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Dixi H. Ross & Co

"DROP THE BLUFF

The British Press Tenders This Advice to France and Her Bombastic Jingoes.

Surprise Is Expressed at the Gool Proposals Emanating from Sealing Conference.

London, Oct. 30.—The French government is making trouble with its jingoes To placate them it has been necessary issue a semi-official note on West African affairs, stating that the British and native treaties would bear looking into to satisfy France of their validity. That at least is how the situation is accept here. Nobody believes that France would be so mad as to force a quarrel on England. If the French colonial party hoped by attaching Mr. Chamberlain's 'pushfulness" in foreign affairs and contrasting it with Lord Salisbury's "grace ful concessions" to create a divis English sentiment, they never made a greater mistake.

The semi-official note provoked a de cisive and almost unanimous reply from the British press, in effect saying have conceded enough in Siam, Madagascar and Tunis for peace and quiet-ness sake and are getting precious little in return. We will concede no more. Talk over matters in a friendly spirit by all means, but drop the bluff; it won't

And France is dropping it, for yet met in Paris and the French press sobered by the unanimous and deter ed attitude of the English press, Lord Dufferin's historic phrase: would be an everlasting disgrace if France and England should go to war

for some African rivulet," As the Spectator safely says to-day, o long as England commands the sea France is bound over to keep the peace in the Indo-China colonies, Madagase

and her African empire. The announcement that the Washi ton seal conference has agreed that pe agic sealing should cease was fully expected here. What surprises Englishmen is the absence of any expres tion to compensate Canada as the chief

sufferer under such cessation. The telegrams talk of a united An erican-Russian-Japanese appeal to land's sense of courtesy and science," but Canada keeps so close to the elbow of the colonial and for offices nowadays that no proposal st a chance of acceptance unless it siting with the Canadian claims on an equi was able and business basis.

after

Pittsburg, Pa., Oct. 29.-The Pitts burg stock exchange building on Fountenne, was completely gutted by to-day. The loss is estimated at \$150,-

STEVESTON MEETING

The Citizens Consider Matters of General Public Interest About the Fishing Trade.

The Frozen Fish Industry-Requirements of Growing Business Interests.

(From Our Own (orrespondent.)

Steveston, Oct. 28.-A large meeting of citizens was held here last night to consider various matters affecting the interests of the place. Councillor Kidd, M.P.P., was voted to the chair, and Mr. Joseph Pierson, P.M., acted as secretary of the meeting.

Mr. Pierson in explaining the object of the meeting pointed out the growing importance of the town as clearly shown by the number of canneries now here and the number of ships which anthat in a few days they were to have a new box factory and sawmill at work here. They needed attention given to their interests in various ways, and in particular he thought the Dominion dredger to maintain the channel of the river in good condition for the entry of of the S.S. Tekoa. They all knew of are connected with this infant industry, and it was desirable to give them every this place. He moved that the following resolution be adopted and forward-

steamship Tekoa: timents of this meeting of citizens of Steveston and district as follows: 1. We are sensible of the importance which attaches to the visit of such a ship as the S.S. Tekoa, more especially as there is allied with it the venture, as it may be termed, of taking a large quantity of frozen fish as an experiment to foreign markets, to test the saleableness of the almost boundless resources of our river.

2. We desire to express the hope that the enterprising spirit which dictated this venture may be crowned with complete sucess, and that we may speedily be honored with another good ship of the same line. 3. We are not unmindful of the healthy stimulus and advantages to the trade of our ships to our port as causing the circulation

4. We feel proud to have had the honor of making the acquaintance of Captain Noakes and his well-ordered officers and crew and it was with heartfelt. that we wished them God speed and joined in a hearty three times three for the Captain, his good ship and also for his re- long and hap spected officers and crew, making the air N. S., Press. ring as she glided away from her moor-

5. We repeat that the wharfage accommodation of the place has not been adeofficers from trouble and vourselves from better arrangements will be made and that Steveston will be able to give good harborage for the largest ship afloat.

