

BODIES BROUGHT FROM THE WRECK

THREE ARRIVED ON THE STEAMER QUEEN CITY

Others Coming on the Lorne To-Day—Coroner's Inquest This Afternoon—The Investigation.

(From Friday's Daily.)

Three bodies from the Valencia wreck arrived here yesterday afternoon on the steamer Queen City, being those of Mr. Sibley and two children, unidentified. The latter are the remains of a boy, four or five years of age, and of a girl, six or six and half years of age. Both were chubby children and dark complexioned. Their features are still recognizable, but as stated they have not been identified. As soon as they were landed a representative of an undertaking establishment in Seattle was on hand with photographs of two children lost in the wreck. Comparing them with the dead, however, he was not able to satisfy himself that they were the ones he was seeking. Telegrams have been sent out describing the bodies, and it is possible that before evening information leading to their identity may be received. The body of Sibley is at the parlors of W. J. Hanna, and will be shipped to Seattle just as soon as the coroner's duties have been performed.

Other bodies will arrive from the coast probably this evening, as, according to advices from Constable Carter to Supt. Hussey, of the provincial police, the tug Lorne was leaving Bamfield last night for Victoria with a number aboard. How many Mr. Carter does not mention in his telegram, but he has instructions to bring all possible to this city. Whether these will include eleven decomposed bodies on the beach, Mr. Hussey was unable to say this morning. He had a message from Constable Carter last night which stated that the Lorne had arrived at Bamfield with two unidentified bodies of men. His description of the first is given as follows:

A man five feet seven inches, 160 pounds, sandy moustache and hair, 50 years of age, only two upper teeth (part probably lost), tattooed on both forearms, heard to say "I am a sailor" (anchor on left forearm; black serge suit and light overcoat.

The other is five feet six inches, 160 pounds, dark hair and moustache, bald in front, full forehead, upper teeth and slight curly mustache.

The telegram adds that the identification by effects is difficult, as they have been mixed by search parties.

Another telegram from Constable Carter says, "The bodies of the men on the Wyadda are supposed to be J. B. Graham and Fred Erickson.

In still another dispatch late last night, Constable Carter says that he was leaving with the bodies on the Lorne for Victoria, and that Deputy stays at Bamfield and Conway at Telegraph hut.

Supt. Hussey has now assumed charge of the work going on about the wreck. At 10 o'clock the Pacific Coast Steamship Company dispatched several steamers to the scene and did what it could towards recovering bodies, but now the work has been systematized, and Mr. Hussey has men on the spot. He has ordered the Indians to assist in the recovery of any bodies, believing in the latter arrangement that the natives in their small craft can do more effective work than the larger boats from steamships.

It is requested that all bodies should be brought to Victoria, Mr. Hussey's idea was to give all respectful burial. But whether the eleven on the beach are to be buried decomposed for removal he was unable to state this morning, not having been informed as to their condition in this regard.

Another Body Found. A dispatch from Bamfield to the Times, dated last evening, says: "The body picked up by the cutter Grant was V. M. Crane, steward of the Valencia. It is decomposed and can not be brought over the trail, so is being buried there and a head board erected. The Wyadda is leaving tomorrow for Clayoquot to search."

The Inquest. An inquest was opened at 2 o'clock by the coroner, and the jury having been duly sworn, proceeded to view the bodies of the three victims of the wreck now in Victoria. No evidence was gone into, and the inquiry was adjourned pending the arrival of other bodies. Then a general inquest will be held, but what its scope will be has not been as yet decided.

Seattle Inquiry. Two witnesses before the investigation of the Valencia disaster in Seattle, Frank Richley, fireman's mess boy, and George Elogous, a Greek coal passer, who escaped from the wreck in the first boat launched from the vessel, made statements on Wednesday that they wanted to remain near the shore and attempt the rescue of those still on board, but the rest of the party struck inland and they followed.

The Greek coal passer said that Bunker appeared to be the leader of the party, and when he suggested that they return to the ship after the telephone line had been reached the latter replied: "No, I'm going to follow this telegraph line. I have lost my wife and two children, and now I am going to save my own life."

"I asked Mr. Bunker three or four times to 'turn back to the ship,' said the witness, "but he refused, and he and the rest of his crew started off. I let them get about a quarter of a mile ahead of me, and then I got afraid and followed them to the beach, but Bunker said we had better proceed inland and look for help. The other members of the party appeared to go on Bunker's advice and so we struck off. If my ankle had not been hurt I think I could have reached the top of the cliff by going around inland."

