A South Sea Tragedy

Party of Traders Captured and Eaten by New Britain Natives.

Five Filipinos Sentenced to Death for Mutiny and Murder.

R. M. S. Miowera, from the Australian colonies, brings details of a ghastly South Sea tragedy, which occurred about six weeks ago on the isle of New Britain. Cannibalistic kanakas captured a party of bushmen, dragged them to where they held their horrible feasts, clubbed, roasted and ate them. News of the horrible affair, which the correspondents who reported it described as the worst case of cannibalism in the island for ten years, was given in letters sent to Sydney, via Samoa, to which port they were brought by the German cruiser Seeadler. The letters were from the New Britain correspondents of Nelson and Robertson, of Sydney. The scene of the latest outrage is the same as that at which a German naval officer was recently killed by a native at the Governor of New Britain's house. The writer says: "A party of bushmen, all whites, the number was not definitely known, from Cape Orford has been murdered and eaten by Kanakas on the coast. It is one of the worst cases on record. The party had been trading with the natives, and when they got to Landipto the canoes they were in were fired at and sunk. Many were then killed and their bodies carried ashore. But the most horrifying sight was where several men were captured alive and dragged to the actual scene of the feast their bodies were to provide. They were clubbed and afterwards roasted or baked and eaten. Some were kept alive until they had seen their fellow victims eaten."

"This tribe of ghouls," says the correspondent, "is one of the most notorious in the islands for maneating. They are not head hunters in the Solomon Island sense, but bloody Kanakas who kill for food solely." "The German government," says the correspondent, "have taken steps to teach these people a wholesome lesson—which means that villages are to be destroyed and burned."

Details were received by the Miowera of the wreck of the bark Harvester, which struck on a reef near the Seal Rocks at the vicinity of Newcastle, and foundered. The Harvester, which was owned in San Francisco, was on a voyage from Table Bay to Newcastle. Capt. Edwardsen mistook the light on Seal Rocks for that at the entrance to Sydney. His first indication that the vessel was out of her course was the cry, all to late, of "breakers ahead," and the grounding of the vessel. The crew, after leaving the wrecked vessel in the boats, had a terrible night on the open sea. They were picked up next day, when drifting out to sea by the steamer Macleay, which took them to Sydney. The Harvester had discharged a cargo of timber from British Columbia at the Cape, and was going to Newcastle to load coal for Honolulu. She was in ballast when lost.

The Jane, a coasting schooner, with a cargo of lumber for Sydney from Port Stephens, was also lost on June 11. Her crew were saved. She foundered soon after they left her.

News was brought by the Miowera that five Filipinos, sailors of the brigantine Ethel, have been sentenced to death at Perth, Western Australia, for having murdered the captain and officers of that vessel. The five men were Peter Perez, Pedro La Cruz, John Baptiste, Hogo Majelagago, and Maximie Royaz. The latter was formerly one of the lieutenants of Aguinaldo, who is doing some travelling about the interior of Luzon just now. He was captured by the Spaniards and afterwards given up to the Filipinos because of the threat on the part of Aguinaldo that in the alternative he would murder the Spanish missionaries who were held by the rebels. Royaz subsequently escaped to Singapore, where he was engaged by Capt. Riddell, the murdered master of the vessel. Royaz it seems, fomented a mutiny on the Ethel, and with the other four Filipinos, killed the master, his son, the carpenter, and a Japanese. The tragedy was described by the cook, in his evidence before the court, as follows: He heard men moving near the cabin door and afterwards saw the Filipinos, armed with knives, revolvers, a gun and a tomahawk. Some of them had blood on their hands and clothing. They washed themselves, and Perez took his shirt off and threw it overboard. Cruz did the same with his coat. At daylight the crew went to work, and Hago came into the galley and told him that the captain had been killed, with his son Jack. The bodies of the master, his son and the carpenter were brought on deck, lashed together with chains, and a small anchor attached to them. They were thrown overboard and the cabin, which was covered with blood washed out. Royaz and Perez called the crew aft and told them the captain had been killed, and they arranged to tell the police that he and the others had died. Perez, though, wore the master's watch and chain and as he talked too much, arrest followed, with the result that evidence of the mutiny and murder was obtained, and the five will hang.

