The Colonist.

MONDAY, OCTOBER 16, 1899.

THE WAR.

We are sure that every one will be glad to learn that there is no difference of opinion in the cabinet at Ottawa as to the duty of Canada to come forward to the defence of the Empire. What basis there was for the report sent out that Mr. Tarte was opposing such a step, we cannot ascertain, and so that the contingent is sent, we shall not take the trouble to inquire, but will let it go as explained that the difference of opinion was simply as to details. It seemed inconceivable that any Canadian minister would set himself up against the proposed line of action. If any member of the cabinet should do so, there would arise such a tide of popular indignation that he would be swept into oblivion.

The Boers seem to have drawn the first blood. The derailing of an armored train and the killing of fifteen British soldiers, probably without any loss on their side, will greatly encourage the Boers in the belief that they can cut off British lines of communication. The details are exasperatingly meagre, and we very much fear that most of the news will be of the same character. Telegraphic communication with the Cape is unsatisfactory, and naturally official telegrams will have right-of-way over all others. This will prevent news telegrams from coming forward. The unfortunate part of this is that there will be a disposition on the part of the news agencies to supply the details when they are lacking.

From present indications there seems to be a likelihood of some of the British posts being isolated, and in some cases there may be an entire absence of news for days at a time. This will naturally cause some anxiety, but we have every confidence that the several commanders will give a good account of themselves. The Boers have yet to face a well equipped army, and when the British forces begin to move, things will take a very different shape. It is one thing to ambush small parties or to make raids upon insufficiently defended posts, but quite another to meet an army such as will be ready to take the field in a short time. It would seem to be good tactics on the part of the British commander to delay moving until he can do so in sufficient force to be able to go on without opposition and possess himself of the Transvaal centres of population.

ADVERTISING VICTORIA.

There was some discussion at the Board of Trade yesterday as to the best means of advertising Victoria. The subject is a very important one. Doubtless any kind of advertising is good, provided it reaches the people who want to learn about the city. We are quite in favor of the proposal that a pamphlet descriptive of the city and its many and varied advantages shall be prepared for the use of the Agent-General in London, but the members of the Board will not, we hope, be offended, when we say that they appear to lose sight of the fundamental principle which governs successful advertising. Most of them are familiar with the great New York papers, and know that advertisements appear on pages where no one could possibly see them by accident. They are seen only by those who look for them. This is what ought to be the dominant idea in advertising, namely, the advertiser ought to have in mind the people who will be looking for his advertisement, not the chance customers who may happen to run across his advertisement or whose attention is drawn to it because it is "top of column, next reading matter." There is not much use in advertising snowshoes in a community where there is never any snow. The people whom business men ought to seek to reach by their advertisements are the people who look into the papers for information contained in advertisements. One member of the Board said that he would give more for one editorial than for three times as much advertising; but this, though complimentary to the editorial, is not sound from a business point of view. It is not the advertising of the city as a whole that pays, but what the individual advertiser tells about his own business. If the merchants of Victoria supported the papers as liberally as the merchants of Seattle support the papers printed there, if the Victoria papers were enabled to print page after page of commercial advertising as those papers do, this city would be better known everywhere than it now is, for the papers could then afford to push their circulation as they cannot now. It is very easy to find fault with newspapers, but do the men in charge of other lines of business in Victoria feel called upon to do business at a loss? They certainly do not. Then why should they expect the newspapers to do so?

