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STOPS FISHING ABOVE THE FRASER BRIDGE

For the First Time This Season
the Dominion Government
Takes Action

FLEET OF BOATS IS TURNED BACK

Gulf Fleet Caught in Gale and Several
Boats Capsized—Humpbacks
On Increase

Vancouver, Aug. 5.—For the first time this season the Dominion government last night took cognizance of the fishery regulations which prohibit fishing above New Westminster bridge between the hours of 6 o'clock Saturday morning and 6 o'clock Monday morning. Ever since the opening of the season this regulation had been disregarded and the government patrol boats went out on the river and turned back all the would-be poachers. The latter retired gracefully and there was no trouble.

Although the regulations were assented to at Ottawa many months ago, no copy of them was sent to Fishery Inspector Swainson, but last night he was informed of them. It is presumed, in view of his action last night that he has been advised to stop the illegal fishing.

The humpbacks are making their appearance in the Strait, and in the Fraser river in increasing numbers, much to the anxiety of the canners, for these fish are looked upon as the harbingers of the end of the sockeye run. Out of forty thousand fish received at Fraser river canneries on Friday night and Saturday from traps on the Strait, 70 per cent were humpbacks. Another canner expects to receive fifteen thousand fish today from the traps, and these contain the same proportion of humpbacks.

The run of sockeye on the river was no greater last night, the average for the main river having been thirty and for the North Arm sixty to the boat. On the upper river the average was forty. The gale of wind last night played havoc with the fishing fleet on the Gulf and in the vicinity of Canoe Pass several boats were capsized, and dozens of boats left the banks and ran into the river for shelter. As the tide is out this morning many boats have not reached the canneries, and there is fear that some of them may have been caught by the gale where they could not get shelter, and drowning of some crews may have occurred.

Barge Drops Coal Car.

Nelson, Aug. 5.—On Tuesday night last while the tug Ymir was towing two barges from Kootenay Landing to Proctor, the steering apparatus of the tug became disarranged and she drifted close to the shore. One barge struck on a rock, which tore a hole in the bottom, and the result was that the barge with fifteen cars loaded with coke and coal went to the bottom in fifteen feet of water. The barge and her loads will be raised and saved.

Developing Mining Property.

Trou Lake, Aug. 5.—Good progress is being made on the Silver Dollar under the supervision of L. E. Beck. The compressor and machines are working continuously and in the north drift the face is all in good shape. The mill are being filled with ore in readiness for the initial run of the mill, which will be on Saturday next.

MILLIONS OF TONS OF ORE IN SIGHT

Marvelous Showing in the Rawhide Mine in the Boundary District

"We have now two or three million tons of ore in sight in the Rawhide mine," said Manager W. C. Thomas, of the Dominion Copper Co., to the Pioneer, Phoenix. "In fact, we have enough to last us for twenty years, even though we do not develop any more, which, by the way, we are continually doing."

By courtesy of Mr. Thomas the Pioneer man visited the Rawhide, Supt. Chas. Rundberg also being in the party. The Pioneer man reported that about two years ago M. M. Johnson, consulting engineer, in a report on the Rawhide, estimated that there were a million tons of ore available there. But with development, and notwithstanding that the mine had been on the shipping list steadily since, the amount now available has doubled or tripled—to say nothing of what the future may show up.

As a matter of fact, the first few months of development at the Rawhide did not show what was hoped for, but, contrariwise, the last few months have proved the mine to be one of the best in the camp, and the management of the Dominion Copper Co. is mighty well pleased at the prospects and actual condition of the property. And the Pioneer man while not laying claim to any special metallurgical knowledge, after going through and over the property, must admit that Mr. Thomas—for even a newspaper man can see the copper when it is sprinkled all through the rock which ever way he turns. Consequently, there is every reason to believe that Mr. Thomas is not a whit too sanguine about the Rawhide mine.

When development of the Rawhide was first undertaken, experience showed that the first ore encountered in the mine was a very fine grade of copper, and the Pioneer man reported that about two years ago M. M. Johnson, consulting engineer, in a report on the Rawhide, estimated that there were a million tons of ore available there. But with development, and notwithstanding that the mine had been on the shipping list steadily since, the amount now available has doubled or tripled—to say nothing of what the future may show up.

tons daily wanted at the smelter, whenever the reduction works can handle it and the C. P. R. can furnish the ore. In fact the ore bunkers are kept filled with it, thousands of tons of ore continually, and the development is kept far ahead of the requirements. To the layman, or, for that matter, to the specialist, the company seems fully justified in feeling that one of its best assets is in the Rawhide mine.