The plague still continues serious at Sydney, Brisbane, and nearby ports, several of which are infected.

CANADA'S ELECTRIC RAILWAYS.

Interesting Figures Compiled by Dominion Statistician.

From Mail and Empire.

Mr. George Johnson, the Dominion statistician, has compiled some interesting figures about the electric railways of Canada. During the year ended December 31, 1899, the 632 miles of track were so used that the total number of miles run by cars was 29,646,847.

The number of passengers carried was over one hundred and four millions, namely 104,038,939. This is equal to carrying every man, woman and child in the Dominion twenty times.

The mileage run and the passengers carried show that for each mile run the electrics carried 3½ passengers.

Compared with the previous year, the number of passengers carried increased nearly nine and a half millions; and the number of miles run over a million; the passengers carried per mile run increased from 3 1-3 to 4½. The amount of paid-up capital invested in electric railways is $21,500,000.

The steam railways in 1899 carried 16,168,191 passengers, running a train mileage of 25,292,850, thus making an average of 1½ passengers per mile.

The electric cars travelled over 4 1-3 million more miles than the passenger and mixed trains of the steam railways. Together, the steam and electric railways carried over 120 million passengers, and the proportion was about 13 by steam to 87 by electricity.

"Example is Better Than Precept."

It is not what we say, but what Hood's Sarsaparilla does, that tells the story. Thousands of testimonials are examples of what Hood's has done for others, and what it will do for you.

Dyspepsia — "I was weak and had fainting spells. Dyspepsia and indigestion in severe form troubled me. Five bottles of Hood's Sarsaparilla made me well and strong." MRS. WILLIAM VANVALKENBURGH, Whitby, Ont.

A Good Medicine — "We have taken Hood's Sarsaparilla in our family as a spring medicine and used Hood's Pills for biliousness and found both medicines very effective. For impure blood we know Hood's Sarsaparilla is a good medicine." R. S. PELTON, publisher Bee, Attwood, Ont.

Hood's Sarsaparilla
Never Disappoints

Hood's Pills cure liver ills; the non-irritating and only cathartic to take with Hood's Sarsaparilla.

WON BY CANADA.

Toronto Man Wins All-Round Championship Events in the United States.

Harry Gill, a Canadian, took first place in the annual all-round athletic games of in the annual all-round championship games of the Amateur Athletic Union, held on the grounds of the Knickerbocker Club at Bayonne, N.J., on July 4.

There were four competitors, E. H. Clark, of the Boston A.A.; Dan Ruess, of the Knickerbocker A.C.; E. C. White, of Cohoctoa, N. Y.; and Harry Gill, of the West End Y. M. C. A. of Toronto. Clark won the title in 1897, and on that occasion established a record percentage by scoring 624½, but these figures were eclipsed by Gill, who not only beat Clark and all others, but established a new record, scoring 680½ points. White, who won the all-round title in 1898, could not reach better than third. The score at the finish stood: H. Gill, .680½; Dan Ruess, .570⅔; W. C. White, .540⅔; E. H. Clark, .3209.

100 yards run—E. H. Clark, 748 points. Time, 11 1-5 seconds.

Putting 16½lb shot—H. Gill, 41 feet 8½ inches, 734 points.

Running high jump—H. Gill, 5 feet 11⅛ inches, 886 points.

880-yards walk—E. H. Clark; time, 3 minutes 47 2-5 seconds, 775 points.

Throwing 16 pounds—W. C. White, 109 ft. 3½ in; 570½ points.

Pole vault—D. Ruess, height 10 feet 6 inches; 760 points.

120 yards hurdle—D. Ruess. Time, 17 4-5 seconds; 680 points.

Throwing 56 pounds—H. Gill, 27 feet, 7 inches; 606 points.

Running broad jump—D. Ruess, 20 feet, 4¾ inches; 608 points.

One mile run—W. C. White, 5 minutes 37 2-5 seconds; 602 points.

