

SPRING RIDGE MEETING.

Speeches Made in Support of Hon. E. G. Prior's Candidature at the Coming Election.

Victoria Should Not Discard the Offer of Cabinet Representation for British Columbia

At the meeting of the Spring Ridge electors on Thursday evening the speakers strongly endorsed Hon. Mr. Prior and the meeting unanimously decided to pledge their support to secure his return at the polls.

Mr. E. A. Lewis, who followed Hon. Mr. Prior, said they were engaged in a contest on which hung momentous issues. They had been offered now what British Columbia had been striving for years—Cabinet representation. Today they had Hon. Col. Prior a cabinet minister, a privy councillor and controller of inland revenue. It would be madness now to let this opportunity pass away of electing him. Why did they want a cabinet minister? They wanted one to keep British Columbia's interests before the front and to bring before the people of the East our great natural resources and our industries. Turning to the school question, he went on to describe the history of the appeal. The Dominion government had done nothing to prejudice their side of the case, and the mountain opposition had been trying to build up a position that would melt away and some means will be found to make everything harmonious. Referring to the condition of Canada under the Liberal regime of 1874-79, he quoted from official figures to show how that period compared with the Conservative regime 1889-94:

1874-79.	1889-94.
Exports fell..... \$18,000,000; rose..... \$28,000,000	
Imports fell..... 46,000,000; rose..... 3,500,000	
Taxes by tariff increased..... 1,500,000; decreased 6,000,000	
Debt increased..... 40,000,000; increased 8,650,000	
Net deficits..... 9,500,000; net surplus 7,500,000	
Remission of taxes..... 4,500,000; increased 40 p. c.	

The protective policy inaugurated by Sir John Macdonald had done much for Canada, and the country to-day was more prosperous in proportion to her population than any other part of the world.

Mr. E. Crow Baker said it had gone abroad that he took little interest in the campaign and was lukewarm, but he could assure them that he had come to this meeting at considerable inconvenience to himself to show that he was not afraid to express his opinion. Instead of being lukewarm, he was here to say most emphatically that he was with Hon. Mr. Prior root and branch (Applause.) He had the courage of his convictions on the school question, which had been put so plainly and truthfully before them by Col. Prior. It was unfortunate that the minority of Manitoba had the right of appeal and there was not a parallel between Manitoba and this province. The people of Victoria would be children of puerile ignorance if they did not return Col. Prior to Ottawa when British Columbia was at last offered a cabinet minister. They had to regard this Manitoba school question in the light of an agreement. It was there and it had to be regarded as such. The constitution of any province was an agreement between the province and the Dominion, and it did not take a lawyer to tell them that if one clause was put aside the whole agreement was vitiated. It would have been better if the opposition, instead of opposing Col. Prior, and dragging in the Manitoba school question, had accepted the inevitable and shaken hands over the fact that the province was to have cabinet representation. It would be suicide not to elect Col. Prior, who would fill the seat in the cabinet with honor to himself, with credit to the province and to the satisfaction of the people generally. Ever since Confederation British Columbia had claimed that she was entitled to representation in the cabinet. Now they had the opportunity of having that wish fulfilled by electing Col. Prior. In conclusion, he remarked again, with emphasis, that he was with his old friend and colleague, Col. Prior, "tooth and nail." (Applause.)

Mr. Thos. Earle, M.P., said he had been very much pleased with what Col. Prior had said and fully approved of it; he also fully approved of the position the Dominion had taken on the school question and gave them his hearty support. He agreed with Mr. Baker that this question had been wrongfully dragged into the election. It was a suicidal stand that the opposition had taken when a cabinet position had been offered British Columbia. He was proud that the honor had fallen on a Victorian in the person of Col. Prior. By being in the cabinet Col. Prior would be in a position to do very much for the province. He would say from his own experience in parliament that there was no man in the House of Commons who would do more work and accomplish more than Col. Prior. There was no more popular man with the Conservative party, and no man who would get better support from the Conservative side. He was sure Col. Prior would acquit himself with credit to himself and the province. He behaved every man who had the interests of the province at heart to keep the opposition at the coming election from emerging from the position they had occupied for many years past. Let every man see that his neighbor went to the polls, and so roll up a big vote for Col. Prior. (Applause.)