One thing is emphasized on this. The Rawhide Co. is developing the Gold Drop mine adjoining and right on the Rawhide. It has a splendid face of ore, proving the ore body of the Rawhide to be larger and better than before known. Then the Snowshoe is also a close neighbor, with a large and promising body. All of which does not hurt the Rawhide in the least. The 80,000 tons of ore thus extracted from the Rawhide compared to what this property can, and will do in the future.

IMPORTED FINE HORSES

Two of the finest specimens of horse-flesh ever brought into the Okanagan may be seen at Crowell's livery stable, having arrived yesterday from Calgary, says the Vernon Okanagan. The animals are both thoroughly domesticated, broken to single and double harness and as gentle as the proverbial kitten. They were selected by Ed Johnston for the stable, and his judgment certainly has not been misplaced, and Messrs. Crowell are to be congratulated on their selection. Both horses are perfect pictures, one six and the other seven years old, and their advent speaks well for the patronage of Vernon's citizens.

GRADING DISCONTINUED

Grand Forks, Aug. 5.—Contractor W. P. Tierney, on the North Fork extension of the Kettle Valley Railway, has discontinued grading operations on his contract to Lynch Creek, owing to the fact that the making of the railway grade at the Granby smelter, which bridge will take some two weeks' time yet. As soon as this work is completed the work of grading to Lynch Creek will be resumed. In the meantime all the graders have been discharged, and Grand Forks in consequence is full of railway laborers who will not wait long before the same work starts up again, but are looking for new employment.

Harvesting in Okanagan

Armstrong, Aug. 5.—Haying in this district is now finished, and the quality is the best. Prices too are better than for years; new hay, loose, being worth 15¢ per ton, delivered.

Fall wheat cutting commenced last Friday, and is now in full swing. Spring wheat will be about ten days later; the yield of fall wheat will be very good, although the quantity sown is much less than in previous years, the subdividing of a number of large farms, formerly wheat producers, greatly diminishing the area. The crop is splendid, and cutting will commence with the spring wheat.

PRODUCING MINERALS OF CRANBROOK DISTRICT

Many Gold Quartz Prospects Are Now Being Developed

The principal wealth producing minerals of the Cranbrook district has so far been silver, lead and coal, with a small, but increasing, output of gold from the placer mines of Perry and Wild Horse creeks, says the Prospector.

Many gold quartz prospects are now being developed. The prospecting and developing of gold properties in the district is all in good shape, and the Rockies goes steadily on, and a number of properties have reached a condition that shipments can be made. Copper in paying quantities is known to exist on the headwaters of the St. Mary's river, on the North Fork of Wild Horse creek, also at Tobacco Plains and Sheep Mountain.

Large deposits of slowly but surely being located in Bull River, and Bear Mountain. The big iron deposits of this district will no doubt surprise the world in production and quality when once it enters upon the production stage.

All over the Cranbrook district there are mines that are rapidly being developed. Perhaps in no section of the province is the outlook for mining brighter than in the Cranbrook district. In the mountains on both sides of the Kootenay river, prospectors and mine owners are slowly but surely driving tunnels or sinking shafts to cut the numerous veins which outcrop on the mountains.

In this district is found the two largest silver-lead producing mines in Canada, yet the mining as well as the lumbering industry of the district is handicapped by lack of transportation. Agents of the C. P. R. have investigated the possibilities of the Upper Columbia and Kootenay valleys and chances for tonnage, and their report has been favorable. The quiet yet persistent development of the mining resources, the daily increase of ore on the dumps of properties being worked, all demand increased railway facilities, and the necessity for a substantial evidence of tonnage. This question has been answered by Mr. White, second vice president of the C. P. R. who on his return from his trip through this district, said: "There is no doubt of the future of this section of country either from the standpoint of the miner or the agriculturist." These questions which always arise when enterprises looking towards the development of the district are inaugurated have all been met and answered. To the north in the Windermere district there is a large daily tonnage in sight from the mines, a large area of lumber has been secured and will be built just as soon as there is transportation in sight. Placer mining is increasing its development in the district, there are still a large number of mine owners, lumbermen and business men who have had a firm faith in the future, who have foreseen enough to put their business affairs into condition to anticipate the coming of the railway up the St. Mary's river, also, the Kootenay Central railway.

Chinese For Vassar

Shanghai, Aug. 6.—Several Chinese women students are to be sent to the United States on board the steamer Minnesota. They are graduates of schools in China and are going to America to enter Vassar college.

Belgrade, July 25.—Prince George of Serbia, the heir to the crown, narrowly escaped death at the hands of a customs officer.

