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STOP THOSE HEADACHES

Headache and neuralgia are pronounced signs of blood poisoning. This poisoning of the blood comes from the waste matter of the body being left in the system, instead of being regularly carried off by the bowels, kidneys and skin.

When the bowels do not move regularly, the refuse is absorbed by the blood. Thus, the blood is loaded with foul poisons which irritate the nerves.

Poor skin action also causes headache and neuralgia. Impurities cannot escape through the skin, so the blood must take them up and deposit them on the nerves.

If the bowels and skin are not ridding the system of waste, the kidneys try to do so and are overworked.

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SCIENTISTS COMING TO CANADIAN WEST

Distinguished Party Will Tour Prairie Provinces and British Columbia

Rev. Dr. Bryce of Winnipeg, and a prominent historian of western Canada, who is identified with the University of Manitoba has arrived in Victoria. Dr. Bryce's visit is in connection with a proposed western trip of the members of the British Association for the advancement of science. The British association will hold its third meeting in Canada next year. The first time that the organization came from England was in 1884 to gather in Montreal. In 1897 another meeting was held in Toronto and now Winnipeg has invited the scientists to that city for the last week of August next year.

"There will be five hundred delegates in all at the Winnipeg meeting," said Dr. Bryce yesterday. "Of these two hundred will make the trip to the west and this excursion, the details of which I am now arranging, will be carried out on a fairly elaborate scale. There will be eight sleeping cars and two diners for the special train. It has been arranged to make six important stops, for the larger cities. These will be at Regina, Moosejaw, Calgary, Edmonton, Vancouver and Victoria.

"Naturally the handling of this large train will be a matter of some expense and it is for the purpose of securing the co-operation of the government of British Columbia and the assistance of the Mayors of Vancouver and Victoria that I am making the present trip. Saskatchewan and Alberta have contributed very liberally and will furnish all the funds necessary to deliver the excursion into British Columbia.

"The excursion will last for ten days and as the visitors will be of the most prominent of the scientific men of Britain, in all branches, the tour is a most important one."

It was expected, Rev. Dr. Bryce remarked, that in Victoria the party would spend at least one day. He explained that this city would mark the end of their journey and quite naturally they would want a rest. While here they would be banquetted and a large meeting would be arranged at which Victorians would be given an opportunity to hear four or five of the most brilliant speakers on various phases of scientific research. Of course they would be escorted about the city, being driven through the parks and the many beautiful suburbs.

The object of Rev. Dr. Bryce's trip to Victoria at the present time is for the purpose of interviewing Premier McBride and His Worship Mayor Hall in order that he may enlist the assistance of the bodies they represent in meeting the expense that will be entailed in giving the distinguished visitors an opportunity to see the Canadian west. He pointed out that the prairie cities and provinces had all been most generous and he thought British Columbia would rise to the occasion equally well.

It was planned, Rev. Dr. Bryce explained, to take the party back over the C.P.R. as far as Edmonton and from that city to Winnipeg by the Canadian Northern railway, thus allowing them to take in an entirely different section of "the Granary of the Empire."

Rev. Dr. Bryce is the incoming president of the Royal Society of Canada and is looking forward to the opportunity to be afforded him of welcoming the world's greatest scientists to the western part of the great Dominion.

Ask for Amherst solid leather footwear.

DROWNED AT VANCOUVER

C. W. B. Daniels, Whose Relatives Live in Victoria, Loses Life While Bathing in Inlet

Vancouver, July 2.—A youth named C. W. B. Daniells, aged twenty, was drowned yesterday morning in Burrard Inlet, about a quarter of a mile above Barnet, near the northern shore. He left Vancouver early in the morning with a Mr. Plante, intending to spend the day fishing. When they reached the place mentioned Daniels thought he would have a swim, although he was not by any means an expert. He made several attempts to dive off the boat, and suddenly losing his balance, fell in. The current proved too strong for him, and began to carry him rapidly away from the boat. Mr. Plante jumped in after him, and made a desperate attempt to save him, but Daniells lost his head and struggled wildly, nearly dragging Plante down with him.