No one offered to stay, said the witness in answer to a question from one of the inspectors.

Richley said that he had no life-preserver on at any time, and reached the shore unassisted after he was spilled from the boat.

After the ship struck and all hands had been called on deck, said the Greek coal passer, the first mate informed the passengers that there was plenty of time and there was no need to crowd the boats.

"A Greek fireman and myself," he said, "were the only ones in our boat who appeared to know how to handle a boat. A big sea broke the thole pins and we had to change our positions before we could row. It was difficult work under the circumstances, and we were swamped in the breakers."

Charles P. Hoddinott, a waiter on board the Valencia, and a brother of Chief Steward Hoddinott, who was drowned, also gave testimony.

"I heard some of the women on board the stranded ship," said the witness, "declare that the men aboard the vessel were acting nobly and were doing all in their power."

Hoddinott's brother refused to leave the ship for a place on the last life raft, but urged the witness to go. "I asked my brother to go with me," said the witness, "but he refused, saying he was going to stand by the women and children. So I bade him good bye and jumped overboard."

William Goslin, a sailor, defended the failure of McCarthy's crew to reach the ship by saying it was impossible to go overland owing to the lack of trails and on account of the thickets. He said the lightkeepers at Cape Beale told them that it would be impossible for them to go back, and that it was not necessary as lifemen had already been sent out.

Shells said he was of the opinion that all of the boats would have been safe on the ship until morning with the possible exception of the forward port boat. "The heavy seas carried away a portion of the house on that side and broke up the bridge," he said. "I don't believe a life boat could have got in to the ship. It was easier to leave the ship than to try to return to it. It would have been easier to have floated a life raft in from seaward. There were too many rocks near the stranded ship to make it safe for life boats to attempt to come in. The water was very rough on the beach."

George D. Haraden, a passenger, says he saw the rocks break that held one life boat out of the water. This was the middle starboard boat. He says the passengers entered the boat in the order of a mother went in one of the first boats and was lost.

In answer to a question Haraden declared that he believed life boats could have reached the ship, as an over-coated raft got away in safety. "I think," he said, "that the tug that came within half a mile of us could have got within three or four hundred yards of us."

Tony Brown, a passenger who got into the life boat, says he has been told that his life preserver was too heavy. "I found a belt in the edge of the water," he said, "and tried to lift it, and it weighed fifty or sixty pounds."

Inspector Turner asked the witness to lift up a tube belt, taken from the Valencia, out of a barrel of water where it was immersed.

Brown raised the life preserver and said the belt he had on weighed at least as much as the one in the barrel.

"Lift it clear out of the water," testified Capt. Turner, and the witness did so, exposing to view a lead weight tied to it.

"That weight weighs twenty pounds," said the inspector.

Investigation Ordered. A Washington, D. C., dispatch says: "Secretary McAdams of the department of commerce and labor, late yesterday ordered a thorough investigation into the Valencia wreck on the Vancouver Island coast, and the conduct of officers and crew of the steamship as well as of the officers of the steamers Tolyea and Queen, which went to the assistance of the disabled vessel."

(From Saturday's Daily.) Tug Lorne with Provincial Constable Carter aboard, arrived from the coast last evening bringing seven bodies from the wreck of the Valencia. They were taken from Bamfield and four from the beach near the wreck. Six were still ashore when the work of removing the dead to the steamer had to be abandoned by the heavy sea that was rising. Of these six four were on a point ready to be shipped, but will have to be carried some distance before they can be placed into a boat as there are only certain places where a landing can be made.

Of the bodies landed last evening, three were taken to Hayward's undertaking parlors and four to Hanna's. The latter were bodies of Hoelscher, identified by his brother and afterwards shipped to Seattle by J. B. Graham, identified by J. A. Pounder, partner of the deceased in the mining business. One unidentified. Messrs. Graham and Pounder had been operating in Alaska. Graham's home was in Vancouver, but his remains were forwarded to Seattle from Victoria. The body not yet recognized is that of a man probably 45 years of age, about five feet six inches in height with dark hair and light moustache and wearing blue striped pants and dark checked coat and vest. It was thought at first that the body was that of Hopkins, the freight clerk on the lost ship, but those known to him made him sure of the marks of identifications, so badly decomposed are the features of the face.

At W. J. Hanna's parlors two bodies of men are unidentified. The description of these were given yesterday. They were those of Bamfield, who are middle aged men, one of the Swedish type and the other of a stout built man of fair complexion and bald on the forehead. A third is the remains of Miss Wynck and the body of the corpse is well preserved, but the face is almost unrecognizable and the hair nearly all gone. The body of Fred Erickson, having been identified before it reached Victoria, was the fourth taken to these parlors, was shipped to Seattle last night.