RITHE'S ENGINE IS BLOWN OUT

Crankpin Snapped on Outboard
Stroke and Machinery Was
Forced Through Stern

ENGINEER HAD NARROW ESCAPE

Second Engineer Was Standing Near
Where Debris Was Forced Out
by Explosion

The sternwheel steamer R. P. Rithet was towed to port on Sunday by the tug Ymir, having been picked up disabled in consequence of her starboard engine having blown out, the wreckage flying in scattered debris through the stern of the steamer and narrowly missing Second Engineer Beatty, who was standing on the after guard near the wheel. The accident occurred on Saturday when the steamer was on her way from the Fraser river. The R. P. Rithet had left the wharf at Pender Island about ten minutes when, without warning, there was a loud explosion and a rush of steam which clouded the engine room, in the fog of which the long connecting rod, together with the cross head, piston, and cylinder head of the starboard engine, came through the stern of the vessel. There was remarkably little breakage of the woodwork, considering the amount of machinery that was scattered as a result of the breaking of the engine.

The R. P. Rithet, like the majority of sternwheel steamers, is operated with two engines, one at either side, revolving the big sternwheel with long connecting rods. The crankpin, which fastened the starboard connecting rod to the axle of the sternwheel, had seemingly been flawed, and on the outboard stroke of the engine it broke with the result that the long rod, driven at high power without the usual resistance was forced out by the steam, while the engine drove out the connecting rod, cross head, etc., but lifted the head from the cylinder as though the bolts had been cut clean.

Chief Engineer Stephen, who has been on the R. P. Rithet for many years, and Second Engineer Beatty, who feared each moment that the debris would strike him as it swept out, rushed to the engine room, whence the rising steam was permeating the whole vessel, and shut it off. The steamer drifted until the damage was ascertained, and then, working her port engine alone, she made her way to Sidney, from where she was towed on Saturday to Cadboro bay. The Rithet remained at Cadboro bay until Sunday, when she was towed to port. The damage to the machinery will probably amount to from \$1,600 to \$2,000, and it is expected the steamer will be tied up for three weeks undergoing repairs.

The engine which came to grief was an old one. It was built for the steamer Royal City, a sternwheeler which was constructed in 1875 for the Fraser river service, and ran between New Westminster and Yale in the days before the C. P. R. was built to the coast. The Royal City was taken over by Capt. John Irving and under his management took part in the numerous steamboat wars on the Fraser. When the R. P. Rithet was built in 1882 by Capt. Irving to replace the Elisabeth Irving, the engine of the Royal City was secured for her.

The R. P. Rithet was the first steamer in these waters equipped with hydraulic steering gear.

A PROMISING MINING OUTLOOK IN KOOTENAY

Properties are Again Attracting
Attention—Ample Capital
Promised

Nelson, Aug. 5.—The mining situation is again undergoing a change. In spite of a tightening of the money markets, of the lure of land speculation, and of an unsatisfactory smelter situation, Kootenay mines are again attracting interest and there is promise of capital for development. The present interest does not seem to be awakened by prospects so much as by properties that have been worked before but abandoned in whole or in part on account of the necessity for big expenditure on development.

The most interesting feature locally is the resumption, after a short period of inaction, of work on the Silver King mine on Toad mountain, the property of the Hall Mines company. The property is being unwatered, and it is the intention of the management to resume operations where M. S. Davis, the last lessee of the property, left off. The force employed in the mine has been considerably increased during the week.

Rumors have been coming, which so far, however, lack confirmation, that some new very rich finds have been made in Silver Creek valley. One report is of the discovery just above the Mother Lode group of ore carrying values of over \$20.

The stock market for the past week has been fairly active, with prices firm and but few changes apparent. Spokane exchange reports business much in the same condition as locally, while inter-exchange record but few sales.

Alberta Coal Coke remained firm and almost unchanged, several thousand shares changing hands at the present high figures. Consolidated Smelters were in more demand than for some time, at an advance of from 47¢ per share to 50¢. The Canadian Goldfields Syndicate weakened, with but little business offered. Diamond Vale sold at an extent but at low value figures. B. C. Copper weakened slightly towards the close, selling off about 1¢ per share. Dominion Copper showed almost no change. International Copper was inactive and unchanged. Rumbler Cariboo, as anticipated, dropped from 3 to 4¢ per share with large buying orders. The unusual low quotation, Sullivan advanced a cent or so, with large selling orders.

ing orders. White Bear strengthened slightly and was more active than for some time.