The provincial police were promptly notified, but so far their efforts to recover the body have proved unavailing. Daniells was an Englishman, and had been only a short time in the city, in the employ of the Dominion Pub-

C. W. B. Daniells was a son of Mr. and Mrs. Banfylde Daniells, of Laurel Cottage, Michigan street, and was well know here, having been for some time card illustrator for the firm of D. Spencer & Sons, Ltd., and afterwards on his own account. He was of a very genial disposition and much liked, and while here sang in the choir of St. James' church.

Permits for Buildings

Yesterday building permits were issued to H. H. Shandley, who will erect a handsome dwelling on Fairfield road to cost $4500, which will be built by George Calder, contractor, and to Allen Minnell for additions to his dwelling on Howard street to cost $200, and to Mrs. S. Allan for additions to her dwelling on Wilson street to cost $75.

PILES

Mr. Alfred Brown, of Merriton, Ont., says:—"For six years I have not known what it was to be free from pain. No one ever suffered more from itching bleeding Piles than I did and I tried everything to get cured but failed. One day a friend of mine who had been cured with Zam-Buk gave me a part of a box to try, and the relief I got was marvellous. I then bought a supply and before I had used it all was completely cured."

Of all druggists and stores, 50c.

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ANNOUNCEMENTS IN OFFICIAL GAZETTE

Grand Trunk Townsite Company Seeks Provincial Authorization

The following appointments appear in the current issue of the B. C. Gazette:

George Byron Baillie, of Port Essington, to be a justice of the peace in and for the province of British Columbia.

Alexander McLeod and Hector Campbell, of the city of Vancouver, to be commissioners for taking affidavits in the supreme court, for the purpose of acting under the "Provincial Elections Act," in the Vancouver City Electorial District until the 31st day of December, 1908.

John J. Todd, of the Town of Paisley, Scotland, solicitor, to be a commissioner for taking affidavits within the county of Renfrew, for use in the courts of British Columbia.

John Johnson, J. P., to be a Registrar for the purpose of the "Marriage Act," at the Town of Salmon Arm, in the county of Yale.

The school districts of Hosmer, East Kootenay, Creston, West Kootenay, and Alice Siding, West Kootenay; are defined.

The following limited companies are incorporated: The Diamond Vale Collieries, with a capital of $750,000; General Engineering and Construction company with a capital of $25,000; the Middlesboro Society, a social club; the Mountain Supply company, with a capital of $10,000; the Standard Steam Laundry with a capital of $30,000 to take over and operate the business of the Standard Laundry company in this city.

The Grand Trunk Pacific Town and Development Co., Ltd., is authorized to carry on business in this province. E. V. Bodwell, K. C., is the attorney for the company.

The Robb Engineering company is licensed to carry on business in British Columbia, Sir Charles Hibbert Tupper, K. C., K. C. M. G., is its attorney.

Notice is given that the Port Simpson Indian Council, per E. Lorenz, Indian agent, purpose applying for a water record to certain water from the Skeena.

SEEK TO CHECK OPIUM MANUFACTURE

Memorial Has Been Sent to Ottawa—Peter Hing an Active Mover

The Chinese Anti-opium League of British Columbia is actively seeking to have the manufacture and importation of the drug stopped, and has sent to Ottawa a petition in the following erma:

"Seeing that the use of opium is a social evil and the drug a destroyer of the lives of the individual and a detriment to the welfare of the community, the Chinese Anti-opium league of British Columbia humbly prays that the federal government of Canada will decisively exercise its authority and powers to prohibit the importation, manufacture and sale of opium into and in Canada, so that the social, physical and moral conditions of both the Chinese and the Europeans who indulge in the use of and abuse of the drug may in consequence be vastly improved."

One of the most active leaders in the campaign is Mr. Peter Hing, a Chinese student of McGill university, who headed the law class of '08 in the recent examinations, and is now in British Columbia helping on the work of reform to the utmost of his ability. Mr. Hing came to Canada from China ten years ago with his father, who is an evangelist. He studied for some time in this city, and at the same time was official interpreter to the British government. Going to McGill in 1906, he studied both law and economics, and last year won a prize besides in Roman law. He is deeply interested in all matters concerning the welfare of his compatriots, and intends after a course at Harvard to enter the diplomatic service of his own country. He is an editorial contributor to the Chinese newspaper in Vancouver.