FROM THE MINING COUNTRY

Athabasca Output for June—Le Roi Smelter to Be Enlarged

The Athabasca mine, situated about two miles south of Nelson, says the Nelson Tribune, made a record output for the month of June, and the mill returns show that the ore averaged $58.09 a ton.

The following figures were furnished by the manager:

Number of run, 29 days 9 hours.	
Number of tons milled	475
Value of bullion recovered	$21,675 00
Value of concentrates recovered	5,915 73
Total values recovered	$27,594 73
Value of bullion per ton of ore crushed	$45 63
Value of concentrates per ton of ore crushed	12 46
Total values recovered per ton	$58 09
Percentage by weight of concentrates to ore crushed	10.8
Percentage of recovery in mill	80.6

In consequence of the output of the Le Roi increasing in the manner it has done of late, and of the expected output of the Le Roi No. 2 (No. 1 and Josie) and of the Le Roi No. 3 (Nickel Plate), it has been definitely decided to considerably enlarge the capacity of the smelter at Northport, which is at the present of a 650-ton capacity, but which is able to deal with a larger amount of ore through subsidiary treatments to a capacity which is nominally double, 1,250 tons. New batteries of boilers, which are in the aggregate upwards or 750-horse power, have been ordered and are already on the way. A new engine of commensurate capacity has already been shipped. Some of the minor machinery which will be readily erected has not as yet been decided upon, though deliberations are now taking place as to what particular species of this machinery is most desirable. The addition of the new plant will double the present capacities of the smelter.

The Phoenix Board of Trade has decided to petition the government for the building of a wagon road to Summit camp; the incorporation of Phoenix; building schoolhouse in Phoenix; appropriation for the Phoenix general hospital; grant for fire protection; repairing the wagon road to Wellington camp.

The Daily Greenwood Times has discontinued publication. Mr. Duncan Ross, the editor, will, however, continue the publication of the weekly Boundary Creek Times, and be prepared to resume the daily when conditions warrant.

What a splendid type of tireless activity is the sun as the psalmist described it leaving, like "a bridegroom from his chamber and rejoicing like a strong man to run a race." Every man ought to rise in the morning refreshed by slumber and renewed by rest, eager for the struggle of the day. But how rarely this is so. Most people rise still unrefreshed, and dreading the strain of the day's labors. The cause of this is deficient vitality and behind this lies a deficient supply of pure, rich blood, and an adequate nourishment of the body. There is nothing that will give a man strength and energy, as will Dr. Pierce's Golden Medical Discovery. It does this by increasing the quantity and quality of the blood supply. This nourishes the nerves, feeds the brain, builds up enfeebled organs, and gives that sense of strength and power which makes the struggle of life a joy. The "good feeling" which follows the use of "Golden Medical Discovery" is not due to stimulation as it contains no alcohol, whisky or other intoxicant. It does not brace up the body, but builds it up into a condition of sound health.

Facilities For Transportation

Report to Council of Board of Trade on Local Conditions.

Recommendation That Islander Go Back to Her Old Schedule.

At yesterday morning's special meeting of the council of the board of trade, a most important report from a special committee regarding local transportation problems was presented. It is as follows:

To the Council of the Board of Trade:

Your committee beg to submit their report upon the following subjects referred to them:

Tramway facilities at the outer wharf.

The passenger and freight service to Vancouver.

The mail service to the Fraser river.

Tramway Facilities at the Outer Wharf.—We find at the present time the Victorian, the Islander, the San Francisco steamers, the steamers for the North, and the steamers of the various China lines, call at the outer wharf both arriving and departing.

We find that the terminus of the tramway line is on Erie street, a considerable distance from the wharf and not within sight of the passengers on landing from steamers, that the cars only run at intervals of twenty minutes, and that no comfortable waiting rooms are provided for passengers either at the wharf or at the terminus of the tramway line.

We find also that in some cases hack drivers have demanded from tourists and others more than legal fare.

The discomforts and inconveniences which we have mentioned may not be unendurable but we consider that it is no credit to Victoria that they should be allowed to exist.