BOUNDARY FRUIT LAND

Grand Forks, Aug. 5.—Word has reached here today that W. J. Brown, who recently purchased the famous Johnson ranch, consisting of 1,400 acres of choice orchard land adjoining the city limits on the east, is completing arrangements for the running of an excursion over the C. P. R. from Winnipeg to Grand Forks for the special purpose of enabling intending purchasers of fruit lands to personally inspect the valley around Grand Forks before they make an investment.

RIVERS INLET PARK

Rivers Inlet, Aug. 3.—The Sockeye season at Rivers Inlet is practically over. About a two-thirds pack has been put up, and most of the canneries have now closed down with an approximate total pack of \$2,950 cases.

During the past week the fish have been exceedingly scarce though the weather has been fine. But little addition has been made to the pack this week. The pack in date is given as follows: Wadhams 17,500, Strathcona 3,750, Beaver 11,250, and Horn 11,750. Brunswick 12,200, Kildala 3,500, Rivers Inlet 12,500. Total \$2,950.

The Beaver, Wildala and Rivers-Inlet canneries expect to fish cohoes and will be in operation by the end of the month. The plants are closing and their crews will be paid off.

Advices received by the canners here from the north indicate that there will be about half a pack on the Skeena river, while the Naas will do fairly well.

Kimsquit, where there are two canneries, one owned by Draine and one by Buttner & Dawson, the season has been a failure, each canner packing less than a good pack.

The B. C. Packers' association canneries at Bella Coola has also had a very poor season, while Drane's Canner at Nar has put a good pack of about eight thousand cases.

The tug Reliance of Vancouver, which has been towing for the Good Hope Canner, broke her crank shaft a few days ago, and she will be below for repairs.

SOCIALIST COULD NOT RETIRE FROM CONTEST

No Possibility of Withdrawal
According to the Election
Act

Vancouver, Aug. 5.—I do not blame the Socialists for this election. It was brought on by the remarkable action of Joe Martin as yet unexplained," said Attorney-General Bowser to the enthusiastic crowd of electors in front of the city hall, when the result of the poll was announced Saturday evening—Bowser 2364; Kingsley 521. Majority for the attorney-general 1843, the largest ever given a candidate in the history of the Province.

At the same hour, down in the city, the people were reading the result in the special edition of the Province. Along Hastings street you would not hear the result expressed in figures, it was generally dismissed with: "Kingsley's lost his deposit."

Joe Martin said "no" to the Socialists for this view for contrary to the general opinion after 1 o'clock on Friday, nomination day, announced that it was impossible for the Socialists to withdraw from the field.

Could Not Withdraw. According to the act, a candidate nominated in a two-day bye-election, a practice introduced by Attorney-General Joseph Martin, in January, 1899, although contrary to British precedent, as he sees it now, can only withdraw on "the day before the day preceding the election."

There are few lawyers in British Columbia who can make a good case for a negative with the ability and ease of Joseph Martin, K.C., being such a huge negative himself. But luring the Socialists into the field with his own aid, he announced and seriously accepted promise to enter, he gave Eugene Thornton Kingsley an infinitely more difficult task of doing an impossibility—withdrawal his nomination on the day before the day was put in.

As Mr. McKays' assistants announced the result to the waiting crowd on the city hall steps, a great cheer arose with calls for a speech from the attorney-general.

After thanking the electors for their support, Hon. Mr. Bowser said: "I am sure that it was the general wish that the Socialists should not be elected for only six months ago the people expressed their opinion upon the policy of the government. But I am bound to say that this contest, which could have been so easily avoided, was forced upon you by the remarkable action of Mr. Martin, as yet unexplained. It is the practice of the Socialists to place a candidate in the field at every and whenever there is a contest between the other parties, and they have followed out that practice on the occasion and against them I have not a word to say."

He concluded with the hope that his supporters would never have reason to complain of the handsome majority they had given him.

Pioneer Member Ill. Barkerville, Aug. 6.—John James has had his interest in the small hydraulic property on Donovan creek and is leaving for his early home, Toronto. Mr. James' health broke down a year ago, and he has been unable to work his claim. He is in his seventy-sixth year and for the last forty-four years has been a Cariboo miner. In building up his claim, he has been very successful. The best claim which he ever owned was the Sawmill at the mouth of Conklin Gulch. Here forty pounds of gold from one set, and one thousand and eighty ounces in one week's clean-up. Those halcyon days have long since passed and for many years the old man has been in hard luck.

Pileggi's mine de Beaune by the C. P. R. last year totaled 300,000 and by C. P. R. 14,000 and this year the total will be much in excess of these figures.