Mr. R. P. Bisset, M.P.P., having been called to the platform, said he had come to see how the people of Spring Ridge felt from whom he had himself met such a kindly reception when he appeared before them in his own behalf not so long ago, would treat Col. Prior. He was more than pleased with the reception Col. Prior had met with in his statement of the school question. It would be very wrong to set aside the agreement that Manitoba had made with the Dominion at Confederation. For many years past British Columbia had been asking for Cabinet representation, and he hoped that when the vote for Col. Prior was counted it would show the Dominion in no uncertain way how much they appreciated what the Government had done in placing this position

in the hands of a British Columbian. (Applause.) Although business was now depressed, he was sure that there was evidence of a movement that would give Victoria and British Columbia such development as they had never known before. It was a country well worth development and any expense in that direction was well worth it. There were the great Kootenay mining districts, Alberni's bright possibilities, a gold field and the other rich resources of the province coming to the front, and it was important to have some one in the Dominion government who understood our position and could advocate our cause. He hoped that the electors would on polling day show the Liberals such a determination to support the Dominion government that the opposition would be afraid again to face them. (Applause.)

Mr. Herbert Outhbert was only too pleased that it was on an occasion of this kind that the first time in this province. Referring to cabinet representation he was surprised to see people in Victoria opposing what was a great advantage to Victoria and a great honor to British Columbia. There was no doubt about it that if the British Columbia people were to be built into the help of the Dominion. The Conservative policy was the only policy for this country, and the more he looked into the methods of the Liberals, the more firmly he became fixed in this opinion. The school question had been more clearly put before them by Col. Prior than ever before. This school question had been drawn over the trail like a red herring by the opposition and he believed that Col. Prior's speech would have more effect in turning votes to the Conservative side than anything he had heard. He hoped the Victoria people would see it was no use to take off your nose to spite your face, and both sides should see that by returning Col. Prior the province would secure the protection of cabinet representation for British Columbia. He had been told by some strong supporters of Mr. Templeman that this contest had been forced upon him by a section of the Liberal party. If that was so the people should show that section of the Liberal party that they would not reject a cabinet minister just to please the spite of a small party of Liberals. (Applause.)

Mr. Thos. Haughton had for the last twenty years always voted for the Conservative party, but he had some doubts at first this time how to cast his vote. He belonged to a denomination that believed firmly in religion, freedom, and that no man should be coerced. The Liberal party had laid down a position on which he could have voted he would have cast his vote for them. The Liberals were claiming that the government was going to coerce Manitoba, but it was not yet the measure was that the government were going to bring down. If they did coerce Manitoba, then it was time enough to vote against the government. Had Laurier been straight forward and honest, he would not have said what he was going to do. He did not, however, go to do. He was the reason he (Mr. Haughton) could not cast a vote for the Liberal party. Under the circumstances, too, of the present by-election, they should elect Col. Prior, for in the past they had had upon a stormy sea. Since then, however, several vessels which have come in along the coast have come in port and they saw nothing of the Miowera. Then the answer naturally comes, if the steamer was disabled she would eventually turn up. She is the Strathnevis and brought up along the Washington coast. The only theory, then, to be derived is that owing to a heavy cargo she may not have been so buoyant and may not have survived the gale. Capt. Pattie expresses the belief that she is eventually turned up, though he reluctantly admits that the chances are somewhat dubious.

The mystery surrounding the tragic death of the colored woman, Mattie Crook, some weeks ago has again been brought to notice by the arrival here of a young man who claims to be the husband of the dead woman's daughter and who introduces himself as "Cherokee Jim." He is evidently most anxious to procure possession of the dead woman's belongings than to fathom the mystery of her death—although he proclaims his ability to ascertain more in 24 hours than the police have been able to secure in more than a few days.

CHRISTMAS EVE was pleasantly celebrated by the members and friends of the Valhalla with an old-time social, for which the hall had been tastefully decorated with evergreens, dandelions, and the music of an excellent orchestra continued until 11 o'clock, when the tables were spread and fifty couples or more partook of the good things provided by the ladies' committee. Afterwards came a continuation of the dance, and the evening was closed with the "Julegrod," the party heartily enjoying themselves until 2 o'clock. Another social is arranged for New Year's eve.