Mr. Lee seconded the motion, and it was supported by Mr. Hunt and the

Mr. Kidd said he thought Steveston had a considerable future before it. There was no present means of estimating the enormous wealth of the fisheries of the Fraser, but if they had such ships as the Tekoa in port, they could reap much greater benefits from the fishing industry than was now possible. If the owners of that ship find the trade a profitable one, they are certain to be here again, as it was a matter of profit with them, not sentiment. He was glad to hear of the proposed such industries exemption from taxa- to incorporate the Chamber under tion. They could not give bonuses in any other form as a municipality. He thought the people of Steveston should estir themselves to get the Dominion in the matter of the river channel and posed mining, metallurgical and mach harborage accommodations. The Dominion government had very large revenues from the province, and we are entitled to a much larger expenditure in it. They must not depend on outsiders

out for themselves. The resolution was carried unaui-Mr. Lee called attention to the fact that all the shipping coming here was credited to the port of New Westminster, and all the captains who here and even the tug masters had to go up to New Westminster to enter and

clear. He thought an effort should be made to have this made a port of en-Mr. Hunt concurred in this. Mr. Pierson corroborated what was said as to the great inconvenience caused to ship captains by the present arrangements, and pointed out that it

was not even possible to dismiss a seaman in this port. It was resolved on motion of Mr. Phillips, seconded by Mr. Hunt, that the secretary write to Mr. Morrison, M. P., and to Mr. Clute, inspector of cus-

oms, regarding these matters. Discussion further ensued regarding the establishment of a local board of trade to look after the interests of this place, and matters of water supply and sanitation, but nothing definite was

After a vote of thanks to the chairman and secretary the meeting adjourn-

Ella-How do you like the fit of my new jacket? Hattle-Fit! Why, it's more like

DID IT ALONE.

Williams Had No Accomplice in the Porter Safe Cracking.

Joseph Williams was taken over to New Westminster this morning to serve his four years for burglary. Before ing that this was an easy country for burglars, and that many more would come from the Sound if they thought they would get off so easily if caught. On his way from the court house to the provincial jail yesterday, Williams showed Sergeant Langley where he had hidden the drills used by him on R. Porter & Son's safe. He had them hidden away under the sidewalk near Porter's shop. One of the drills he said he brought from the Sound, but refused to say where he got the

According to Williams' story he did the work on Porter & Sons' safe himself, and further that he was in the office when Night Watchman Hoosen turned his light in there. This accounts for the question he asked Hoosen when the latter was giving evidence in the police court, viz., 'Did yousee me in the office?" Hoosen did not are being spoken of, and he understood; make a close examination of the office when he turned his lantern in, going as wrong to find a policeman.

TROTTER-BLACK

government should grant the use of a Rev. R. W. Trotter of Calvary Baptist Church Weds an Amherst Lady.

large vessels. The present meeting had In the presence of only the intimate chiefly to do with the frozen ish inwhich had begun by the visit parties at the residence of the bride's parents yesterday afternoon, Rev Ralph the great succes which had atended the Trotter, pastor of the First Baptist frozen meat trade and if anything like Church, Victoria, B. C., and brother of a similar success followed in the fish trade, this place would be assured of a very great future. During the time Myra Jean, only daughter of Hon. Thos. the steamship Tekoa was here there R. Black, M.P.P. The ceremony was had been over \$7,000 spent in the place performed in the spacious parlor beneath one way and another, including \$2,000 a bower of evergreens and floral bell, by for coal. Large capitalists in England Rev. J. H. Macdonald, pastor of the Amherst Baptist Church, assisted by Rev. Dr. Trotter, the groom's brother. The bride was tastefully attired in a blue encouragement to prosecute the work in travelling suit and carried cream roses. She was unattended. After the conclusion of the ceremony an elaborate weded to the owners and charters of the ding supper was served. Dr. Trotter proposed the health of the bride, which Resolved to convey to the owners and was drunk with a will, and brought a charterers of the steamship Tekoa the sen- ready response from the groom. The toast to the host and hostess, proposed by Dr. Steele, was responded to feelingly by the bride's father, and a brief speech was made by her uncle, J. E. Black, Esq., of Sackville. The bride was the recipient of a very handsome array of presents, which conveyed an idea of the very high esteem in which she is held by her friends. As Miss Black she was of her native town as well as in the kindred provincial denominational societies. Work on the four river boats belongdred provincial denominational societies, tian ideals. In her removal to the West the church here loses a most valuable whose presence is certain to be felt in | for the voyages up the river. of money and the employment of men the furthering of the cause of Christian-

ity in the new land. Mr. and Mrs. Trotter left on the C.