HOLT HILL HAD EVENTFUL VOYAGE

"Commodore of the World's
Merchant Marine" Died While
Winding Chronometer

VESSEL SIXTY DAYS OFF HORN

Buffeted Severely by Storms and
Forced to Return Twice to Shelter
of Staten Island

(From Wednesday's Daily)
The British ship Holt Hill was brought to the outer dock yesterday morning and news was given by her officers of the flight with the elements off Cape Horn, where for sixty days the vessel battled with storm and where Capt. T. E. Parker, whose 51 years of sea service had earned for him the title of "Commodore of the World's Merchant Marine" died in harness, succumbing to heart failure at the age of four score, while arranging one of the ship's chronometers.

The Holt Hill left Greenock on January 8, after loading a full cargo of general merchandise, including bricks, liquors, pipes, and miscellaneous consignments for the merchants of Victoria, Vancouver and the Sound. She made a fast run to Staten Island. In March the ships Waterloo and Francis Fisher were spoken, and the latter vessel was again sighted in the latitude of San Francisco in the Pacific. The first attempt to round the Horn, the Holt Hill, after fighting for several days, was obliged to put about and return to Staten Island. A second attempt was no more successful, but on the third essay the vessel struggled through the gales which raged off the Cape of Storms and made her way into the Pacific after sixty days or more of struggling.

It was while the ship was being buffeted by the heavy gales off the Cape that old Capt. T. E. Parker fell ill, and for three weeks he lay in his bunk in the chart room, even then never permitting others to direct the navigation of the vessel. The steward, Walter Worn, in constant attendance on him. On the day of his death Capt. Parker had insisted on leaving his bunk to wind one of the chronometers in the chart house when he suddenly fell forward and died, as a result of heart failure. This was on May 23. On the following day he was buried at sea with full honors and the mate, Capt. Anderson took command. The seamen point out that the storm which had been raging subsided when the master died and from that time good weather was experienced.

For more than fifty years Capt. Parker had sailed the seas as a master mariner, and his record had won him the title of the "Commodore of the World's Merchant Marine," which was first applied by a writer in a British shipping journal. His record was a good one, and in the many ports of the world where he has been he has many friends who will mourn him. In Victoria, where he came two years ago in the Holt Hill, he is mourned by many.

Captain Parker was a native of Boston, Eng., but his home of recent years had been in Liverpool. He had just finished a visit at Liverpool for the first time in three years.

He was educated for the law, but the call of the sea was too strong and he answered it. He left his profession. He loved the sea and had been heard to say that he had no horror of ultimately being claimed by it. He shipped at an early age and while a very young man was given command of a vessel. When first made master Captain Parker sailed out of Hull, Eng., in the Express, a three-masted ship of 700 tons, a big vessel for the 50's. In his fifty-one and a half years' command Captain Parker was master of many fine vessels. The list includes in addition to the Express, the Actaea, Dovenby, Rockingham, Elder Bank, Holt Hill, Windermere and again the Holt Hill.

It was in the Elder Bank and the Holt Hill that the captain had two rough experiences on former trips around the Horn. The Elder Bank was lost and the captain and his crew picked up by a passing sailing vessel, and the Holt Hill, on a recent passage, was severely damaged at almost the exact location of the wreck of the Elder Bank. It is said that Captain Parker was buried near the same spot.

In addition to being better educated than the average master, Captain Parker was not a drinking man, to which fact he attributed his long life and splendid physique.

MOUNT SICKER FIRE BURNING YESTERDAY

Rain Helped Firefighters Some
In Their Struggle—Mount
Brenton Swept

(From Wednesday's Daily)
The bush fire at Mount Sicker was still burning yesterday though the rain of the early morning had moderated it some while the wind had dropped and given the fire fighters a better chance to work. If the wind stays down it is possible the fire may be extinguished altogether in a day or so.

The whole Mount Brenton was swept by the flames and the loss in timber will be very heavy. The Richard III mine was saved, though it had a close call. The Westholme mine buildings were also in grave danger, but these were also saved. The mines are idle and the men are out combating the flames. A number of women and children went to Dunsmuir to stay till all danger is past, an engine and car taking them over the Lenora railroad.

The Pope Disturbed
Rome, Aug. 6.—Persons who have seen the Pope recently say he is suffering from mental anxiety. Like most everyone else, he knows most of the charges made by the anti-clericals, on which the movement is ostensibly based, are false, and he is aware that the movement is being made to suffer for the misdeeds of a few black sheep. Two of these His Holiness has publicly unfrocked. They were rectors of parishes in Rome.

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