The case of Dr. John K. Garrow and Harry Creech, who are charged jointly with the murder of Mary Ellen James, was again under investigation in the city police court yesterday, and stands remanded until Monday. The evidence for the prosecution is regarded now as practically complete, and Superintendent Hussey rested his case with the proposal to introduce the depositions taken from the coroner's inquest. This is a most important link in the case, and strong objections were raised by both Mr. Yates and Mr. Mills, appearing as counsel for the two defendants. The matter of the admissibility of the inquest testimony was taken under advisement, and the decision will be made known when the court again sits. During yesterday's hearing, Mr. C. E. Jones of the P.P.P. was a witness, being called to give evidence that during two years past he had filled 23 prescriptions from Dr. Garrow containing nothing but ergotine, described by Dr. Lang in his evidence as the one drug relied upon to procure abortion—and only used for this purpose or to arrest hemorrhage. Detective Perdue put in a plan of Dr. Garrow's residence in its relation to the coroner's inquest, and a number of new witnesses were called to show that Creech did not, as he stated in the witness box, remain in the buggy while Miss James was consulting Dr. Garrow at his residence. William Baker saw the horse and buggy standing across the sidewalk and driveway; so did Charles Coakes, a cripple who attempted to walk around in the mud and stuck fast; so did Conductor Johnson and Motorman Merrifield of tramcar No. 3, who answered Coakes' call for assistance and untied the horse so that he might get by on the narrow sidewalk. Each of these witnesses described the horse and buggy carefully, and their descriptions tally with that given by the stableman employed by Richard Bray, from whom Creech had obtained the vehicle and horse—both the property of Dr. Hall.

Mr. H. Dallas Helmcken in rising to propose, seconded by Mr. Snider, that "we pledge our support to secure the return of Hon. Mr. Prior on January 6," said that the one and only real question that Victoria should look at was whether we were going to have cabinet representation for British Columbia. That was not the time for party warfare; but Victoria should show the Dominion that she appreciated what has been offered to British Columbia. They would elect him, and they would show themselves loyal to the best interests of the province and the city by voting for Col. Prior.

The motion was unanimously carried.

"The Common People." As Abraham Lincoln called it, do not care to argue about their ailments. "What they want is a medicine that will cure them." The simple, honest statement, "I know that this medicine cures me," is the best argument in favor of this medicine, and this is what many thousands of voluntarily say.

Hood's Pills are the best after-dinner pills, assist digestion, cure headache, etc.

The U. S. Gov't Reports show Royal Baking Powder superior to all others.

SANTA CLAUS ATTENDS "STRATHNEVIS" SAFE.

Three Glittering Trees Stripped to Please the Youngsters and More to Follow.

The Children's Friend and Favorite at Numerous Seasonable Entertainments.

Stormy weather did not seem to militate against the attendance of the little ones who greeted Santa Claus in the little Methodist mission at Spring Ridge last evening, for the place was filled almost to overflowing. There were visitors present from the Metropolitan church, including Rev. Solomon Cleaver and members of the choir. The entertainment was the first of the kind ever held in the mission, and of it the little boys and girls have much to remember with delight. Each received something from a sparkling Christmas tree, which seemed to fairly grow under its load. There was a programme rendered, of which the following is a copy: Hymn "Star of the East," the school; recitation, Katie Noble; recitation, Richard Lory; quartette, "Song of the New Year," recitation, Lily Banfield; hymn, the school; recitation, Fanny Banfield; hymn, the members of the infant class; recitation, Nellie Whittington; hymn, the school; recitation, Harry Nealsen; quartette; recitation, Belle Chapman; and hymn, the school.

Santa Claus, though he had got through his regular rounds, returned to Victoria last evening expressly for the purpose of attending the Christmas tree entertainment of St. Paul's Presbyterian church Sunday school at Sample's hall. There was a splendid tree loaded with presents and Santa Claus distributed them with his most urbane manner. Everybody got something and then the children gave a little entertainment of song and music which Santa Claus enjoyed as much as anybody.

Following the beautiful cantata, "Night of the Glory," or "The Birth of Christ," in which all the Sunday school took part, Santa Claus made his appearance also in the Centennial Methodist church last evening. The entertainment was very interesting from beginning to end, the cantata being very capably managed by choirmaster Spice. The Christmas tree was one of the prettiest exhibited this season, and it bore for all the members of the Sunday school something to remind them of the glad occasion.

THE CITY.

Ald. A. J. McLELLAN has announced himself as a candidate for the mayoralty.

FORGOTTEN bills of lading with the name of H. R. Sanderson, Great Northern agent at Burlington, on the Coast line, have been set afloat in Seattle and business men have been warned against negotiating them, and are asked to stop payment on any checks already issued on that account.

The mystery surrounding the tragic death of the colored woman, Mattie Crook, some weeks ago has again been brought to notice by the arrival here of a young man who claims to be the husband of the dead woman's daughter and who introduces himself as "Cherokee Jim." He is evidently most anxious to procure possession of the dead woman's belongings than to fathom the mystery of her death—although he proclaims his ability to ascertain more in 24 hours than the police have been able to secure in more than a few days.