The best way to advertise a city is to advertise in its newspapers, not by inserting write-ups and circulating a lot of extra copies, but by steady and continuous publication of abundant attractive commercial advertising. But there is much that can be done in other ways. Much can be said in the press and otherwise to make the city known. But we tell the people frankly that it is a thankless piece of work to do it in this city. The Colonist has printed hundreds of columns of matter setting forth the advantages of Victoria, and scores of columns enlarging upon the advantages and resources of Vancouver Island. Does any one feel called upon to speak a word of encouragement? Well, hardly. Here is a sample of the things that are said: There was an editorial reference a few days ago to a certain mine. The only comment that came to the ears of the Colonist was a remark, made in all seriousness, that it was wrong for the paper to lend its aid to any man to get rid of his mining stock. A few weeks ago there was a strong local reference to some mines on the West Coast. The only comment this called forth was from a gentleman who stopped the editor on the street and criticized very severely the policy of permitting wild-cat projects being exploited in the press. And so it goes. Then the Board of Trade meets and spends an hour and a half in telling the Colonist that it ought to do this, that and the other thing.

THE WAR.

Interest in the news from the seat of war is rapidly growing in Victoria, but as yet it has scarcely been realized that Great Britain in undertaking the greatest military enterprise she has had on hand within the memory of men now living, and is transporting across seas the largest army ever despatched from the shores of England. There may be modern precedents for such a large expedition to so distant a country, but we do not at this moment recall any. Those who were watching the bulletins yesterday, and until late in the afternoon when the Colonist got its connections established, they were exceedingly meagre, had a tolerably exciting time of it. The report of a Boer repulse at Mafeking was followed shortly after noon by a Colonist bulletin to the effect that there had been fighting at Ladysmith, and that 2,000 Boers had been killed. A few minutes later this paper was able to report this story as unconfirmed and before the evening paper was on the street the public were in possession of official information from London that there had been no engagement at Ladysmith.

The war preparations now in progress will form a test of the ability of the Empire to take care of herself on land. That she can do so against all comers on sea is universally admitted, but there has been much doubt expressed as to what she can do ashore. Indeed Continental critics have been in the habit of making merry over Great Britain's alleged inefficiency from a military point of view. We will all learn a great deal on this point in the course of the next few weeks. To transport fifty-two thousand troops thousands of miles across the sea, and to send with them all the immense equipment rendered necessary by moden warfare is an undertaking of the first magnitude, and we may well hesitate to believe if any nation in the world except Great Britain could undertake to do it successfully within her own resources.

Another feature of the operations now in progress which adds great interest to them is the participation of colonial contingents. As one London paper has said: "This is real Imperial Federation."

The principal events reported yesterday were the engagements at Mafeking and the reconnaissance of Sir George Stewart White from Ladysmith. The fact that General White returned without having been able to draw the Boers out indicates that the latter are not quite as eager for a fight as has been represented. The destruction of armored trains is something that must be expected in a country where the railways are so open to attack as they are in South Africa. Such things are exasperating, but they are only the work of guerilla bands and do not signify any permanent advantage to the Boers.

SOME FINANCIAL POINTS.

In his remarks at Johns Bros.' Hall on Friday night, Mr. Lugrin raised some questions bearing upon the proposed Victoria-Chilliwack railway, which are presented in this article in more definite form than they appeared in the report of the meeting. The only object in thus laying them before the public is that the promoters of the particular plan now under discussion may take an equally public way of meeting them, in order that before any attempt is made to ask the ratepayers to vote upon a contribution of $500,000 to the project in the way of a stock subscription, they may have full details before them.

The cost of the undertaking is placed at $1,509,000. This money is to be used in acquiring the Victoria & Sidney railway, extending it to the terminus of the Esquimalt & Nanaimo railway, and providing deep water facilities at Sidney; in building two steamers, one for freight and the other for passengers, to ply between Sidney and White Rock, a point on the Mainland of British Columbia a little north of the city of Blaine; and in the construction of 64 miles of railway from White Rock to Chilliwack.