A CANADIAN CHAMBER OF MINES

A meeting was held at 165 Fenchurch quate for a ship of such dimensions as the street, London, E.C., on Thursday last, with steamship Tekoa on a footing to save your the object of establishing a Canadian Chamber of Mines. Among those present the expense and annoyance of having the ship detained, but we hope that ere long eral for British Columbia; Mr. J. Howard, agent general for Nova Scotia; Mr. William Thompson, C.E.; Mr. Bryan Johnstone, chairman of the British Columbia Develor ment Association; Mr. W. A. Townse general manager of the same company, Mr. F. E. Harman, director of the Klondike Mining Transport and Trading Company; Mr. Robertson, director of Quesnelle Golden River Company: Colonel J. Harris, chairman of the proposed Char-tered Hudson's Bay and Pacific Railway Company; Mr. F. A. Gillam, of the British Columbia Agency, Limited, and Letters of approval were received from Mr. J. H. Lukech, general manager of the British Columbia Exploration, Limited; Colonel Cradock Hartopp, Mr. John Mc Donald, Mr. Cecil Hartridge, Major Flood Page, and others.

The Hon, Secretary, Mr. Jerome Dyer reported that the resolutions framed at the last meeting of the committee of the Canbox factory. He was anxious to see adian Chamber of Mines had been carried other industries set going also, and will- out. A representative board was in process ing to support any proposal to grant of formation, and steps were being taken of the Board of Trade. The Canadian gov ernment had been communicated with, as had also the provincial governments. It was resolved that the Canadian chamber should co-operate with the Australian government to attend to their interests | Chamber of Mines in regard to the proexhibition which it is proposed to hold in London in 1899. Mr. Seton Karr, M.P., was, it was stated, now in Canada, and would see the governments on the matter; and Mr. J. Lowles, M.P., and Sir Somers Vine were now in Australia representing the Australasian chamber in interviewing looking after their interests, but look the Australasian governments regarding their support of the exhibition.

GERMANY'S HOARD OF GOLD.

A dispatch from Berlin to the Chicago Tribune, say that the thrice-locked vaults of the Spandau fortress were opened a few days ago for the annua examination by the Secretary Treasury to see that the \$90,000,000 in gold, which the Reichstag voted in 1871 as a fund for first expenses in the next great war, was all right. Baron von Thielmann selected a few bags at random, counted the gold in them, counted the number of bags and weighed the whole amount. Some dozens of workmen were occupied for several hours in the grotesque function. The sum eats up \$3,000,000, interest yearly.

"I can't stand Hobbs; he is the most offensive Anglemenic I know." "How does he show it?" "He laughs at English john."—Ostengo Record.

CASTORIA

PORTLAND DOWN FROM THE NORTH

leaving he again expressed satisfaction at the light sentence imposed, remark-Regarding the Shortage of Provisions.

> Final Reports from Dawson City, the Yukon Valley and St. Michaels Until Spring.

Seattle, Oct. 29.—The Portland steamed down the straits and came into port unannounced at 6 o'clock this morning. The steamer brought no miners and 10 gold dust, for the simple reason that the dust and the miners could not get down the Yukon to St. Michaels. She had on board about \$125,000 in drafts

belonging to the company.

The passengers on the Portland were Charles H. Hamilton, manager of the North American Trading & Transporta-tion Company; Eli A. Gage, son of Secretary of the Treasury Lyman A. Gage; soon as he saw that something was Mrs. Eli A. Gage; Miss Helen Healy, daughter of John G. Healy, of the North American Transportation & Trading Company; W. A. Milligan, of San Francisco; Horace McClure, Will A. Steele, newspaper men, and about twenty-five carneuters and 'longshoremen in the employ of the company. Mr. Milligan was a member of the ill-fated Mare Island expedition from San Francisco

> The Portland left St. Michaels on October 16th. On the trip down the stopped at but one place-Dutch Harbor Her arrival in Seattle this morning was unexpected, owing to the news brought down on the Cleveland and Humboldt that she need not be looked for for at least a week after the arrival of the

Cleveland. The passenger on the Portland brought ice in Behring Sea off the mouth of the Yukon. The ice floes broke about three weeks ago, thus permitting the steamers into winter quarters in the canal back to proceed of their way up the river.

