooner Florence M. Smith of Victoria. They were the mate, an able seaman and the cabin boy. The men when found were suffering greatly from cold. Captain Watson of the Altmore took the men on board and at once turned his steamer around to hunt for the schooner. Although the night was dark the Smith was found after about 14 miles' steaming. The Altmore has a full cargo of freight, 100 tons of which were discharged here. The balance goes overland and to Honolulu. Her only passengers were 12 Chinese for Victoria and one for Portland. The Altmore leaves this evening on her return trip to the Orient, calling at Portland and Honolulu.

Captain Macaulay, of the schooner Penelope, reports that the Cape Cook Indians discovered off Jackleset Point a binnacle, which, from its peculiar shape and the brass lamps which it contained, is supposed to have belonged to the missing schooner May Belle. This confirms the reports published in the Times that the large sail found by the Indians near Latcher Point also belonged to the same schooner. The illfated May Belle was last seen on Latcher Point, and it is supposed that she was caught in a storm and driven on the rocks in that vicinity.

The Dominion government steamer Quadra left this morning for Carmanah, where the bodies of the crew of the Janet Cowan will be disinterred and brought to Victoria.

EMPRESS OF INDIA

Arrives Early This Morning From the Orient With a Large Number of Passengers.

Six Hundred Victims of the Black Plague in Honkong This Year.

Proposal to Lay a Cable From Japan to Canada or the United States.

At daylight this morning the R.M.S. Empress of India, Capt. Pybus, R.N.R., arrived off quarantine and was given a clean bill of health by Dr. G. Duncan, acting quarantine officer. The India had a very pleasant trip over, entering the straits about 9:30 last night. She brought a very large number of passengers, both cabin and steerage, but her cargo was rather light, the new tea crop not being ready for shipment when she left the Orient. During the trip over several entertainments were held and a large sum was raised for the Seamen's Home. On Saturday night a Chinese passenger, becoming suddenly insane, jumped overboard. A boat was quickly lowered and the unfortunate man rescued. The boat's crew who rescued him were presented with a purse, containing $125.

The cabin passengers who left the ship here were: W. F. Burns, J. Coults, Miss J. E. Dobie, J. E. Du Bois, Mrs. J. J. Grant, W. G. Grant, Dr. J. S. Grant and wife, J. Griffiths, F. A. Harris, F. Holland, Mrs. F. Lyle, J. C. Lyon, W. F. Mitchell, wife and daughter, R. C. Rogers, F. Smith, L. Spitzel, S. Spitzel, Miss Tucker and S. Luke. The other cabin passengers were: Mrs. R. E. Abbey, Captain J. G. H. Balfour, T. W. Barron, Mrs. T. W. Barron, Captain T. Bassett, Daniel Baugh, Mrs. Daniel Baugh, Frederick Betz, Hon. C. Bouverie, Hon. S. Bouverie, Rev. Buchanan, Mrs. Buchanan and two children, Earl Cairns, S. W. Cartwright, Mrs. Cosseum and two children, Edgerton Cutler, Mrs. Egerton Cutler, R. T. Dene, B. A. Dobson, Miss Douw, Miss Dowling, Mr. Dunbar, Mrs. Dunbar and child, Capt. I. G. N. Engel, J. G. Farrar, J. H. Ferguson, J. Ferguson, Miss Ferguson, Rev. G. K. Finlay, W. A. L. Fletcher, E. B. Francis, A. L. Green, J. S. Guthrie and valet, J. T. Hamilton, F. J. Hecker, Miss Hecker, E. Hey, Col. J. Hill, Carl Illies, H. Kennedy, Dr. Knott, Mrs. Knott, Master Knott, Miss Lattimore, Miss H. Lecky, John Lees, Consul Von Loeper, Mrs. L. Von Loeper, G. W. A. Lloyd, Mrs. Low, S. M. Low, J. Crawford Lyon, Mr. Marcel, Dr. R. N. McCosh, D. Miller, Capt. Millet, L. J. Monk, Mrs. L. J. Monk, J. Moore, W. J. Morris, Major G. J. Morrison, Mrs. G. J. Morrison, J. M. Nicholson, E. Olivier, Mrs. E. Olivier, M. Olivier, A. A. Orme, H. R. Parkes, F. F. Prentiss, W. Paul, T. W. Paul, T. Pearson, L. E. Reed, Mrs. L. E. Reed, Miss Reed, C. H. Reed, W. S. Rendel, C. S. Roundell, Dr. Rudolph, Mrs. Rudolph, C. Rump, Lionel G. D. Ryder, Mrs. Lionel G. D. Ryder, S. Sakurai, E. S. Sanders, Baron von Seckendorff, Baroness von Seckendorff, F. Shaw, F. G. Sherlock, Mrs. F. G. Sherlock, Miss Sherlock, N. J. Stabb, S. Takakura, Col. F. Townshend, A. W. Vosburg, Mrs. A. W. Vosburg, J. M. Waters, R. Windisch, Maj. Gen. Sir G. Wolseley, L. W. Lynch.