The estimated cost of the acquisition of the Victoria & Sidney railway and its extension into the heart of the city and to deep water at Sidney is $150,000. Mr. Lugrin asked for details. He asked what allowance had been made for right-of-way from Hillside avenue, the present terminus of the line, to the terminus of the E. & N. He was told in reply that the city was expected to give the right-of-way. He asked if the promoters had made any estimate of the cost of the right-of-way if it was through private property, or of the compensation that would have to be paid to the owners of abutting property, if the railway were carried through the streets, and was told that they had not. It was also not satted by the promoters what sum Mr. Paterson is willing to take for his interest in the Victoria & Sidney; nor are there any details of the cost and nature of the proposed terminal at Sidney. It is submitted that until the promoters of the plan are prepared with further information upon these points they ought not to ask the ratepayers to accept their estimate of $150,000. Moreover, if this line is to be the terminal connection of three transcontinental lines, as the promoters claim, is it not far within the probable cost to say that terminal facilities in Victoria, not to speak of anything else, can be provided for so small a sum. Have the promoters considered what the terminal facilities of even a single transcontinental line have cost at Vancouver, Seattle or Tacoma?

The second point is as to the cost of the terminal facilities at White Rock, and the absence of satisfactory information as to the suitability of that point to be the terminus of a ferry. The information before the public in this regard is very meagre and not sufficient to warrant any one in voting a large sum of money to an enterprise which is based upon the supposition that the proposed terminus is a good one, and that $50,000, the amount stated in the estimates, is sufficient to provide what is needed there.

The third point is as to the uncertainty surrounding the anticipated aid from the federal and provincial governments, and the likelihood of $100,000 being subscribed by the citizens of Victoria. This needs no further comment.

The fourth point is as to the contemplated flotation of $509,000 of bonds at par, for the plan contemplates that they shall be disposed of at par. These bonds it is proposed to make chargeable upon the Mainland portion of the scheme only, which is wise, for the Sidney railway is already mortgaged for $300,000, or something over $15,000 a mile. It will hardly be claimed that a freight car ferry to cost $30,000, or a passenger steamer to cost, say, $150,000, would be regarded as permanent security for a bond issue, so we are left with the 64 miles of track on the Mainland as security for the proposed loan of $509,000. The bonds could not be floated at par upon such security. Here we have 64 miles of railway, a part of it through unsettled country, with a great river flowing within a few miles of it, and another railway just across the river, and on this it is necessary to borrow $509,000. Have the promoters any guarantee that to raise such a sum they would not have to bond the road for at least $10,000 a mile—that is, do they believe that they could dispose of such bonds, without the interest being guaranteed, for a greater figure than 80 cents on the dollar? Then there is the further question whether a railway corporation, six-sevenths of the stock of which is owned by municipal corporations, which proposed to manage the enterprise, could borrow any money at all on railway bonds, without guaranteeing the interest.

The cost of the enterprise would seem to be as follows, supposing bonds could be floated at 80:

Estimated cost according to plan	$1,509,000
Sidney railway bonds outstanding	300,000
Excess of bond issue to raise $509,000	139,000
Total	$1,948,000

To this must be added the cost of right-of-way through the city, and a margin to cover all contingencies in regard to the proposed Mainland ferry terminus. We do not pretend to know what the right-of-way through the city would cost. If the line were brought in to the head of Douglas street and carried down so as to make a passenger station of the Market House, as is proposed, and were taken thence to the terminus of the E. & N., the idea being to cross the bridge and establish large terminal grounds with warehouses on the Indian Reserve, Douglas street property would immediately decline in value, and the owners would expect compensation. It would also be impossible to reach the E. & N. without occupying other streets, and probably without taking private property. The cost in either case would be large. The proper way to reach the E. & N. with a railway line from the Sidney road is by the water front, but this would involve large land damages.

These are some financial points which we submit the promoters of this undertaking ought to grapple with immediately.

LICENCE AUTHORISING AN EXTRA-PROVINCIAL COMPANY TO CARRY ON BUSINESS.

"Companies Act, 1897."

Canada:

Province of British Columbia.

No. 166.

This is to certify that the "Dewdney Canadian Syndicate, Limited," is authorised and licensed to carry on business within the Province of British Columbia, 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 at 271 and 272 High Holborn, County of London, England.