Leagues are being formed by the Chinese on the coast with the object of voluntarily checking the use of opium. Mr. Mackenzie King, with whom Mr. Hing has had several interviews, has expressed his earnest sympathy with the anti-opium movement, strongly censured the Dominion government for allowing the manufacture of opium in Canada, and promised to do his best in trying to have the opium trade stopped.

Represents British Capital.

Vancouver, July 2.—Ben H. Morgan, of London, who arrived from Australia yesterday, will investigate the possibilities for the investment of British capital in Canada. He carried out a similar mission in Australia.

TIDE TABLE.

Victoria, B.C., July, 1908.

Date	Time	Ht	Time	Ht	Time	Ht	Time	Ht
1	1 27	8.7	10 52	1.2	21 08	8.2	23 21	8.1
2	1 48	8.3	11 30	1.7	21 22	8.2	.....	.....
3	.....	.....	12 09	2.2	21 20	8.1	.....	.....
4	.....	.....	12 19	2.9	21 01	8.0	.....	.....
5	.....	.....	13 24	3.6	21 10	8.0	.....	.....
6	.....	.....	13 43	4.3	21 26	8.0	.....	.....
7	6 30	5.2	9 48	5.3	13 40	5.0	21 46	8.0
8	5 51	4.4	.....	.....	.....	.....	22 08	8.5
9	6 00	3.4	.....	.....	.....	.....	22 30	8.8
10	6 42	2.4	.....	.....	.....	.....	23 01	9.2
11	7 18	1.5	.....	.....	.....	.....	23 35	9.5
12	7 57	0.7	.....	.....	.....	.....	.....	.....
13	0 14	9.9	8 38	0.2	18 03	7.7	19 37	7.7
14	0 57	10.0	9 21	0.1	18 15	7.9	20 33	7.7
15	1 44	9.8	10 06	0.0	18 32	8.0	21 48	7.6
16	2 34	9.3	10 53	0.4	18 56	8.1	23 09	7.3
17	3 29	8.6	11 40	1.2	19 22	8.3	.....	.....
18	0 31	6.8	4 33	7.7	12 26	2.2	19 50	8.3
19	1 51	6.0	6 07	6.7	13 10	3.2	20 21	8.4
20	3 10	5.2	8 10	6.0	13 53	4.4	20 52	8.5
21	4 21	4.2	11 16	5.8	14 35	5.5	21 22	8.6
22	5 19	3.3	.....	.....	.....	.....	21 49	8.6
23	6 09	2.6	.....	.....	.....	.....	22 15	8.7
24	6 52	2.0	.....	.....	.....	.....	22 43	8.8
25	7 32	1.8	17 20	8.1	18 30	8.1	23 14	8.8
26	8 08	1.8	18 06	8.2	19 27	8.1	23 48	8.8
27	8 42	1.2	18 32	8.1	20 16	8.0	.....	.....
28	0 24	8.7	9 15	1.3	18 50	8.0	21 04	7.8
29	1 01	8.5	9 49	1.5	19 00	7.8	21 53	7.6
30	1 39	8.2	10 24	1.9	19 00	7.7	22 44	7.3
31	2 18	7.8	11 00	2.4	18 58	7.7	23 39	7.0

The Time used is Pacific Standard, for the 120th Meridian west. It is counted from 0 to 24 hours, from midnight to midnight. The figures for height serve to distinguish High Water from Low water.

The Height is in feet and tenths of a foot, above the average level of the lowest Low Water in each month of the year. This level is a foot lower than the Datum to which the soundings on the Admiralty chart of Victoria harbor are reduced.

MUNICIPALITY WILL NOT FIGHT WEED PEST

Owners Fail to Do Their Share in Combating the Nuisance

The municipal council of South Saanich will have nothing to do with the all important question of the removal of noxious weeds, particularly the Scotch and Canadian thistle, the spread of which is giving the owners in that municipality food for thought and is, it is claimed, becoming an intolerable nuisance.