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T. W. Miles, Seattle, is registered at the New England.

Picked Up by the "Mineola" and Towed Into Port Townsend on Sunday.

Fears for the Safety of the "Miowera," Which for Five Days Had Her in Tow.

Capt. Stott's Steamship Last Seen Off Cape Flattery on Monday Last.

PORT TOWNSEND, Dec. 26.—(Special.)—The Northern Pacific steamship Strathnevis arrived in port last night after a most notable voyage. When within ten miles of Cape Flattery on Monday last and the 210 people aboard were rejoicing over their almost miraculous escape from a dreadful maritime disaster, the two steel hawsers used by the Australian steamship Miowera to tow the Oriental liner parted.

There in the trough of the sea, facing a howling gale from the westward and drifting slowly but surely toward certain disaster and probable death on the lee shore of the Washington coast, lay the Strathnevis, her machinery utterly powerless and the small sails on her fore and aft masts torn into shreds. The experience was so sudden, so wholly unexpected and so terrible that many of the passengers were almost paralyzed with fear. Then the Miowera, after having nobly stood by the Strathnevis for five days, disappeared from view like a phantom, and though long and continuous blasts of the whistle were sounded no response came. At once the terrible apprehension seized hold upon the people on board the disabled steamship that in all probability the Miowera had also succumbed to the fury of the elements.

The captain of the rescuing steamer had assured Capt. Pattie that he would stand by to the last and if he was unable to prevent the ship going ashore, would take off the passengers and crew. Then, again, the fuel on board the Miowera was about exhausted and the captain sent word to the Strathnevis that he had not enough to make the run to the colonies and would be forced to return to Victoria to coal up. All of these circumstances, together with the fact that at the time she let go, the vessels were about 20 miles from Cape Flattery, and if she had been unable to find the China steamer again the first act would have been to run to Tatoosh Island and wait for assistance. Increased the apprehensions for help. That was Monday afternoon, the time the steamer City of Puebla passed up the coast from San Francisco for Puget Sound ports.

The opinion prevails generally that the hawser became entangled in the propeller of the Miowera and she became a helpless craft upon a stormy sea. Since then, however, several vessels which came close in along the coast have come in port and they saw nothing of the Miowera. Then the answer naturally comes, if the steamer was disabled she would eventually turn up. She is the Strathnevis and brought up along the Washington coast. The only theory, then, to be derived is that owing to a heavy cargo she may not have been so buoyant and may not have survived the gale. Capt. Pattie expresses the belief that she is eventually turned up, though he reluctantly admits that the chances are somewhat dubious.

The two vessels encountered the gale on Monday afternoon and the wind blew with the velocity of a hurricane. As soon as the Strathnevis was adrift she began slowly to go toward the rocky shore of Destruction Island. Steadily as the ship drifted toward the rocks, the lifeboats and rafts were provisioned and got into readiness for disembarking. Heavy rain was falling and the weather was densely thick. Suddenly the awful roar of the breakers was heard and the vessel was chilled with fear. Soundings were taken and thirty-two feet of water reported. At 2 o'clock the starboard anchor was let go and the strain was so intense that a powerful chain was unable to check its progress, and both chain and anchor went to the bottom of the sea. Quickly the port anchor was hauled up and dropped overboard.

Fortunately the gale and seas were fast subsiding, and the anchor after dragging a few hundred yards held fast. At 10 o'clock a consultation was held and Purser McDonald, Third Officer Bain and three Japanese sailors volunteered to attempt to reach Destruction Island in the ship's boat, where they hoped to secure telegraphic communication and request assistance. Two hours later the steam collier Mineola from Tacoma from San Francisco, hove in sight. In the meanwhile the seas were running high and grave fears are entertained lest the purser's boat never reached shore.

The Mineola had not been alongside an hour before the Nicaraguan steamer Costa Rica, bound for Nainaimo from San Francisco, hove in sight and also volunteered her services. The masters of the former steamer and the Strathnevis had, however, come to an agreement to permit the question of compensation to be settled by the salvage courts. Capt. McIntyre, however, remained alongside some time and seemed somewhat disappointed because Capt. Stott refused to engage two boats. At 4 o'clock on Tuesday afternoon the Miowera got under way, intending to go to Esquimalt, but an off shore wind prevented and she came in to Port Townsend, arriving at 9 o'clock last night.