The amount of the capital of the company is £50,050, divided into 50,000 ordinary shares of £1 each and 50 deferred shares of £1 each.

The head office of the company in this province is situate at Victoria, and the Honorable Edgar Dewdney, civil engineer, whose adress is Victoria aforesaid, is the attorney for the company.

The objects for which the company has been established are:

(1.) To purchase, take on lease or otherwise acquire any mines, mining rights and metalliferous land, and land generally in British Columbia and the Dominion of Canada and elsewhehere, and any interests therein, or options to acquire the same, and to explore, work, exercise, develop, and turn to account the same, and to enter into and carry into effect, with or without modification, the agreement referred to in clause 3 of the Articles of Association of the Company:

(2.) To search for, crush, win, get, quarry, smelt, calcine, refine, dress, amalgamate, manipulate, and prepare for market ore, metal, and mineral substances of all kinds, whether auriferous or not, and precious stones, and generally to carry on any metallurgical operations which may seem conducive to any of the Company's objects, and to buy, sell, refine, and deal in bullion, specie, coin and precious metals:

(3.) To develop the resources and turn to account any lands and any rights over or connected with lands belonging to, or in which this Company is interested, and in particular by clearing, draining, levelling, fencing, mining, planting, cultivating, building, improving, farming, grazing, and irrigating, and by promoting immmigration and emigration, and the establishment of towns, villages and settlements:

(4.) To buy, sell, manufacture and own minerals, plant, machinery, implements, conveniences, provisions, and things capable of being used in connection with metallurgical operations, or required by workmen and others employed by the Company:

(5.) To acquire from any colonial, governmental, local or any other states or authorities any concessions, grants, orders, decrees, rights, powers and privileges whatsoever, which may seem to the Company capable of being turned to account, and to work, develop, carry out, exercise, dispose of or otherwise turn to account the same:

(6.) To construct, carry out, maintain, improve, manage, work, control, and superintend any roads, ways, tramways, railways, bridges, reservoirs, harbors, watercourses, aqueducts, wharves, embankments, fortifications, furnaces, sawmills, crushing works, electric works, factories, warehouses, hotels, viaducts, exchanges, mints, transports, and postal arrangements, stores, shops, churches, chapels, stations, ships and other works and conveniences, and to contribute to or assist in the carrying out, establishment, construction, maintenance, improvement, management, working, control, or superintenuence of the same:

(7.) To carry on all or any of the trades or businesses of ironmasters, metal founders, workers and converters, steel makers, colliery proprietors, coke manufacturers, miners, smelters, engineers, tin-plate makers, saw-mill proprietors, timber merchants, farmers, graziers, meat and fruit preservers, planters, growers, stockmen, horse and cattle dealers and breeders, proprietors of fisheries, quarry owners, brick makers, builders, contractors for the construction of works, both public and private, ship-owners, ship-builders, charterers of vessels, carriers by sea and land, wharfingers, dock-owners, printers and publishers and general merchants:

(8.) To form, constitute, promote, subsidise, or control companies, syndicates, associations, and undertakings of all kinds:

(9.) To lend money and other property, and to guarantee the performance of contracts and obligations of all kinds, and to act as agents in the management, sale and purchase of the property, and generally to transact business as capitalists, bankers and financiers:

10.) To carry on and transact any other businesses and operations, manufacturing, commercial or otherwise, except the issuing of policies on human life, which the Company may think, directly or indirectly conducive to any of its objects, or capable of being conveniently carried on in connection therewith:

(11.) To apply for, purchase, or otherwise acquire any patents, brevets d'invention, licenses, concessions, and the like, conferring any exclusive or non-exclusive or limited right to use, or any secret or other information as to any invention which may seem capable of being used for any of the purposes of the Company, or the acquisition of which may seem calculated directly or indirectly to benefit this Company, and to use, exercise, develop, grant licenses in respect of, or otherwise turn to account the property, rights, and information so acquired:

12.) To purchase or otherwise acquire and undertake all or any part of the business property or liabilities of any person or company carrying on any business which this Company is authorized to carry on or possessed of property suitable for the purposes of the Company:

(13.) To enter into partnership, or into any arrangement for sharing profits, union of interest joint adventure, reciprocal concession or otherwise, with any person or company carrying on or engaged in, or about to carry on or engage in any business or transaction which the Company is authorized to carry on or engage in, or any business or transaction capable of being conducted so as directly or indirectly to benefit this Company, and to take, or otherwise acquire and hold shares or stock in, or securities of, and to subsidise or otherwise assist any such company, and to sell, hold, reissue, with or without guarantee, or otherwise deal with such shares, stocks, or securities:

(14.) Generally to purchase, take on lease, or in exchange, hire, or otherwise acquire any real or personal property, any rights or privileges which the Company may think necessary or convenient with reference to any of these objects, or capable of being profitably dealt with in connection with any of the Company's property or rights for the time being, and in particular, any land, buildings, easements, licences, patents, machinery, ships, barges, rolling stock, plant and stock-in-trade:

(15.) To sell the undertaking of the Company or any part thereof, for such consideration as the Company may think fit, and in particular for shares or debentures, debenture stock, or other securities of any other company having objects altogether or in part similar to those of this Company:

(16.) To obtain any Provisional order or Act of Parliament for enabling the Company to carry any of its objects into effect, or for effecting any modification of the Company's constitution, or for any other purpose which may seem expedient, and to oppose any proceedings or applications which may seem calculated, directly or indirectly to prejudice the Company:

(17.) To raise or borrow, or secure the payment of money in such manner and on such terms as may seem expedient, and in particular by the issue of debentures or debenture stock, whether perpetual or otherwise, and charged or not charged upon the whole or any part of the property of the Company, both present and future, including its uncalled capital, and to redeem, purchase, or pay off any such securities:

(18.) To draw, accept, indorse, discount, execute and issue bills of exchange, promissory notes, debentures, bills of lading, warrants, and other negotiable or transferable instruments or securities:

(19.) To remunerate any parties for services rendered, or to be rendered, in placing, or assisting to place any shares in the Company's capital, or any debentures, debenture stock, or other securities of the Company, or in or about the formation or promotion of the Company or the conduct of its business:

(20.) To do all or any of the above things in any part of the world, and either as principals, agents, trustees, contractors, or otherwise, and either alone or in conjunction with others, and either by or through agents, sub-contractors, trustees or otherwise:

(21.) To sell, improve, manage, develop, exchange, enfranchise, lease, mortgage, dispose of, turn to account, or otherwise deal with all or any part of the property and rights of the Company:

(22.) To establish and maintain local registers, branch places of business and agencies and to procure the Company to be registered or recognized in any parts of the world:

(23.) To do all such things as are incidental or conducive to the attainment of the above objects, and so that the word "Company" in this clause shall be deemed to include any partnership or other body of persons, whether incorporated or not incorporated, and whether domiciled in the United Kingdom or elsewhere, and so that the objects specified in each paragraph of the clause shall, except where otherwise expressed in such paragraph, be in nowise limited or restricted by reference to or inference from the terms of any other paragraph or the name of the Company.

Given under my hand and seal of office at Victoria, Province of British Columbia, this 3rd day of October, one thousand eight hundred and ninety-nine.

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

MINERAL ACT, 1896.

(Form F.)

Certificate of Improvements.

NOTICE.

Princess, Duchess, Countess.

Yankee Blade, American Wonder, B. C. Wonder and Hope mineral claims, situate in the West Coast, Vancouver Island mining Division of Clayoquot District.

Where located—On east side Tranquil Creek, Tofino Inlet.

Take notice that I, A. S. Going, agent for J. M. Ashton, free miner's certificate No. B. 19010, and M. F. Ashton, free miner's certificate No. B. 19012, 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 claims.