Quartermaster Tarpy identified the bodies of the two Ozle children and these with that of Sibley were also taken to the Sound on last evening's steamer.

To-day will see five more bodies brought from the wreck. According to a dispatch from Bamfield the Perry returned to Bamfield last night after a day spent cruising near the scene of the wreck, reports having landed a lieutenant and six men from his crew

to relieve the searchers on shore who are now thoroughly exhausted. The sea was smooth to-day, though a heavy surf rolled on shore, and the wreck of the Valencia could be plainly seen from the deck of the Perry. The outline of the steamer shows in the kelp, and her boilers and cylinders, from which the hull has been broken away, can be seen above water at low tide. The wreck is not more than one hundred yards from shore. Officers of the Perry say the course she took is indicated in the kelp. The bodies recovered by the cutter were all picked up when cruising over the wreck, each being sighted from the steamer's decks. The corpses were all nude and were badly mutilated. None had been identified. The tug Wyadda is to bring the bodies to Victoria to-day.

The bodies mentioned in the above dispatch were transferred to the steamer Wyadda which, according to a telegram to Superintendent Hussey, of the Provincial police, this morning, left Bamfield for Victoria at 5 a. m. The message adds that all the bodies are unidentified, Logan and Indian gone home. One body was found on the beach yesterday. No particulars. Wyadda will call at the wreck. May take more bodies for Victoria. Van Wyck has description on Wyadda of Perry's bodies.

Speaking of the work being done at the wreck Mr. Hussey expressed his appreciation of the services rendered by the steamers of the Pacific Coast Steamship Company, and by the agent of the company in Victoria, W. Allan, of P. E. Riet & Co., who has been working very hard on the work of the wreck, and has been giving him valuable assistance. The Pacific Coast Steamship Company, said Mr. Hussey, had sent steamers from his Sound and from Victoria. They sent the Lorne from this city and have still that vessel at the disposal of the police. She will leave to-night with Sergt. Murray and Constable Carter to fetch the wreck, and will be ready to aid in whatever way may be deemed advisable in helping to find bodies. In addition to the work being done by the Pacific Coast Steamship Company, Mr. Hussey is also most appreciative of the assistance rendered by the United States government in sending the cutters Grant and Perry to the coast, and in their keeping them busy.

Relatives of the lost now in the city are very anxious that everything possible should be done to recover the bodies. Miss Bruer, of Minneapolis, among the number, is offering a substantial reward to the one finding the remains of her uncle, J. J. Bruder. The description of him is given as follows: Age 48; height, 5 feet 8 1/2 inches; weight, 145 pounds; small and somewhat sandy moustache, and hair rather dark and slightly grey on the sides; had a great deal of dental work, including two false front teeth across the upper jaw, with gold crowning and silver fillings, and was probably wearing a dark greyish suit.

A special dispatch from Bamfield to the Times this afternoon says: "Steamer Wyadda left at 5 o'clock this morning for Victoria with the bodies of two women and three men found by the Perry floating near the wreck. They were almost nude and littered beyond description, so far as the features are concerned. The Federal authorities returned on the steamer with a full description of the bodies. The body of a man was found near the scene of the wreck yesterday. Logan has gone home to Cl-oose and the Indians refused to ferry them across for fear they would be realized the situation earlier, and would have had four or five more hours at their disposal."

LIFE BOAT ASSOCIATION. An Urgent Appeal For Funds in a Worthy Cause.

The Victoria Life Boat Association has the following, and request a liberal response: "Funds urgently needed to purchase a life boat and life saving apparatus, costing, approximately, \$4,500. Volunteers (ladies or gentlemen) standing in the ranks of the association. Subscriptions will be received by any of the banks or at the offices of the daily papers. All subscriptions will be acknowledged through the press. Communications to the secretary of the association, 38 Douglas street, Victoria, B. C."

The following is the proposition submitted to the people of British Columbia: "The life boat will be stationed at Esquimalt or Victoria, and when required, taken to the scene of the disaster by any available steamer."

"Two rocket and line apparatus to be purchased forthwith; the station for the purpose of making a life boat to the disaster to be given to the secretary, 38 Douglas street, Victoria, B. C."

What might have proved a serious wreck took place on Monday night at Vesuvius Bay, when a large tug was piled high and dry on a reef, says the Times correspondent at Ganges Harbor, Salt Spring Island.