The log of the Strathnevis is an interesting study. The general opinion prevails that the southerly currents would have had a tendency to carry her well toward the coast of Alaska. Only once on November 8 did she get north of the fiftieth parallel, and then she had a zig-zag course toward the southward, by which on December 18 she was charted at 43 north and 132-21 west, 700 miles southwest of Cape Flattery, where she was sighted and taken in tow by the royal mail steamer Miowera. Day after day witnessed a repetition of the gales and heavy seas. The winds prevailed generally from the south and west, though there were several days when



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Should remember to use only two-thirds as much Cottolene as they formerly used of lard or butter. With two-thirds the quantity they will get better results at less cost than it is possible to get with lard or butter. When Cottolene is used for frying ascertain if it is at the right heat. When the bread browns in half a minute the Cottolene is ready. Never let Cottolene get hot enough to smoke.

THE K. FAIRBANK COMPANY, Wellington and Ann Sts., MONTREAL.

fresh easterly winds were encountered. The Miowera had the steamer in tow less than thirty-six hours when a 4-inch steel hawser parted at 1 o'clock in the morning after having covered 100 miles in a northeasterly direction. The weather continued so boisterous that a hawser could not be gotten aboard until the 20th, when another 4-inch steel hawser and a 12-inch manilla rope were made fast. Everything progressed nicely until 5 o'clock in the afternoon of last Monday when the hawsers again parted off Cape Flattery, and the Strathnevis lost sight of the Miowera.

Directly after the propeller snapped from off the shaft on October 20 in latitude 49-14 north and longitude 164-27 west, small frail yards were rigged on the masts. There were no sails on board and the spare canvas awnings, etc., were cut up and utilized for square sails. They fared badly though, before the gales of wind and were torn into ribbons. However, they had a tendency to steady the ship. General observations soon informed the crew that they were slowly drifting southward, where continually they hoped to encounter smooth water.

Mr. Rose, the chief engineer, and his assistants here commenced the construction of a propeller. It was 3 feet in diameter, built up of 1/4 inch plates which were riveted and stamped in such a manner as to insure durability and strength. It was to have been secured bolted by twenty-inch studs in the broken end of the shaft, which was almost square across and made the ingenious idea very feasible. The officers say if it had been tested it would without doubt have been a success. In order to get to the propeller it was intended when the first smooth weather was reached to put all the freight forward in the bow, thereby tipping up the stern, when the propeller could have been lowered by a derrick and placed in position. The captain and engineer thought that with such a jury wheel a speed of at least three knots an hour could have been maintained.

The Strathnevis was 66 days drifting about in the North Pacific ocean and encountered many severe and variable gales, but she received no other damage than losing the wheel. Though she rolled tremendously in the trough of the sea her decks were remarkably free of water and she proved herself to be a marvel of seaworthiness. The passengers and crew enjoyed remarkably good health, save the death of one Japanese sailor, who died on November 23 of catarrh of the stomach, and was buried at sea.

Tea, coffee and tobacco and most of the rice were exhausted long ago, and all hands began to subsist on pastry made of flour and the salmon that was taken from the cans. The Chinese and Japanese, who numbered about 125, made tea out of burnt rice. The passengers acted very nobly, and cheerfully obeyed the commands of the officers.

A consultation between the Northern Pacific Steamship Company's officials and the steamer's officers will be held tomorrow, and the future movements of the Strathnevis ascertained. It is quite probable, however, that she will go to Esquimalt to effect needed repairs.

Mrs. FLORA HERBERT disappeared two days ago from the residence of Mr. Fisher at the corner of Lamont street and Gorge road. She had come to Victoria from Indiana a week ago, with her two children, and knowing Mr. Fisher well had stayed at his house while looking for a situation. On Monday she was engaged as nurse in the household of Mr. Ker, assistant manager of the Bank of B.C., and on Tuesday was to have gone there. She left Mr. Fisher's on Tuesday morning. Yesterday Mr. Ker called at Mr. Fisher's house to say that Mrs. Herbert had not come according to agreement. As the Fishers had naturally supposed Mrs. Herbert at Mr. Ker's, they had no idea what had become of her and at once informed the police. Steps were immediately taken to look for the missing woman and fears were entertained that she had met with some untoward accident. However, it was found out yesterday afternoon that Mrs. Herbert was in St. Joseph's hospital, where she had gone on Tuesday, suffering from rheumatism. It seems that she sent a post card yesterday to her friends informing them of her whereabouts, the first intimation they had from her. The strange part of it was that she should have told nobody before she left the house where she was going.