In our opinion it is greatly to the interest of Victoria that improved arrangements should be made for the comfort of passengers at the outer wharf by making the terminus of the tramway line at the end of the wharf, by providing comfortable waiting rooms which can be warmed in winter, by running the cars at shorter intervals than twenty minutes and by making such regulations as will prevent excessive charges by hack drivers.

Your committee called upon Mr. Rithet, Mr. Goward, and the mayor. Mr. Rithet stated that he had made an offer some time ago to allow the tramway company to carry their lines to the end of the outer wharf and to allow the company the use of sufficient land for a side track to accommodate two or more cars.

Mr. Rithet also stated that passengers could use the building at the north end of the wharf as a waiting room.

Mr. Goward stated that in order to maintain the service to the outer wharf, another car would be required, and that it had not been shown that the additional traffic would cover the extra cost.

We understood that the additional car would enable a fifteen-minutes' service to be given from the outer wharf.

We were informed that to make convenient curves for an extension to the outer wharf, it would be necessary to carry the lines along a street to the south of Erie street, which is not graded.

The mayor stated that he would be quite willing to bring the question of grading the street above mentioned before the council, and that he would give the movement to improve the service to the outer wharf his support.

Your committee do not consider that necessary improvements should always wait until it can be shown that an immediate profit will result, and they consider that these improvements are urgently required.

Your committee recommend that a letter should be written, in the name of the council of the board of trade to the manager of the tramway company, stating that it would be a great convenience to passengers using the outer wharf if cars ran to the end of the wharf, and if a comfortable waiting room were provided at the terminus, and expressing the hope that, by arrangement with the outer wharf company and the corporation, his company will be able to make these improvements.

We suggest that a copy of this letter be sent to Mr. Rithet and to the mayor.

Passenger and Freight Service to Vancouver.—We find that in order to provide the necessary daylight passenger service between Victoria and Vancouver the steamer leaves at 7 a.m., and that this steamer is not able to carry freight, and that a special freight steamer leaves Victoria and Vancouver respectively three times a week.

We find that the early hour of departure of the passenger steamer is in many ways inconvenient, and that the freight service is seriously delaying the shipment of goods to and from Victoria, and that this is injuring the trade of the port.

If a quick and convenient daylight passenger service with a daily freight boat were at present obtainable, we should strongly endorse the arrangement, but we recommend that until it is possible to provide a daily freight service and such passenger service, the passenger steamer should leave as formerly, at 2 a.m., and carry freight both ways.

We recommend that a letter should be written to Mr. Shaughnessy pointing out that the early hour of departure of the Islander is inconvenient, and that it is necessary that freight should be carried daily between Victoria, and that therefore under existing circumstances, a change is desirable, and that it is hoped that the Canadian Pacific Railway Co. will make arrangements to this end with the Canadian Pacific Navigation Co.

Mail Service to the Fraser River.—We find that a subsidy was formerly given to the steamers from Victoria to New Westminster via Fraser river, and that this subsidy having been withdrawn, all mails now go via Vancouver.

We find that in consequence of this change, it is not possible to send letters and to obtain replies as quickly as formerly between Victoria and many points on the Fraser river, and that this is checking business between Victoria and those points. We recommend that a letter be written to the Dominion government and forwarded to Hon. E. G. Prior, requesting that arrangements be made with the Canadian Pacific Navigation Co. whereby the mails could be sent to and from Victoria by their steamers, sailing three times a week to the Fraser river from Victoria, in addition to the service via Vancouver.

All of which is respectfully submitted,

W. A. WARD,
D. R. KER,
F. C. DAVIDGE,
SIMON LEISER,
C. F. TODD,
J. J. SHALLCROSS.

If you are tired taking the large old-fashioned griping pills, try Carter's Little Liver Pills and take some comfort. A man can't stand everything. One pill a dose. Try them.

HE BELONGED TO THE BOXERS

A Chinaman in England Tells of the Purposes of the Society.

There is living in London, says a writer in the Daily Express—in fact he holds a high position in a firm of Eastern merchants—a Chinese gentleman who has for many years belonged to the Boxers' secret society in China, and with whom a representative of the Express has had a most interesting interview.