Most of the passengers are tourists, who are making a trip around the world. Major-General Sir George Wolseley is a brother of the commander-in-chief of the imperial army.

There were 504 Chinese and 80 Japanese passengers. Forty-one Chinese landed here.

There seems to be no abatement in the plagne in Hongkong. Since the first of the year there have been close upon 600 victims, many of whom were European women and children. In the Japanese cities there have been occasional cases.

Judgment has been delivered in the cases of several of the officials of the overthrown Korean government charged with complicity in the murder of the Queen. One was sentenced to death, four exiled and others sentenced to terms ranging from one to fifteen years.

A party of foreigners were attacked at Chinkiang and nearly stoned to death, one being shot. They finally escaped in a boat.

The negotiations for the conclusion of a treaty between Japan and Russia for the combined preservation of good order in Korea, have about fallen through.

Mr. Sakatani, chief of the national debts bureau in the department of finance, writes in the Kokumin-no-Tomo on the advisability of constructing a submarine cable between Japan and America. Ten million yen, he thinks, would be enough for this important enterprise, and he has no doubt that the governments of the United States of America and of Canada could be induced to grant a subsidy. He does not suggest any scheme that he thinks workable.

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ABSOLUTELY PURE

THE JAPAN SEALERS

Catches of Some of the Victoria Schooners on the Japanese Coast.

Men From the Macdonald and Mascotte Have Some Severe Experiences.

An interesting budget of sealing news came over from Japan by the Empress of India, which arrived this morning. The catches reported are below the average, they being as follows: April 1st, Geneva, 100; 15th, Mary Taylor, 24; 7th, Golden Fleece, 93; 9th, Alton, 190; 13th, Borealis, 115; 15th, Viva, 186; Katherine, 10; Pioneer, 180; 20th, Florence M. Smith, 265; 19th, Umbrina, 252; 23rd; E. B. Marvin, 170; 28th, Annie E. Paint, 360; Fortuna, 150; 29th, Aurora, 150; May 3rd, Agnes Macdonald, 295; Henry Dennis, 350; Christina Morn, 280.

These catches were reported at Yokohama by Capt. Cutler of the Agnes Macdonald, he having to put in there on account of the loss of a boat and crew. The Macdonald was sealing in the vicinity of the place where the Retriever lost a boat two years ago. There are two currents there, one setting S. W. and the other N.E. During the day the schooner drifted sixty miles and the boats were lost. Fortunately all were picked up with the exception of one. This contained Messrs. Bragg, Axborn and McLaughlin. They, however, reached Yokohama in safety. The Japan Advertiser gives the following account of the trip: "A few days ago while the schooner was some 20 miles off shore, the captain told all hands to be on board at noon. The men named came on board at the stipulated time, and as none of the other sealing boats had returned the skipper asked them to look for their comrades. They were about an hour and a half, but could not find their mates, and on starting to return they found the schooner had disappeared. They were out three days and two nights with little or no food or water. When about 100 miles off shore the boat capsized, but after herculean efforts was righted. They attempted to land at a small place between Kinkasan and Inuboye. The sea was high and they were again upset, and would have been drowned were it not for the native fishermen, who rescued them. They received every courtesy at the hands of the Japanese authorities and were sent here partly by jinricksha, train and cart."

A boat was lost on the 25th of April from the schooner Fortuna. There was a heavy gale and high wind the following day, and it is feared the crew of three men perished. Two boats from the Umbrina were picked up by the Macdonald and returned to their schooner.

The two boats' crews of the sealing schooner Mascotte, reported as having drifted ashore between Inuboye and Kinkasan, arrived in Yokohama this morning, says the Japan Mail. Their names are John H. Hakke, George Merriman, J. McGreary, D. Kerr, Jas. Mur and John Hill. The men say that they left their vessel about half past six o'clock on the morning of the 10th inst. this being the second "lower" since arriving off the coast of Japan. They lost sight of their vessel at noonday and lay to all the ensuing night, hoping to see a flare or other signal through the darkness. No such welcome sight greeted them, and when morning ing dawned they searched the sea in vain for the Mascotte. They were about 20 miles off the coast and it was determined to row in. Their scanty stock of provisions, consisting merely of a day's lunch, was doled out sparingly, but was exhausted long before they sighted land, on the third day. So weak were they from exhaustion, exposure, and lack of food that they had not strength to beach their boats. A party of twenty villagers seeing their distress accordingly put off in a big sampan and brought them in. They had five skins in one boat and four in the other when the disaster fell upon them.