of St. Michaels. But the steamer Mer-The Portland is the last steamer that will arrive from St. Michaels this year. The people that are there will be forced to put in a gloomy winter, absolutely without communication with the outside world. All the river steamers of the various companies operating on the Yukon had left St. Michaels when the Portland sailed from that point, and the Portland was the last of the ocean vessels to leave for civilization. Manager Hamilton estimates that there are about 150 an active worker in the Baptist church | white people at St. Michaels who will

and is a lady of exceptionally high Chris- ing to the North American Transportation & Trading Company is progressing rapidly and by the time the river opens town to be derived from the visits of such | member and that in the West gains one | up in the spring they will be in shipshape

Will A. Steele, the well known news paper man, who went north on the Portland September 12th for St. Michaels, P. R. last evening for eastern points, being commissioned as special correspondand will return to Amherst before their ent by the San Francisco Chronicle and departure for the west. The press joins their friends in wishing them a long and happy married life.—Amherst, posed to be the "treasure ship" of the season. Mr. Steele said:

"Without a single miner or an ounce of Klondike gold the Portland arrived port at 6 o'clock this morning, undelay of two days at Dutch Harbor proceeded direct to Seattle. The passage was uneventful. The only money brought down was about \$125,000, representing American Trading & Transportation also put into the same harbor, as did likewise the little steamer Dwyer. oat been able to get down the river the ompany would, no doubt, have brought out well on to a million dollars, revenues received at the trading stations at Dawson, Fort Cudahee and Circle City.

"Every report received from miners who returned to St. Michaels and the residents there indicate the headwaters and tributaries of the upper Yukon reflect in great quantity the golden color that gladdens the hearts of confident and ad renturous prospectors. That sacks of dust and nuggets were not brought out this fall is due entirely to the fact that means of egress was not at hand. Hundreds of miners whose labors have been well rewarded intended coming down the river on the last boats, which they expected would leave Dawson about the middle of September, but the unusual lowness of the waters of the Yukon upse all their calculations and the late boats were those that left a month earlier than was expected. When the various river steamers loaded up with provisions at St. Michaels about September 1st it was confidently believed that they would be able to reach the headwaters. But the flats above Fort Yukon proved an impassable barrier, as there was scarce sufficient water to cover them. As a consequence much needed food was kept out of the gold diggings and many min-

Dawson, as the two trading companies ocean almost a solid block of ice conconfidently expected they would do, less than one-half of that quantity reached the gold seekers. As comparatively that masters find it futile to leave southfew of the private expeditions were ern shores before June with any hope able to reach their goal, very little food of finding the passage clear to St. Mi and a few men succeeded in getting to chaels, or sixty miles beyond that port Dawson by this route. Although many hundreds of prospectors found their way over the passes, the reports indicate that a great majority of them had so as to be able to push up the river not more than enough food to last after the ice has floated down towards

them until next spring. "There can be no doubt that the miners in the Klondike country fully realize the impending calamity of the distress and famine. It is sure to befall at least a portion of five or six thou-

hard even with ample food. All manner problem in the up-river country. Ocean and condition of people have flocked to vessls could then run some little distance this land of golden promise without a up the river and small boats could handle proper appreciation of or preparation and transport provisions and freight for the hardships and emergencies of much more expeditiously.

a winter in the Arctic. Had the great "In anticipation of the great tide of influx of people been to Circle City and points further down the river the ques-

tion of provisions would not have assumed so serious an aspect. The two trading companies have over 3.000 tons of provisions at different locations on the river, while the warehouses at St. Michaels and Fort Get There contain about 8,000 tons. "Captain Ray was sent north as the

special agent of the government to investigate the conditions in the Yukon, and is now at Fort Yukon. He is firmly of the opinion that want and misery will be the lot of many of the unfortunate gold seekers who have swarmed into that country. It was upon his recommendation that a company of soldiers in comand of Lieutenant George F. Randall was detailed to St. Michaels. He considered that they would be useful this winter in assisting relief expeditions and possibly in subduing turbulent spirits. It is the intention of Lieut. Randall to send a number of reindeer trains to different points up the river early in January to bring provident and afflicted men down to St. Michaels. "For two weeks succeeding Septem-