It is astonishing how much this terrible Boxer had to say for himself and his associates.

"You English," he observed, speaking our language with remarkable fluency, "only look at Chinese matters from your own point of view. Oh! if you could only look at them from ours!

"Western civilization is to us a mere mushroom. It is a thing of yesterday. Chinese civilization is unnumbered thousand of years old. We consider ourselves at least two thousand years ahead of you.

"There was a time when we had, like you, our 'struggle for life,' our race for wealth, our ambition for power, our haste and hurry and worry. We, too, had your clever inventions—gunpowder, printing, and the rest—but we have lived long enough to find out how essentially unnecessary all these things are.

"We have also had our periods of doubt, fanaticism and dissension in matters of religion. We have had our martyrs, our reformations, our nonconformists, our intolerance, and, finally, our toleration. Yes, thousands of years ago.

"We believe in making the best of this life, which we know anything about for certain. That is the Be All and End All of Chinese philosophy.

"All through China you will find the same level, uniform spirit of content.

"You may think we live lives of ignorance and squalor and idleness, but I assure you it is not so. We are as well off as we want to be, and no man can improve on that.

"Now, these being our circumstances, you of the Western world come to us with what you call your new ideas. You bring us your religion, an infant of nineteen hundred years. You invite us to build railways so that we may fly from place to place at a speed which for us has neither necessity nor charm. You want to build mills and factories so as to debase our beautiful arts and crafts, and produce tawdry finery in place of the beautiful texture and hues which we have evolved after ages of experiment.

"Against all this we protest. We want to be let alone. We want to be free to enjoy our beautiful country and the fruits of our centuries of experience. When we ask you to go away you refuse, and you even threaten us if we do not give you our harbors, our land, our towns.

"And now, having carefully considered the matter, we of the so-called Boxers' Society have decided that the only way to get rid of you is to kill you. We are not naturally blood-thirsty. We certainly are not thieves. But when persuasion, and argument, and appeals to your sense of justice are of no avail, we find ourselves face to face with the fact that the only resource is to put you out of existence.

"Consider your missionaries. They come, as I have said, with a new religion, upon the main principles of which they are bitterly divided among themselves. They tell us that unless we accept their doctrines we shall suffer eternal punishment. They frighten our children and the more weak-minded of our older people, and create all kinds of dissentions between families and individuals. No wonder that we will not tolerate them.

"If we wanted your railways and machines we could, of course, buy them; but we do not. We have no use for them. We have learned to do without them. Yet you say you will force us to buy them, whether we will or no. Is that just? I say it is an impertinence—an outrage.

"A good deal is made of the fact that we are now a nation of soldiers. Well, we have ceased to be soldiers because we have become civilized. War is a barbarism. The effect of our having arrived at our present stage of civilization is that we have increased and multiplied beyond every other race on the face of the earth. In spite of our great mortality (which seems to be very shocking to you, although we recognize it it only a wise provision of nature), the Chinese race is increasing at a greater rate than any other people in the world.

"We could if we chose overwhelm the rest of mankind. That we do not do so is due to the perfection of our civilization, our philosophy, and our morals. We number 400,000,000 human beings, and who could withstand us if we chose to assert our power? Do you think we are unconscious of it? On the contrary, we understand it only too well. Let the white races of the earth appreciate the fact that we and not they are its masters.

"There have been twenty so-called successful invasions of China. But what has happened? Have invaders dominated the Chinese? No. The conquered have absorbed their conquerors. All have become Chinese. The very Jews who have come among us have been absorbed by our race—a thing which has never happened elsewhere.

"Let me repeat that all the forces which divide men in the West have practically no existence in China. Politics, religion, private ambitions, the necessity for expansion, land-hunger, gold-hunger—all these have no existence in China. You think that because the Chinaman is inert, careless and simple he is a child. There never was a greater mistake.

"He has learned the secret of being happy. His life is placid, and nothing troubles him so long as his conscience is clear.

"There you have our character in a sentence. Let us alone, and we will let you alone."