A few days after the arrival of the men, the Mascotte called at Yokohama and the crew were re-shipped.

The British Behring Sea patrol fleet is to be joined by H. H. S. Redpole from the Asiatic station.

TUPPER IN MONTREAL.

The Sohmer Park Meeting Was Not Encouraging for Him.

Montreal, May 16.—The demonstration in honor of Tupper here was intended as a reply to that which greeted Laurier and his friends on the close of parliament, but was not altogether a success. Rain began to fall about 7, and this interfered considerably with the torch-light procession. The crowd was, if anything, larger than that which greeted Laurier, but there was this difference, that those in the body of the hall were largely composed of Liberals. One evidence was that hundreds of Laurier buttons could be seen in all directions. Another, though not so satisfactory evidence, was the constant interruptions to the speakers. The spacious platform was crowded with the most prominent Conservatives in the city. They were enthusiastic enough, but as one man roughly explained the situation, "The floor was Laurier and the platform Tupper." The crowd was largely attracted by Laurier's challenge to Sir Charles to repeat in Sohmer Park his Winnipeg speech. Sir Charles occupied himself entirely with the challenge, but the noise was such that he could not be heard a few feet away. In fact at time he was hardly audible to the reporters. He became quite angry, and when asked to wait a few minutes, retorted that he would talk to the reporters. Another trouble was the crowd on the floor was entirely French and did not understand him. There was repeated cries of "En Francais," and this added to the general confusion. As soon as he finished he put on his coat and left. It certainly was not an auspicious opening for the Conservative campaign in Quebec.

Tupper said he was anxious to respond to the challenge of Laurier to repeat the statements he made in Winnipeg. He did not think Laurier (cheers in the audience)—was exactly the man to challenge him for using different language in different parts of the country. If there is any man who ought not to be charged with fomenting strife of race and religion it is myself. (Great uproar.) The government of which I am a member staked its existence on doing justice to the minority in Manitoba, and were met by Laurier and all the force he could get to strike down the government which had staked its existence on giving justice to the minority. (Another uproar and cheers from the platform.) He was sure the most extraordinary spectacle ever witnessed in the commons was Wilfrid Laurier, aided on the one side by Martin, of Winnipeg, mainly instrumental in perpetrating the outrage on the Catholic minority in Manitoba, and on the other side by McCarthy (cries of shame), who spent years in endeavoring to stir up hostility to the French language and the Catholics in this country. One of the most astounding spectacles was Laurier, himself a French Catholic, sitting cheek by jowl with Martin, of Winnipeg, and McCarthy, of Simcoe, and using all the power he could command to defeat the measure to give justice and restore the privileges of which the Catholic minority in Manitoba had been deprived of." Mr. Laurier, said Sir Charles, "has challenged me to repeat in Sohmer Park my speech in Winnipeg, but so far as I can judge his supporters" (here there was an uproar that the chairman asked Sir Charles to wait a while, but the premier replied "It is all right. I am talking to reporters.") He turned to the reporters' table again and proceeded as follows: "So far as I can judge, his supporters here are not anxious I should expose my opinion on the question. I am here to maintain the one principle, the cardinal principle of equal justice to all without respect of race or creed. (Cheers and cries of "Vive Laurier.") I do not hesitate to say any man, English or French, who will bid for support by arraying one body against another of different race and religion is only entitled to the contempt of every honest and intelligent man."

Pure blood is the safeguard of health. Keep the blood pure with Hood's Sarsaparilla if you would be well.

Dr. F. S. Tolmie, the well known veterinary surgeon, has been elected vice president for British Columbia of the Hackney Horse Society of Canada.

George Mesher and his sister, Mrs Appleby, returned last evening from Vancouver.

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Like a ray of sunlight it brightens and cheers, encourages and comforts. It makes homes bright and hearts light .....
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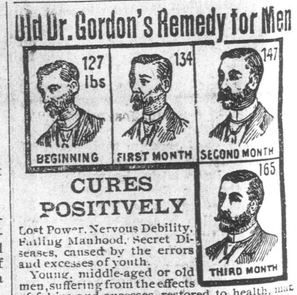

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Notice.

Tenders will be received at the office of the undersigned until Monday, the 1st day of June next, at 4 p.m., for the purchase of the following apparatus for fire protection purposes, belonging to the corporation of the City of Victoria:

1. STEAM FIRE ENGINE.
2. HAND ENGINES.
3. HOSE CARRIAGE, ETC.

The highest or any tender not necessarily accepted.

By order,
WELLINGTON J. DOWLER,
C. M. C.

Victoria, B. C., May 12th, 1896.