kon was ice blocked. An insurmountable frozen barrier, seventy miles in width and many miles in extent, cut off all entrance through the river channel to the waters of golden promise. Several hundred prospectors who had been tossed by the ocean's billows in traversing over 2,500 miles of sea to reach St. Michaels suddenly had their hopes chilled by bitter disappointment. They were unable to cross into the fresh waters of the Yukon. Three belated steam ers sought to brave the dangers of early forming ice in the hope of passing through the river. The Mare Isdown confirmatory news of the release land, with its two score passengers of the river steamers Alice, Merwin and from San Francisco, was soon caught Mare Island, which were caught in the between floating blocks. But, fortunately, with changing tide egress was possible, and she steamed out and went of St. Michaels. But the steamer Merwin, towing a large canvas-covered tight grasp that serious consequences were feared.

"For more than ten days the ice continued to pile up around the steamer, with about the same difficulty of moving her as it would to shake the Rock of Gibraltar. The frightened and dishorror the prospect of wintering in their glacier retreat. Then the danger of a break up of the ice in spring made the situation all the more perilous. But about the 10th of October the cold blasts of winter gave way to the bright sunshine and balmy air of Indian summer. Under their warming influence the huge cakes of ice began slowly to separate and were gradually swept out to sea. This condition had a tendency to dissipate the gloom of desthe breasts of the small army of gold

seekers. During the early hours of the mornings of October 14th the Merwin was enabled to steam into a harbor of safety. The channel was suddenly freed from ice, so that there was no difficulty in pushing up the river shout eralded. We left St. Michaels on the 125 miles and going into winter quareturn trip October 16th and after a ters near the village of Andreafski. The steamer Alice, with about 200 tons of provisions for the Alaska Commercial Company, had also been caught in the ice at the mouth of the river, but her the amount in the possession of the North release came at the same time, and she

> portation Company was anxious to get After two ineffectual attempts to push through the ice her captain gave up the effort, and when the thaw came he had gone into winter quarters at the canal. The news that the river was again open to St. Michaels for navigation was brought by the little steamer Yukon. She was on her return trip, having taken a cargo of supplies to the Alaska Commercial Company's depot at Anvik. For more than two weeks Captain A. Stevens was kept just beyond the icy brim. Twenty-five miles of ice cakes five inches thick and frozen compactly made his entrance to the sea an utter mpossibility.

"But when the thaw commenced Captain Stevens endeavored to rush through. Twice he was unsuccessful, and the steamer was badly cut up. He persevered, however, and triumphed the third time. He had no passengers on board and but two of a crew. After reaching St. Michaels on October 15 the steamer was immediately beached. The ers who had allowed their supplies to break in the ice was most fortunate run low are detained in a land where and seems to have been a Providential food is now more powerful than gold.
"Until the early part of September sels from possible destruction and the miners around Dawson were hopeful passengers from disastrous results. On that the last boats in would bring a suf- October 15 the weather again changed ficiency of provisions to last during the and by night a cold wind was blowing winter. But they had not reckoned on and sleet falling. On October 16 at St the unusually low water that this sum- Michaels the weather indicated that mer had almost laid have and made im- winter was about to set in in earnest, passable the miles of bars and flats in with every prospect that in the course the river above Fort Yukon, which is of a few days the waters of the lowe 380 miles this side of Dawson. After Yukon would again be a congealed ex August 12, but one smal steamer was panse of ice. The freeze then continue able to make the ascent over these towards the headwaters of the river. flats. As a consequence, instead of St. Michaels Bay also freezes early landing over 4,200 tons of provisions at and for many miles out towards the

> the mouth. "In the opinion of Deputy Collector of

to the mouth of the Yukon. There i

possibly the advantage of a month in

sand men if they depend for subsistence as a fact, which the gentlemen state upon the provisions now in that section. The lot of many would be truly assist largely in simplifying the food

humanity that will set in next spring towards the Yukon gold fields, unusua preparations are being made by a num ber of commercial and transportation companies. During the cold, bleak and long dreary months of winter the hum of industrial activity will be heard along the ocean shore of St. Michaels island A number of river boats will be buil here and warehouses constructed to house the stores of provisions that will be ship ped by ocean steamers to this supply point.