The council has been requested by several owners to take steps to eradicate the pest but it is probable that nothing will be done by the municipality. It appears that while the municipality in former years has taken steps to cut down, and otherwise check the spread of the thistles, the property owners on adjoining property have refused or neglected to do their share of the work in removing the pest with the result that while the roads have been kept clear the seed has been scattered from the farms and untilled lands and the money spent by the municipality has been practically wasted. The councillors have apparently arrived at the conclusion that until the owners show some desire to assist the municipality in the war against the weeds and by keeping their own property clean indicate that they are desirous of combatting the pest, there is no call for the municipality to assume the burden.

Numerous complaints have been made to the council by some owners who are apparently willing to do their share of the work but they form a very small proportion of the ratepayers in the district, by far the greater number of whom are apparently content to let the weeds spread at their own sweet will.

OBSERVER'S VIEWS OF A RAILWAY TERMINUS

Prince Rupert As It Appears Today Not Inviting—The Conditions

"It seems impossible that the blasting of the Grand Trunk Pacific railway right of way through the townsite of Prince Rupert can be continued without some fatalities among those resident there" stated R. J. Robertson, of the B. C. Permanent Loan and Investment agency, who has just returned from a northern trip yesterday. He said that a large gang of men was at work in the vicinity of the small group of pioneers located on the site secured by the enterprising John Houston as a location for his newspaper plant. Already the flying rocks had inconvenienced them, a number having had exceedingly narrow escapes. In his opinion it would not be long before Mr. Houston and all whom he has given permission to settle on the land over which he has obtained a miner's rights would be forced to move. "To bring this about," Mr. Robertson stated, "it will only be necessary for the railway construction to be continued regardless of those who have taken up their residence in Prince Rupert before the townsite is thrown open to the public by the railway company."

Referring to the conditions prevailing at present at this metropolis in embryo Mr. Robertson said that they were such that those on the scene were only existing. There were no conveniences and the majority of the hundreds who were going there by every steamer took the next vessel south, disheartened by the outlook. He thought they were wise in doing so. Much work had to be done at Prince Rupert before it assumed anything like the shape necessary for the founding of what is expected to be one of the largest commercial centres of the Pacific coast. At least until the company had the townsite properly surveyed and the lots on the market it would be practically useless, and to those without money disastrous, to attempt to gain a footing there. The construction of houses on property obtained as that held by the proprietor of the Prince Rupert Empire would, in the long run at any rate, prove an unprofitable step.

The townsite as it is at present Mr. Robertson said was interesting. There were, of course, no roads and for sidewalk planks had been haphazardly laid between the different tents and buildings. From the wharf to the centre of the small group of stores and residences was a large board walk. It was exceedingly steep from the waterfront, and in order to facilitate the transfer of supplies, the merchants had placed a small car on this planking which were drawn up by means of a donkey engine. Some enterprising individual, he had been told, had undertaken the operation of a wheel-barrow delivery, going from house to house or tent to tent, as the case might be, with necessary household goods.

On the whole Prince Rupert was not an inviting place at present. To the ordinary observer it appeared impossible that any amount of money would convert such a raw looking site into a modern city, with paved streets, large places of business and all the other accessories of a hub of industry. But the prospect did not seem to daunt the Grand Trunk Pacific company. Their men were hard at work on construction, and, from reports, splendid progress was being made.

Mr. Robertson will spend some days in Victoria on business. It is his intention to leave for a tour of the east, accompanied by Mrs. Robertson, in the near future.

Repairing Wharf

The work of repairing the wharf at Sidney, the terminus of the Victoria and Sidney railway, is in progress. A pile driver has been engaged and, during the past few days, it has materially strengthened the structure. In the course of a few weeks, at the outside, the dock will be in first class condition, able to bear, without a tremor all the ordinary traffic of the road and the ferry.

New Westminster, July 2—Customs returns at this port for the month of June are as follows: Duty collected, $21,268.19; other revenue, $308.86; total, $21,577.05. This is an increase over June, 1907, of $2,203.68.