The vessel struck about 12 o'clock at night when the tide came up and the tug was safely floated. The name of the tug was thought to be the Hope, but that vessel is now in Victoria harbor, and her owners deny that she met with any misadventure of the kind.

The tug gave a loud cheer as she floated clear of the rocks and steamed away, with her tow trawling astern, apparently little injured.

Dr. P. H. Bryce, Dominion health officer, came from Vancouver Thursday night, where he formally took over the immigration hospital, recently erected by the C. P. R. at the western end of its wharf. His visit to Victoria for the purpose of making similar arrangements here for immigrants who may be detained because of disease. At present there is no adequate provision here for this class, and Dr. Milne, acting for the health department, has made strong representations to Ottawa on the subject. Dr. Bryce and Dr. Milne had a long conference this morning when the position of affairs were made clear. As a result it is expected that similar arrangements will be taken, and a suitable building provided for immigrants.

One of the arrivals by the United States cutter Perry, which reached port from Bamfield on Thursday and immediately returned to the scene of the Valencia wreck, having received instructions to effect the recovery of the bodies, night telegraph operator at that station, Mr. Jennings took a most

prominent part in the rescue of the line survivors on the bow of the vessel. His knowledge of the parties which left from Bamfield with provisions at different times, made it possible to lead the three trips as far as Pacheña, and during the first days of the catastrophe went without sleep for three consecutive nights.

Before leaving the scene Mr. Jennings' lengthy conversation with Logan, who, with Messrs. Daykin and Martin, have been patrolling the beach ever since last Wednesday, over the telephone. Mr. Logan recounted some of his experiences, and as his party was the only one present at the time the hulk broke up and carried to death over one hundred victims, his story is of general interest.

It seems that as the surf kept pounding on the bow of the vessel the tremendous force drove the stern higher and higher, until finally it buckled, broke and appeared to slide into deep water, carrying all those then aboard with it into eternity. It is judged from that the people reported to have been strapped to the rigging will be found in the same position if their remains are ever recovered.

Another point that has never yet been touched upon by the numerous accounts published is the fact that Mr. Logan, while on the bluff, stumbled over a hawser. Investigation showed that it was deeply imbedded in the ground. On the end was a harpoon to the ship by which it was fastened to the rope. The former had taken a firm hold, in fact Mr. Logan had great difficulty in extracting it. Pulling the line he found that the other end had been snapped in some place, and somebody had attempted to come ashore on it or the rope had been so poor a texture that it was unable to stand the tugging caused by the rising and falling of the sea, or, as it were, the waves were cut by coming in contact with rocks. There were three lines shot from the vessel's gun, it will be remembered, and Mr. Logan presumes that the other two fell short of the mark.

According to Mr. Jennings, since the breaking up of the ship Messrs. Logan, Daykin and Martin have been busy collecting and burying bodies temporarily. Altogether ten have been disposed of, the bodies were first wrapped in blankets and then placed in small excavations in the sand dug with pieces of board or any other suitable article handy, there being no spades available. They had simply been covered with seaweed, so that they may be preserved as well as possible until removed. Up to the present only three have been taken away.

Mr. Logan makes another important statement. He says that but for the obduracy of the Nitnat Indians they would have been able to reach the wreck at sundown on Tuesday. Upon arriving at the creek of that name on their way from Cl-oose the Indians refused to ferry them across for fear they would be realized the situation earlier, and would have had four or five more hours at their disposal.

Mr. Ellison, who is the father of this bill, is well qualified to defend it in the House. As a resident of Vernon, he is familiar with the working of telephone companies. He took a part in that city in the fight against the big corporation which controlled the telephone system there, which resulted in the putting in of an independent line.

Moreover, Mr. Ellison has seen the advantage of allowing of private parties to connect up with existing lines from the telephone companies as they are now in his district. The Federal authorities have a line which is used for telephone or telegraph purposes from Vernon to Kelowna, a distance of over 30 miles. This line is being continued on to Kamloops, making an entire distance of about 200 miles. At the present time persons living along or near the Dominion government line are given the privilege of connecting with it. The authorities collect the regular rent for the instrument installed and the resident is given the privilege of telephone connection along the whole line from Vernon to Kelowna.

Mr. Ellison's bill now introduced aims at giving to other parts of the province some of the advantages which he and his fellow residents in the Okanagan enjoy. When the independent line was installed in Vernon, although limited in the number of subscribers, the rent of instruments was reduced by \$1 a month. Yet from the start a small dividend was paid.