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

Dated this 19th day of August, 1899.

A. S. GOING.

AGENTS—Dreyfus, the prisoner of Devil's Island. Full story of the most remarkable military trial and scandal of the age. Big book, well illustrated; sells on sight. Snap for canvassers. Bradley, Garretson Company, Limited, Brantford. oct11

WANTED—$200 per day sure, gentlemen or ladies; special work; position permanent; reliable firm, with best references; experience unnecessary. Address S. M. Fry field manager, Winnipeg, Man. a30

TO BREWERS

E. L. Clarke

22 St Francois Xavier St.

MONTREAL.

Machinery and Brewery Fittings

DEALER IN Malt, Hops And all... Brewers' Supplies.

Crown Brand Pressed Hops for Bakers' and Grocers' Use. Correspondence Solicited.

B.C. Year Book

1897

By R. E. GOSNELL

Cloth .....$1 50 per copy
Paper Cover.. 1 00 per copy

THE TRADE SUPPLIED.

This book contains very complete historical, political, statistical, agricultural, mining and general information of British Columbia. Profusely illustrated.

THE COLONIST P. & P. CO., LTD
VICTORIA, B.C

Victoria College

Beacon Hill Park.

Principal, - J. W. CHURCH, M.A.

Autumn Term, Monday, Sept. 11th

For BOARDING or DAY Prospectus apply

Principal Church.

APIOL & STEEL PILLS for Ladies.

A REMEDY FOR IRREGULARITIES

Superseding Bitter Apple, Pil Cochia Pennyroyal, &c.

Order of all Chemists, or post free for $1.50 from EVANS & SONS, LTD., Victoria, B. C.

Martin, Pharmaceutical Chemist, Southampton.

No. 289.

"COMPANIES ACT, 1897."

Certificate of the Incorporation of "The Arctic Slope Hydraulic Mining Company, Limited," "Non-Personal Liability."

(Capital, $1,000,000.)

I hereby certify that "The Arctic Slope Hydraulic Mining Company, Limited," "Non-Personal Liability," has this day been incorporated under the "Companies Act, 1897," as a Limited Company, with a capital of one million dollars, divided into one million shares of one dollar each.

The registered office of the Company will be situate in the City of Victoria, British Columbia.

The company is specially limited under section 56 of the said Act.

The objects for which the company has been established are:

(a) To acquire and take over certain leases and mining rights, water rights and mill rights, now owned by the Omineca Consolidated Hydraulic Mining Company, Limited, The Honorable Sir Charles Hibbert Tupper, K. C. M. G., Frederick Peters, Q. C., George C. Hinton, The Honorable Thomas R. McInnes, T. R. E. McInnes, J. T. Bethune, William Grant, George L. Milne, M. D., and C. N. Black, all of the City of Victoria, British Columbia, and Lieut.-Col. S. W. Ray, of Fort Arthur, Ontario, and for that purpose to enter into and carry out either with or without modifications the agreement entered into on the twenty-third (23rd) day of May, 1899, between the said the Omineca Consolidated Hydraulic Mining Company, Limited, of the first part, and the Honorable Sir Charles Hibbert Tupper, Q. C., K. C. M. G., Frederick Peters, Q.C., George C. Hinton, The Honorable Thomas R. McInnes, T. R. E. McInnes, J. T. Bethune, William Grant, George L. Milne, M. D., C. N. Black and Lieut-Col. S. W. Ray, and also to acquire any other hydraulic mining properties, leases, mines, mineral claims and mining properties within the Province of British Columbia:

(b) To manage, develop, work and sell the said mining properties and leases of the Company and any other mining properties, rights or privileges which may hereafter be acquired:

(c) To win, get, treat, refine and market the minerals from said mines and mining properties:

(d) To do all such things as are incidental or conducive to the attainment of the above objects.

Given under my hand and seal of office at Victoria, Province of British Columbia, this 26th day of June, one thousand eight hundred and ninety-nine.