JOHN JAMESON

& SONS (DUBLIN)

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SHOULD send for a Descriptive Treatise on the Medical Successful Treatment of Nervous Diseases and Physical Weakness in Men, including Premature Exhaustion and Loss of Vital Energy, with other allied affections by local absorption (i.e., without stomach medicines). Revised and in progress with the most advanced researches in the subject, together with numerous recent testimonials showing successful cures. Write at once and grasp this opportunity of being quickly restored to perfect health. Sent in a plain sealed envelope, free of charge.—E. NORTON, 59 & 60, STRANGER LANE, LONDON, ENG. Estabd. over 30 years.

NOTICE.

Key City mineral claim, situate in the Victoria Mining Division.

Where located:—Mt. Sicker. Chemainus District.

Take Notice that we, A. Wasson and E. H. McKee, Free Miners' Certificates Nos. 39,600b and 48,901b, intend, sixty days from the date hereof, to apply to the Mining Recorder for a Certificate of Improvements, for the purpose of obtaining a Crown Grant of the above claim.

And further take notice that action, under section 37, must be commenced before the issuance of such Certificate of Improvements.

Dated this 4th day of July, A.D., 1900.

CERTIFICATE OF THE REGISTRATION OF AN EXTRA-PROVINCIAL COMPANY.

"Companies Act, 1897."

ALASKA PACIFIC EXPRESS COMPANY.

Registered the 1st day of June, 1900.

I hereby certify that I have this day registered the "Alaska Pacific Express Company," as an extra-provincial company under the Companies Act, 1897, and to carry out or effect all or any of the objects hereinafter set forth to which the legislative authority of the legislature of British Columbia extends.

The head office of the company is situate in the city of Seattle, State of Washington, U. S. A.

The amount of capital of the company each is $100,000, divided into 1,000 shares of $100

The head office of the company in this province is situate in Victoria, and E. E. Blackwood, express agent, whose address is Victoria, aforesaid, is the attorney for the company.

The time of the existence of the company is fifty years.

The objects for which the company has been established are:

The establishing, maintaining, conducting, and operating any express or fast transportation route or routes, by land or water, or both, between, or from or to any place or places in the State of Washington, and to or from any place or places within the territory of Alaska, and between, or from or to, any place or places in the state of Washington, and to or from any other place or places within or without the said state, and between or from or to any place or places within the geographical limits of the United States of America, and, to or from any other place or places in the said United States or any place or places in any foreign country, possession or colony, for the conveyance or transmission, for hire and reward, of any kind of property.

Express or fast transportation facilities; and for the purpose of facilitating said express or fast transportation business and effecting exchange between all or any of the several offices at which said corporation shall or may transact any of its express business, the drawing, accepting, indorsing, guaranteeing, buying, selling, and negotiating of drafts, orders for money, and in receiving at any place, of coin, money, silver and gold in any form, and any and all kinds of valuables for transmission and delivery of the same to and at any other place whatsoever; the buying, selling and disposing of gold and silver coin and bullion, gold dust and other valuable minerals and mineral products, money and securities for money, and the transaction of a general exchange and collection business; and to have and exercise all of the powers conferred by law upon corporations organized under the laws of the state of Washington.

Given under my hand and seal of office at Victoria, province of British Columbia, this 1st day of June, one thousand nine hundred.

S. Y. WOOTTON,
(L.S.) Registrar of Joint Stock Companies.

No. 161.

CERTIFICATE OF THE REGISTRATION OF AN EXTRA-PROVINCIAL COMPANY.

"Companies' Act, 1897."

"Monitor Copper Mining Company, Ltd."

I hereby certify that I have this day registered the "Monitor Copper Mining Company, Limited," as an Extra-Provincial Company under the "Companies' Act, 1897," to carry out or effect all or any of the objects hereinafter set forth to which the legislative authority of the legislature of British Columbia extends.

The head office of the company is situate in the city of Jersey City, county of Hudson, U.S.A.

The amount of the capital of the company is $50,000, divided into 500 shares of $100 each.