"The North American Commercial Company promises to prove an active factor in the competition for Yukon trade. The material which was brought north on the President from San Francisco is already assuming shape and in the course of a few weeks a store buildpleted. A part of the cargo were two barges and a steam launch, which will be augmented in the early spring by a Yukon river.
"The Canadian Pacific Navigation

Company has a good force of workmen Their building is large and substantial. and it is said that it will afterwards be ber 29th the mouth of the mighty Yuused as a storehouse. This company proposes putting on a line of ocean steam between Victoria, B. C., and St. Michaels, in connection with the Canadian Pacific Railroad Company. Commercial Company will increase its river fleet of four steamers and three the addition of a steamer of about 250 tons, to be called the Leah The lumber and machinery for it was recently brought north on the Lakme Already work on the construction of this craft has been commenced in earnest on the shore to the right of the company's warehouses

"Had not fate decreed otherwise. For Get There would have been converted into a veritable shipbuilding yard. But the loss of the schooner Heuneme with its cargo of lumber necessitated a change in the scene of action to Dutch Harbor. There four river steamers, two of them duplicates of the C. H. Hamilton, launched on August 11th last, will be constructed during the winter. When completed barge, and both having on board 120 of they will make the equipment of the the steamer Eliza Anderson's party North American Transportation & Tradfrom Seattle, was held with such a ing Company superior to that of any company operating on the river. Their fleet of seven steamers will have a capacity of 2.100 tons, and as each one will likely make three trips up the river to Dawson next season, they will carry greater tonnage of provisions by far than was conveyed this season by the entire mayed passengers contemplated with fleet operating on the Yukon. The company will also have two or three large barges in service. At present they have a large force of men at work enlarging

their warehouse facilities. "There were various rumors at St Michaels of various other enterprises that promise to materialize in the early spring, suggested by the necessities in cident to the great gold excitement of the Yukon and the coming of thousands of adventurous prospectors. Until a railway is constructed, making entrance into the heart of the gold region less hazardous and affording a more advantageous method for transportation of goods and the important gateway and headquarters for supplies.

"The hotel facilities on the island at present include dwelling houses at the station of St. Michaels and a large corrugated iron building, which accommodates over 125 people, at Fort Get There. The latter was taken charge of about ten days ago by Cant Charles H Bar. ber, who came from Chicago with a corps of trained hotel men. His arrangements with the N. A. T. & T. Co. is that he shall have supervision over all the hotels constructed by the company on the Yu-"The steamer J. J. Healy did not kon. It is the intention to build a large meet with the same degree of success. one at Dawson and other points in the The North American Trading & Trans- spring. Work was this week commenced on a new hotel structure for this her and her cargo of 250 tons of pro- place, to accommodate over 200 people, visions over the bar, so as to make and Capt. Barber promises that his an early start up the river in the spring, guests and any returning Klondikers can partake of the Thanksgiving feast in it. He brought with him from the east steam heating apparatus and all the furnishings necessary to thoroughly equip a first class

CHARTER MONGERING.

The Colonist accuses the News of being guilty of using extravagant language in referring to the manner in which charter mongers and railway promoters have been allowed to gobble up everything in sight. Does the Colonist pretend to deny that the V. V. & E. project has not been conducted on such lines as to lay those interested in this charter open to the charge of being a greedy set of charter-trading schemers? At any rate the fact stands out very prominently that the hopes of the reof the Boundary Creek and Okanagan districts have, during the past three years, been repeatedly dashed to the ground, owing to the shifty manner in wnich those who control such charters have played fast and loose with the public. First they come, asking for the simple privilege to build their roads; then it is a money bonus they require; this is followed by a demand for land; then comes a disgraceful squabble at Ottawa, which ends in a hopeless tangle Delay upon delay ensues, and the put are powerless to do anything towards hastening construction, because of the privileges accorded to the holders of these charters. If the Colonist heard half the itter complaints which come to our ears from all quarters of the district, it would use of extravagant terms of complaint we have indeed been most temperate in our remarks concerning the manner in which charters have been dished out right and left to parties whose sole purpose apparently is to dispose of them to the highest bidder.—Vernon News.

The great English fleet of 141 vessels gathered at Spithead at the Queen's jubicost \$155,000,000, according statement in the London Times. as this sum is, it is less than the United States raises annually for pensions.

Officer Duggan (rushing into police station)—There's another murther mystery. aptain. What now?