[L. S.] S. Y. WOOTTON,
je29 Registrar of Joint Stock Companies.

NOTICE—Thirty days after date I intend to make application to the Chief Commissioner of Lands and Works for permission to purchase the following described lands, situate and being on the Skeena river and commencing at the North Pacific Cannery's site, northeast stake running forty chains north along the shore, thence running forty chains south, thence twenty chains back to the place of commencement, and containing 160 acres, more or less.

WM. GREEN.

Skeena River, August 28th, 1899.

We are Sailing

This great race on a sea of LOW PRICES, with a strong wind of QUALITY and our sails full set with BARGAINS.

CAPE COD CRANBERRIES.

Imperial Milk	10c. Tin
Flake Barley	4lbs for 25c.
Quaker Oats	2 pkgs. for 25c.
Golden Corn Meal	10lbs. for 25c.
Deveiled Crabs	15c. Tin

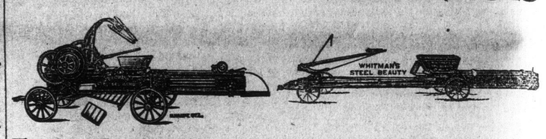
Use Tarragon Vinegar in your salads.

Dixi H. Ross & Co.

E. G. Prior & Co., Limited L'b'lty

DEALERS IN

WHITMAN'S STEEL HAY PRESSES



Farm Engines

Straw and Ensilage Cutters; Root Cutters and Grain Crushers; Vehicles of all Descriptions.

HARDWARE, - IRON - and STEEL MECHANICS' TOOLS.

Write for Catalogue and Prices to E. G. Prior & Co., Ld., Victoria, B C

LEA AND PERRINS'

OBSERVE THAT THE SIGNATURE

Lea & Perrins

IS NOW PRINTED IN BLUE INK DIAGONALLY ACROSS THE OUTSIDE WRAPPER of every Bottle of the

ORIGINAL WORCESTERSHIRE SAUCE.

Sold Wholesale by the Proprietors Worcester; Crosse & Blackwell, Ltd., London; and Export Oilmen generally.

RETAIL EVERYWHERE.

AGENTS: W. Douglas & Co., and G. E. Golson & Son, Montreal.

The Coumbia Flouring Mills Company

ENDERBY AND VERNON.

Premier, Three Star, Superfine, Graham and Whole Wheat Flour.

R. P. Rithet & Co., Proprietors, Victoria.

COFFEE DISCRIMINATING BUYERS SPICES

Will find it profitable to handle only the best in...

PURE COFFEES PURE SPICES and PURE BAKING POWDER.

HIGHEST STANDARD GUARANTEED.

STEMLER & EARLE, IMPORTERS AND MANUFACTURERS VICTORIA.

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Chafed Skins, Piles, Scalds, Cuts, Chilblanes, Chapped Hands, Sore Eyes, Sunburn, Earache, Neuralgic and Rheumatic Pains, Throat Colds and Skin Ailments are Quickly relieved by the use of . . . .

CALVERT'S CARBOLIC OINTMENT

Large Pots, 1s. 1½d. each (English Rate.) Editor "Household Words" says: "We are constantly appealed to for remedies which can safely be used in domestic practice for such ills as skin eruptions, burns, scalds, inflamed eyes, rheumatic and neuralgic pains, as well as colds in the chest. In all such cases, and, indeed, in a host of others, we have found Calvert's Carbolic Ointment invaluable."

F. C. CALVERT & CO., MANCHESTER

Awarded 85 Gold and Silver Medals, &c.

AGENTS:

Henderson Bros., druggists, Victoria, B.C.

Hotel Badminton

VANCOUVER.

This Hotel is NOT closed, but running on EXACTLY the same lines as hitherto.

The Orchestra plays as usual.

W. H. Mawdsley,

B. C. STEAM DYE WORKS.

141 Yates St., Victoria.

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