The head office of the company in this province is situate at Alberni, and Geo. W. Maynard, engineer, not empowered to issue or transfer stock, whose address is Alberni aforesaid, is the attorney for the company.

The objects for which the company has been established are:

To carry on the mining and shipping of ores and minerals of all descriptions; also the erection of smeltons for the reduction of all minerals and the process of smelting and reduction of all minerals therein; the selling of the product of such smelters and of such mines hereinbefore mentioned; the shipping and freighting of all such product and smelting hereinbefore stated; the acquisition of timber lands of all kinds and the cutting of same and the preparation of same for market. and the selling and freighting of same to all markets available; also the buying and selling mineral lands, timber lands, mining properties and such other privilege incident thereto; also to act as agent for the sale of all such commodities as have been enumerated hereinbefore, either directly or on commission, also for the purpose and privilege of advancing moneys on consignments of the above commodities enumerated, as agents or as principals, and to do such acts as are incident thereto; also for the purpose and the privilege of carrying on a general or limited merchandise store at or near mines and elsewhere; also for the purpose of and the privilege of operating a transportation company for the purpose freighting ores, lumber and all merchandise which may arise from and be incident to the industries hereinbefore enumerated, or boats propelled by any power that may be used for the purpose of propelling any craft for freight and passengers or either; also for the purpose and the privilege of creating, operating and carrying on a water power for mining or any other purpose, and the development of electrical power for mining or any other purpose; also for damming water for the above purpose and for water supply in general; also for the privilege of building waggon roads, tramways, or providing transportation facilities such as are incident to the above purposes in general or for other lawful purposes.

Given under my hand and seal of office, at Victoria, province of British Columbia, this 3rd day of July, one thousand nine hundred.

[L.S.] S. Y. WOOTTON,
Registrar of Joint Stock Companies.

Our Mail Order Department.

This is a special feature of our business. All orders are executed with care and promptness thus avoiding any mistakes.

All goods invoiced at the lowest possible price on day of shipment.

Be sure to send enough money as it is an easy matter to return any sum that is over.

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STEADY EMPLOYMENT TO WORKERS.

AND GOOD PAY WEEKLY. All supplies free. We are sole agents for Dr. Mole's celebrated Caterpillarine, which protects trees from the caterpillar. Highest testimonials. Our agents cover their expenses by carrying this as a side line. It is in great demand. Write at once for terms.

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DEVELOPING POWDERS, ARTISTS' PAPER SOLIO PAPER, PLATINO PAPER, PAGET ENGLISH PAPER, BARNET ENGLISH PAPER, BLUE PRINT PAPER, MOUNTS (assorted colors and sizes.)
MAGNESIUM RIBBON for Flash Lights, time exposures, and no smoke.

China Department---Parian Busts.

Now on exhibition, a fine collection of WHITE AND IVORY PARIAN BUSTS of the most popular men of the day.
Salisbury, Gladstone and Chamberlain. Lords Roberts and Kitchener.
Generals Buller, French, White and Baden-Powell.
Also celebrated composers and authors,
Beethoven, Mozart, Handel, Haydn, Byron, Shakespeare, Scott, Burns, etc.
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APIOL & STEEL PILLS for Ladies.

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A REMEDY FOR IRREGULARITIES

Martin, Pharmaceutical Chemist, Southampton.

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, Etc.

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 12, 1885.

Dr. J. Collis Browne's Chlorodyne is a certain cure for Cholera, Dysentery, Diarrhœa, Colics, Etc.

Caution—None genuine without the words "Dr. J. Collis Browne's Chlorodyne" on the stamp. Overwhelming medical testimony accompanies each bottle. Sole manufacturer, J. T. DAVENPORT, 33 Great Russell Street, London. Sold at 1s. 1½d., 2s. 9d.

FREEZING WEATHER IN JULY

Would cause great discomfort and loss, but fortunately it is seldom known. A vast amount of misery is caused at this season, however, by impoverished blood, poor appetite and general debility. These conditions may be remedied by enriching the blood and toning the stomach with Hood's Sarsaparilla. This medicine seems to put new life into the whole physical system, simply because of its wonderful power to purify, enrich and vitalize the blood, create an appetite and invigorate the digestive functions. We advise you to get a bottle and try it if you are not feeling just right. It will do you more good than a six weeks vacation. It is the best medicine money can buy.