The bill introduced by J. H. Hawthornthwaite a few days ago to amend the Shops Regulations Act provided for the regulating of the hours for closing shops by provincial statute, instead of by a by-law of a municipality.

The regulations proposed are contained in the following: "All or any classes of shops shall be closed and remain closed after six o'clock in the afternoon on each and every day of the week except Saturday, and on Saturdays after nine o'clock in the afternoon."

On one day after than Sunday, in each and every week all or any classes of shops shall be closed and remain closed after one o'clock in the afternoon. An ancillary provision in the bill shall be allowed each day for each and every employee, and one hour for another or evening meal on each and every Saturday, not later than seven o'clock in the afternoon."

Shop shall not be opened on the following days, namely: New Year's Day, Christmas Day, Easter Monday, May Day.

AGAINST SEINE FISHING. Nanaimo Fishermen Will Petition Government on Subject.

Nanaimo, Feb. 3.—Nanaimo fishermen, which have been engaged in the packing industry here using nets are circulating a petition which will be forwarded to the government asking that all seine net fishing be prohibited in Nanaimo harbor and at Departure Bay. The petition is that seine nets result in too great a depletion of the herring in the bay, every size of fish being taken.

Having regard to the evidence, and apart altogether from the result of his treatment of the patient, I find that Dr. Hainington acted in an unprofessional manner in his treatment of Mrs. Inverarity.

TO REGULATE THE TELEPHONE RATES

PRICE ELLISON HAS AN IMPORTANT BILL

Proposal to Give Power to Connect With Existing Lines and to Control Charges.

Price Ellison has given notice of his intention to introduce a bill which will rank as one of the most important to be brought forward at this session. The bill is entitled "An Act Relating to Telephone Companies." It is safe to say that the fight which will be put up against this bill will be one of the most determined in the history of the session.

The opposition will come from those interested in the Telephone Company which is regarded as virtually maintaining a monopoly in its own line in the province. The bill is one which is easily understood.

It provides that every person or company operating a telephone line may have the right to connect with any line or lines of telephone held by a company authorized by the provincial legislature.

Messages are to be in turn transmitted over the lines so connected with in the same manner as if the messages were received by the original company. The rates to be charged in and regulations governing the transmission of these messages is to be determined from time to time by the Lieut.-Governor in council in unincorporated districts and in districts whether incorporated or not, as by the municipal council in incorporated districts.

Another section of the bill provides that on or before June last of each year a schedule of rents and rates proposed by telephone companies is to be submitted to the Lieut.-Governor in council or the municipal council, according to whether the company operates in an unincorporated district or in a municipality. Rates are subject to the approval or revision by the bodies referred to.

It is further provided that the Lieut.-Governor in council may authorize the construction by any person or company of a line of telephone along the public lands or highways of the province, subject to such regulations as may be imposed.

Mr. Ellison, who is the father of this bill, is well qualified to defend it in the House. As a resident of Vernon, he is familiar with the working of telephone companies. He took a part in that city in the fight against the big corporation which controlled the telephone system there, which resulted in the putting in of an independent line.

Moreover, Mr. Ellison has seen the advantage of allowing of private parties to connect up with existing lines from the telephone companies as they are now in his district. The Federal authorities have a line which is used for telephone or telegraph purposes from Vernon to Kelowna, a distance of over 30 miles. This line is being continued on to Kamloops, making an entire distance of about 200 miles. At the present time persons living along or near the Dominion government line are given the privilege of connecting with it. The authorities collect the regular rent for the instrument installed and the resident is given the privilege of telephone connection along the whole line from Vernon to Kelowna.

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LEGAL NEWS. Cases to Come Before Supreme Court—Decision in Inverarity vs. Hainington.

The following is a list of cases set down for hearing at the Supreme court sittings which begin on Tuesday next: Norton vs. Nichols, Courtney vs. Loo Gee Wing, Dawing vs. Waitt, Jackson vs. Drake, Jackson & Helmeck.

In Chambers on Friday before Mr. Justice Duff, an application was made as to costs in the case of Chisholm vs. Centro Star, and an order was made that plaintiff gets half the costs of application.

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In Our Mothers' Time.

QUANT FASHIONS OF DRESS IN THE WAR PERIOD.

DRESS has changed very much in the past forty years, in fact it hardly seems credible that American women wore such immense hoop-skirts a third of a century ago. Hoop has changed materially, but the standard remedy for women has not. It is the same now as it was in our mothers' time.