Vancouver, July 2.—Geo. H. West, the new American consul general, arrived today to take the place of Col. Dudley, resigned. The United States consulate here is to be put in the first list, and will be in the same class with Ottawa, Montreal and Halifax.

KASLO-SANDON ROAD MAY BE ABOLISHED

Provincial Government Joins in Protest Against Action of Great Northern

The government of British Columbia has been prompt in heeding the protests from Kaslo and Sandon protesting against the threatened action of the Great Northern railroad, which appears to be about to discontinue its train service between Kaslo and Sandon, thus dealing a heavy blow on the erstwhile prosperous silver-lead camp, which was just beginning to recover from a prolonged period of depression.

The matter was brought before the executive yesterday, and a telegram was immediately sent to the Great Northern protesting against such action, and the telegram will be followed by vigorous action along other lines.

The Kalso and Slocan railroad was built many years ago under a franchise from the provincial government, which conferred among other things, a bonus of 400,000 acres of land, much of which is now exceedingly valuable. The road was later acquired by the Great Northern railroad at the time when the American line was seeking every opportunity to acquire feelers into the rich mining districts of southern British Columbia. It is a short line, running from Kalso on Kootenay lake to Sandon, and is about twenty miles in length. There is also a branch running from Sandon to Cody, a mining camp not far from Sandon, but farther up the valley.

Not long ago the railroad cut down the train service to three trains a week, and now it proposes to build a Y at McGulgan Siding, and run the trains from Kaslo to McGulgan and then back again, cutting off Sandon and Cody. The reason alleged is that a couple of expensive bridges have been taken out by snowslides, and that the traffic in sight does not warrant their replacement. If this threat is carried out there will be a gap of ten miles between Sandon and Kaslo unbridged by any road, which will mean the practical severance of relations between the two towns, although these have been most intimate for over ten years. It is also stated that the railroad company intends taking off the steamer Kaslo, which has been plying between Kaslo and Nelson on Kootenay lake, although this will not be such a severe blow as the C. P. R. has a fine fleet of boats on the lake.

Should the Kaslo and Slocan railroad discontinue its train service as intimated, it will also be a very severe blow to Sandon, for while that town will still have communication with the outside world by way of the C. P. R., yet it will practically be cut off from the rest of South Kootenay. From Sandon to Nelson is now but an easy trip over twenty-one miles of railroad and a few hours by steamer, but if the change is made it will be necessary to go round by way of Nakusp and take a journey of 125 miles. Consequently the Slocan people are protesting vigorously.

The following memorial was received yesterday by the Premier from the residents of Kaslo, and it precipitated a discussion in the executive which resulted in the telegram already mentioned.

Kaslo's Memorial

Kaslo, B. C., June 29, 1908.

Hon. Richard McBride, Premier Province of British Columbia, Victoria.

Sir,—At a largely attended meeting of the citizens of Kaslo held last night at the court house here, we, whose names are attached, were named a committee to communicate with you and with the Great Northern Railway company in regard to a change which is announced as about to take place in the running of trains over the Kaslo and Slocan railway.

Mr. P. H. Burnham, district freight and passenger agent of the Great Northern railway, visited Kaslo on the 25th inst. and to Mr. Giegerich and others intimated that owing to the large outlay which would be necessary to replace with permanent structures some bridges near the Sandon end of the Kaslo and Slocan railway, which bridges were taken out by slides during last winter, the company practically decided to construct a "Y" at McGulgan station, and when this was constructed so that locomotives could be turned there, to discontinue entirely (for the present at any rate) all train service beyond that point.

Result of Change

This arrangement would afford accommodation to the Rambler-Cariboo mine, which ships from McGulgan, to the Lucky Jim mine at Bear lake, and to the Whitewater mines, but would cut off all direct communication as between Kaslo and Sandon for freight, passengers and mails, would deprive all the mines at Sandon of an alternative and competing outlet for their ores, and, as regards the Last Chance, American Boy, Sunset, Reco, Goodenough and other properties tributary to the Cody branch of the Kaslo and Slocan railway, would leave them to haul their ore to Sandon, a distance of one to three miles by team.