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1897

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MINERAL ACT.
(Form F.)

CERTIFICATE OF IMPROVEMENTS.

NOTICE.

Richard III Mineral Claim, situate in the Victoria Mining Division of Chemainus District.

Where located:—At Mount Sicker.

Take notice that I, Lenora Richards, known as Mrs. S. A. Richards, Free Miners Certificate No. 48933B, intend, sixty days from the date hereof, to apply to the Mining Recorder for a Certificate of Improvements, for the purpose of obtaining a Crown Grant of the above claim.

And further take notice that action, under section 37, must be commenced before the issuance of such Certificate of Improvements.

Dated this 14th day of June, A. D. 1900.

B. C. STEAM DYE WORKS.

141 Yates St., Victoria.

Ladies' and Gents' garments and household furnishings cleaned, dyed or pressed equal to new.

FORTY SECOND

No News From P

Correspondents Still In Rumors and Of Fightin

All Foreigners Abandon For Fear Boxers.

From Tien Tsin Reports of the Successes

London, July 13.—The dispatches received to-day to the knowledge in Londo ese situation.

It is stated positively fro Li Hung Chang will rem the allied troops have de Tuan's forces and will th lend his powerful aid in a of peace, co-operating with Lung Lu and other pro-fo For the present Li Hung C that he can best control viceroys from Canton and check the turbulent provin

All the foreign missionari ated Wen Chun and have a Po.

Large bodies of Boxers Wen Chu and threatened the foreigners and Christia distributed banners, badge matory and anti-foreign ap

The Tien Tsin correspo Express, telegraphing Jul that the Chinese are gat allies. They have moun correspondent, twelve guns ous positions, with whi sweeping the streets of th tlement, the incessant fire position quite untenable.

The Daily Mail's St. P respondent says that in t hours battle continued ou Tsin. The Cossacks captu guns and killed a numb Boxers. The Chinese lost killed, including General

Brussels, July 13.—M. minister of foreign affairs telegram from M. de M retary of the Berlin lega dated at Shanghai, statin thority of a Chinese sour faithful to General Nieh defeated the rebels near they recognized the autho Ching and General Yung to defend the Europeans.

GRAND FORKS SM

Ore Beginning to Arri Quantities

Grand Forks, July 13.— $50,000 worth of debentu sold at par to the Trusts C pany of Toronto. The p utilized in completing th and electric light systems fire department and cons city hall. Hon. J. R. Str Coffee, president and ge respectively, of the Guara closed the deal to-day wi ley before leaving for the

On Monday the Lone St mine, on the Colville re commence shipping ore Forks smelter. The ore here in wagons at the r dred tons per month. date at the smelter from and Old Ironsides aggreg

THOSE QUEBEC

Commons Refuse to Con Action.

Ottawa, July 13.—The debate in the Commons jection by the Senate of ing the number of Que three. The solicitor-gen passioned appeal to the Finally, by a vote of 68 mons refused to concur action.

The Senate was enga cussing the election bil Sir Ilfrid Laurier has idea of visiting Europe will remain near Ottaw rangements for the gener

WELCOME

Invalided Troops Expe To-day.

Quebec, July 13.—Th invalided Canadians on port at 2 a. m. to-morro be landed at Point Levis sleep. A tender will at 8 o'clock, and there stration at that hour, w a parade of the city tr invalided returning is of the Nelson Rifle Co contingent.

NO NEWS FRO

Bark From Greenland Word of

Philadelphia, July 13 cium, Captain Smith Greenland, arrived he cargo of cryolite. T pected to bring tidings Peary, who is in the quest of the North Po much disappointment Smith announced that from the explorer. Co that the winter in Gr of the worst in years, lief Lieutenant Peary have suffered hardship er. The natives in t suffered severely and dition. The bark was a month off Greenland reached from 100 to shore.