Duggan—A reporter has jist towid that th' trunkless body av a man, wid head, arms, an' legs gone, has jist found in Lincoln Park.—Up to Date. More cases of sick headache biliousness constitution can be cured in less time. With less medicine and for less money, by using Carter's Little Liver Pills than by cay other means.

Miners"Rig"

If you must go gold hunting you must have the proper "rig" to stand the cold. We fit you out complete in every detail, from the warm woollen caps to the reliable moose hide

Complete "Rig." \$32.

1 Cap	50
2 Suits woollen underwear	
1 Dozen woollen socks	
2 Heavy top shirts	2 50
1 Suit heavy mackinaw	5 00
1 Pair moccasins	1 25
2 Pairs heavy woollen blankets	
1 Rubber blanket	
2 Pairs overalls	1 50
1 Pair snowshoes	
2 Pairs heavy mitts	1 00
1 Pair buck mitts	1 25
1290 men (1790 1797) 1797 (1797) 1797 (1797)	200 00
[4] 不是不是不是不是不是不是一个,但是是一个一个,但是不是一个	\$32 00

Other outfits at other prices, of course, but that's another story. Send for our free book "Klondike Information," with maps, etc. It tells vou all about it.

Dept. Cameron

The Cash Clothier

55 Johnson St., Victoria B. C., Canada. AN IRISH LOVE SONG

In the years about twenty (When kisses are plenty)
ove of an Irish lass fell to my fate-So winsome and sightly, So saucy and sprightly, The priest was a prophet that christened

Soft gray of the dawning, Bright blue of the morning. The sweet of her eye there was nothing to

her Kat

mate; A nose like a fairy's, A cheek like a cherry's, a smile—well, her smile was like nothing but Kate.

To see her was passion. To love her the fashion; What wonder my heart was unwilling to

And, daring to love her. Katharine masking in mischievous Kate. No Katy unruly. But Katharine, truly-

serious, patient, and even sedate; With a glow in her gladness That banishes sadne Should I credit the sunshine to Kate?

Love cannot outlive it,

Wealth cannot o'ergive it— That saucy surrender she made at the gate. O Time. he but human. Spare the girl in the woman.

You gave me my Katharine—leave me my Kate!

-Robert Underwood Johnson in the November Century.

FRUITS AND NUTS.

Healthful Properties Some Are Said to Possess. Gren figs, according to a prominent nedical journal, are excellent food. Walnuts give nerve or brain food, muscle, heat and waste. Raising are stimulating in proportion to their quality. Pine kernals give heat and stay. They serve as a substitute for bread

Apples supply the higher nerve and

Oranges are refreshing and feeding, but are not good if the liver is out of Dried figs contain nerve and muscle, food, heat and waste: but are bad for

muscle food, but do not give stay.

the liver. Blanched almonds give the higher nerve or brain and muscle food: no heat or waste. Green water grapes are blood purify-

ing (but of little food value): reject skins and pips. Blue grapes are feeding and blood purifying; too rich for those who suffer from the liver. Tomatoes, higher nerve or brain food

and waste; no heat. They are thinning and stimulating. Do not swallow skins. Juicy fruits give more or less the higher nerve or brain, and some few muscle food and waste; no heat. Lemons and tomatoes should not be used daily in cold weather; they have a thinning and cooling effect.

Prunes afford the highest nerve or brain food; supply heat and waste, but are not muscle feeding. They should be avoided by those who suffer from the liver. The great majority of small, fresh seed fruits are laxative. All stone fruits are considered to be

injurious for those who suffer from the liver, and should be used cautiously.-Rochester Union-Advertiser. Those who believe chronic diarrhoea to be incurable should read what Mr. P. E. Grisham, of Gaars Mills, La., has to say on the subject, viz.: "I have been a suf-

ferer from chronic diarrhoea ever since the war, and have tried all hinds of medicines for it. At last I found a remedy that effected a cure, and that was Chamberlain's Colic, Cholera and Diarrhoea Remedy." This medicine can always be depended upon for colic, cholica morbus, dysentery and diarrhoea. It is pleasant to take, and never fails to fect a cure. For sale by Langley & Henderson Bros., wholesale druggists,

BICYCLE CENSUS. The bloycle census of Worcester increases every year. Two years ago there were only 1,500 wheels owned in Worces ter, while this year the assessors