In the old days it was sometimes considered fashionable to be delicate, pale and with an inclination to faint at the least provocation. It is different now. America is raising a strong race—a race of strong and vigorous mothers. When a woman becomes nervous, suffers from backache, sleeplessness, a general tired-out and fagged feeling, with dragging-down pains, she turns to the right remedy. She is positive she can get relief and assistance from Dr. Pierce.

Backed up by over a third of a century of remarkable and uniform cure, a record such as no other remedy for the diseases and weaknesses peculiar to women ever attained, the proprietors of Dr. Pierce's Favorite Prescription now feel fully warranted in offering to pay \$500 in legal money of the United States for any case of Leucorrhoea, Female Weakness, Protrusion, or Falling of the Womb, which they cannot cure. All they ask is a fair and reasonable trial of their medicine.

There is every reason why women should not trust their delicate constitutions in the hands of unskilled persons. It requires a thorough medical education to appreciate and understand the womanly organism. When a woman has ill and pains that she cannot bear—when life seems dark for any woman, she should confide her troubles to a physician of standing in the community, or one who has a national reputation. Certainly it would not be the part of wisdom to confide in an ignorant person without medical education simply because she is a woman. There is every reason why she should write to some great specialist, one who has made the diseases of women a specialty for a third of a century, like Dr. R. V. Pierce, founder

of the Invalids' Hotel and Surgical Institute, of Buffalo, N. Y. All correspondence is held sacredly confidential, and he gives his advice free and without charge.

SINGLE AND MARRIED WOMEN. Very often find that it is repugnant to their feelings to consult their family physician. In such a case they can put perfect confidence in Dr. Pierce, who has made such a success in the treatment of women's ailments, for he will give you the very best advice possible, and without cost to you. To grow beautiful, healthy and happy should be the desire of every woman. It is then possible to hold a husband and make home happy and bring contentment to it. Dr. Pierce's Favorite Prescription gives the mother health to give her child. It cures nervousness, nausea, and sleeplessness. It makes the body comfortable and the mind content. It gives physical vigor and muscular elasticity so that the baby's advent is practically painless.

Mrs. Myron Dunn, of McAdam Junction, New Brunswick, writes: "As for Dr. Pierce's Favorite Prescription I can never praise it enough. I had womb trouble for six years (a severe case), and an ailment of the trouble through the use of your 'Favorite Prescription.' It is the best medicine known to me, late before confinement. I was only sick a very short time with the last child but suffered everything with the other six. Am only twenty-nine years old and do not feel a day over thirty. I have told many of my friends about the wonders your medicine has done for me. Any lady who would like to refer to me in regard to your medicine may write and I will be pleased to explain the wonderful benefit I have received."

"My son, Ernest, age 13, was afflicted and every one thought it impossible for him to live. He had three operations in Montreal before taking Doctor Pierce's Golden Medical Discovery. It is the best medicine in the world. You are at liberty to publish this if you wish."

MOTHERS AND DAUGHTERS. Should have a medical book handy, for knowledge is power. A standard work in the matter, however, is Dr. Pierce's Golden Medical Discovery. It is the best medicine in the world. You are at liberty to publish this if you wish."

We guarantee that Dr. Pierce's Favorite Prescription does not contain alcohol, opium, or any harmful drug. It is a pure compound of medicinal plants scientifically combined. Persons making false statements concerning its ingredients will be prosecuted.

World's Dispensary Medical Association, D. D. Pierce, M. D., Buffalo, N. Y.

MARY TODD ISLAND SOLD. Purchased by F. M. Rattenbury—Will Plant Broom on It.

Mary Todd Island, so familiar to all who visit Oak Bay, has a new owner. F. M. Rattenbury, when in Edmonston last week, met St. Clair Blackett, the proprietor of the historic little island, and as a result of their negotiations the local architect came home on Wednesday night with a deed to it in his pocket.

The property is only five acres in extent, so there is no probability of the new owner creating a same preserve or erecting a summer residence on it. Indeed, it is improbable that he will disturb the one lone Indian, whose hut is now the only sign of habitation on the island's possession. The island lies directly in front of Mr. Rattenbury's pretty bungalow at Oak Bay, and it is understood to be his object to beautify it, and render it more attractive than at present. He has lost no time in taking preliminary steps with that object in view, for already in his greenhouse he has planted the gorse and broom seed which in its mature form of shrubbery will in due time come thick of this rather bleak bit of rock a thing of beauty and an object of attraction to the Oak Bay beach.

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