At the public meeting held last night Mr. P. H. Walsh, local superintendent of the road, admitted that this change was contemplated and would probably be carried out.

We may add that for a few weeks past we have had the service over this road reduced to one of three trains per week.

We are quite prepared to admit that the Kaslo and Slocan railway has not since its acquisition by the Great Northern railway been a source of profit, and also that there is no traffic immediately in sight to repay the cost of the reconstruction of the unsafe bridges. There are, nevertheless, other considerations which in our opinion should outweigh the matter of present deficit.

In addressing you, we are going upon the assumption that under the provincial railway act, to which alone the Kaslo and Slocan railway is subject, no such changes as have already been made (in the reduction of the service to one of three trains per week) or the changes contemplated in the abandonment of one third of the length of the road, can be legally operative without the consent of the lieutenant-governor in council.

We presume that in order to protect themselves against the demand that any individual has a right to make upon them for transportation the company will seek the approval of the government to their change of running schedule. Assuming this, we, on behalf of the commercial and mining interests of Kaslo and Sandon and the intervening territory enter an emphatic protest, and, among others, on the following grounds:

Grounds of Protest

1. A charter such as this given to the Kaslo and Slocan railway, carrying with it privileges such as choice of location, free right of way over public lands, the right of appropriation of private lands (which in this case has been exercised) carries with it corresponding obligations to the government of the province and to the public, and these obligations when once undertaken cannot be abrogated at the mere option of the party undertaking them.

2. The Kaslo and Slocan railway sought and obtained from the province in aid of its undertaking a land grant of 10,000 acres per mile of its line, the total grant amounting to nearly 400,000. A part of this land the company was allowed to select throughout west Kootenay. The balance of it is so located as to cover all the country contiguous to the railway line. A large block of it, most convenient and desirable for settlement, is now held by the company or its assigns in the immediate neighborhood of Kaslo, a block which had it remained in the hands of the province would have now been densely populated, and is not for sale upon terms that can be complied with by parties desiring homestead blocks.

3. The Great Northern railway is a corporation which now owns a large system of railway lines in British Columbia, a system to which they are continually making additions. It is not equitable or according to public policy that such a corporation should be allowed to abandon portions of their undertaking which prove to be temporarily unprofitable while retaining those which are paying propositions.

4. We consider it most impolitic undesirable that the Cody branch of the Kaslo and Slocan railway, or indeed any portion of its lines, should be closed even temporarily at the present juncture.

Sandon Just Recovering

The Sandon camp has experienced a period of extreme depression, but we believe this has been caused by accidents, such as litigation, the necessity for the reorganization of some mining companies, etc., and not at all through any exhaustion of ore bodies. The bounty upon lead has just been renewed upon a scale of increased liberality. The prospects for the advantageous handling of zinc, both at home and abroad, are better than ever before, hence we believe that the Great Northern railway in the interests of the province should not be allowed to take any such step calculated to discourage a renewal of active mining operations.

Finally we refer to the local inconvenience involved in such a change. Sandon and Kaslo, the relations between which have always been most intimate, will be separated by a gap of ten miles, over which there can be no kind of communication. Travel, mail communication and freight traffic will be by way of Nelson (125 miles, with two steamboats and two railway lines intervening). Mining men can no longer, as now, live at Kaslo and attend to business or work in the Sandon camp, so that industrial, commercial and domestic relations of eleven years growth are to be ruptured.

We had with us in our meeting last night the mayor of Sandon, who assured us that he would immediately call a meeting of the citizens of Sandon, who would protest against contemplated discontinuance of service.

We appeal to you in this matter primarily because we think it one in which the provincial government is the natural guardian of our interests.

We believe that the Great Northern railway will defer to a strongly expressed objection made by yourself and your colleagues.

In the ultimate resort we believe that the lieutenant-governor in council has power to refuse assent to the proposed change. In any case, we feel that we may safely depend upon the active and sympathetic intervention of the government on our behalf.

S. H. GREEN,
Chairman, and for the Committee.

Committee: S. H. Green, H. Giegerich, G. O. Buchanan, J. W. Cockle, A. T. Garland, James Anderson.

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