Messrs. Wilson & Campbell give notice in the current issue of the provincial Gazette of application to be made to the legislative assembly at the appointed session for an act consolidating the leaseholds, placer claims and other specified mining interests of Donald Patterson, Thomas Dunn, and David and Isaac Oppenheimer into one holding, together with a transfer to the applicants as a body of the water rights now held by the individuals named and with power to construct a tunnel and bedrock flume from a convenient point on Valley creek to the former Lane and Kurtz leaseholds claim on Williams creek meadow for the purpose of draining the meadow and other lands in the neighborhood, and the exclusive right to mining and mineral lands, veins and lodes through which the tunnel or flume may pass not lawfully held at the date of notice.

The Vancouver Gurney Cab and Delivery Company, Ltd., is hereafter to be known as the Vancouver Transfer Company, Ltd., the Lieutenant-Governor in Council having authorized the change in the firm name.

WE HAVE HELD IN RESERVE A FULL ASSORTMENT OF

NEW YEAR CARDS

And are now prepared with new, perfect stock to supply the demands in this line.

We are also in receipt of a 25c. Edition of

"Beside the Bonnie Briar Bush."

T. N. HIBBEN & CO.

GRATEFUL-COMFORTING. EPPS'S COCOA. BREAKFAST-SUPPER.

"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well selected Cocoa, Mr. Epps has provided for our breakfast and supper a deliciously flavored beverage which may save us from many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until it is strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal ailment by keeping ourselves fortified with pure blood and a properly nourished frame."—Civil Service Gazette.

Made simply with boiling water or milk. Sold in half-pint tins by grocers, labelled thus: JAMES EPPS & CO., Ltd., Homage to the Queen, London, England, Coldwater.

Victoria College

BEACON HILL PARK, LATE CORRIG COLLEGE.

Term Re-Opens Monday, Jan. 6.

For Boarding or Day Prospects apply PRINCIPAL J. W. CHURCH, M.A. and-dw

Wanted—Help.

RELIABLE MEN in every locality—local travelling—to introduce a new discovery and keep our show cards tucked up on trees, fences and bridges throughout town and country. \$50.00 per month. Commission or salary \$5.00 per week and expenses. Medical time deposited in any bank when started. For particulars apply to THE WORLD MEDICAL ELECTRIC CO., London, Ont., Canada.

THE BRITISH COLUMBIA EXPRESS COY., LTD.

Stages for Cariboo.

The regular Weekly Stage for all points in Cariboo and Lillooet.

Leaves Ashcroft every Monday morning at 4 o'clock, travelling by daylight only and making about 70 miles a day, each way, lying over one day at Barkerville.

Ashcroft to Clinton, Mondays, Wednesdays and Fridays. Returning Tuesday, Thursdays and Saturdays. Ashcroft for Lillooet, Mondays and Wednesdays.

Special Stages. Furnished on proper notice and at reasonable rates. For a party of five or more persons stage fares only will be charged. These parties make regular stage time, changing horses along the route. General express matter carried by regular stages. Fast freight by special.

For further information apply to B. C. EXPRESS CO., LTD. Ashcroft, B.C.

Dr. J. Collis Browne's Chlorodyne.

Vice-Chancellor Sir W. Pass Woon stated publicly in court that Dr. J. COLLIS BROWNE was undoubtedly the inventor of Chlorodyne, that the whole story of the defendant Freeman was literally untrue, and he regretted to say that it had been sworn to—Times, July 18, 1894.

DR. J. COLLIS BROWNE'S CHLORODYNE IS THE BEST AND MOST CERTAIN REMEDY IN COUGHS, COLDS, ASTHMA, CONSUMPTION, NEURALGIA, RHEUMATISM, &c.

DR. J. COLLIS BROWNE'S CHLORODYNE is prescribed by scores of world-wide practitioners. Of course it would not be thus if it was not a "place" in the medical world. January 19, 1895.

DR. J. COLLIS BROWNE'S CHLORODYNE is a certain cure for Cholera, Dysentery, Diarrhoea, Colic, &c.

CALIFORNIA—None of the words "Dr. J. Collis Browne's Chlorodyne" on the label. Overwhelming medical testimony accompanies each bottle. Sole manufacturer, T. J. DAVENPORT, 31 Great Russell Street, London. Sold at 1s. 2d., 2s. 6d., 4s., &c.

The Berlin exposition authorities have accepted the offer of Fred Thiel, representing the Multiple Speed railway company, of Chicago, and will allow the construction of a moving sidewalk at the exposition grounds.