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THE DAILY TIMES CLASSIFIED AND

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For every English person who lives in a house valued at over £20 a year, six live in dwellings of lower value.

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86% GOVERNMENT STREET.

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LOTS 1, 2, 3, 4, 5, 6—On Duchess street, off Port Street, price \$500 each; all cleared and good land.

10% ACRES—Town of Sidney, fine frontage, containing 80 lots, all cleared and fine fruit land, about \$37 per lot; price for whole, \$300 per acre.

5 ACRES—1 mile from Sidney, 9 room house, worth \$2,500, barn and outbuildings, 2 acres of orchard, good water, 5 minutes' walk to school and church, all cleared; cash price \$5,000, or \$3,200 with your own terms.

5 ACRES—On corner, 1 mile from Sidney, blacksmith shop, small cottage and tool house, all cleared, all fruit land, close to church and school, easy terms, \$1,500.

20 BLOCKS OF 25 ACRES EACH—All water frontage, southwesterly slope, 4 miles from Sidney, from \$100 to \$200 per acre according to amount clearing; easy terms.

40 ACRES—Quamichan District, bush land, maple, alder; takes in nearly all the S. pool on Cowichan river and one of the best fishing pools about; price \$3 per acre.

5 ACRES—On Cowichan river, fine fishing site, up to \$450.

NOSE COLD AND NASAL CATARRH.

Cure them now by Catarrhose. Its delightful balsamic vapor gives relief instantly and cure is guaranteed. Sold by all dealers.

STRIKE RIOTS.

Trouble at Southern French Ports, Where Men Are Still Idle.

Paris, June 5.—A settlement of the seamen's strike has been reached this evening, the men of many of the ports refusing to adopt the recommendations of the delegates who came to Paris and voted to accept the decision of the national committee, whose headquarters are in Marseilles. At some of the southern ports the strikers during the day manifested a turbulent spirit, and several incidents were reported. The strikers of Cherbourg to day unsuccessfully attempted to prevent the departure of the tenders sent off to meet the trans-Atlantic steamers.

BOOT AND SHOE REPAIRING.

NO MATTER where you bought your shoes, bring them here to be repaired. Hubs, 1 Oriental Ave., opposite Old Grand Theatre.

CHIMNEY SWEEPING.

CHIMNEYS CLEANED—Defective flues fixed, etc. Wm. Neal, 32 Quadra street, Phone 1013.

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DETECTIVES.

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DYEING AND CLEANING.

PAUL'S DYEING AND CLEANING WORKS, 120 Fort Street, Tel. 524.

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ENGRAVERS.

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BOARDS OF TRADE, Tourist Association, etc., should consult us when preparing guide books, advertising literature, etc. We group photos artistically and guarantee best results. B. C. Photo-Engraving Co., 25 Broad street.

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IF YOU WANT thorough instruction in shorthand, typewriting, bookkeeping, take a course at The Shorthand School, 45 Broad street, Victoria, B. C. E. A. Macmillan, principal.

FLOWERS.

PLANTS—Early and late cabbage, 25c. per 100; cauliflower, 50c. per 100; tomatoes, 25c. per box. Grape vines and plant them. G. A. Knight, Mt. Tolmie Nursery.

HARDY PLANTS—Those Hardy Mums. There is nothing to equal these for garden decoration in September and October. We have them in all colors, and after last winter there can be no

ENGLAND THROUGH JAPANESE EYES

"The Unwritten Laws"

By K. Sugimura, Special Correspondent of the "Tokio Asahi," in the London Mail.

I arrived in London two weeks ago, on my first European trip, and for me this has been a time of vivid impressions. Travelling by the Siberian route I found myself in St. Petersburg among very warm-hearted strangers. They were kind indeed, but I often wondered what they were really thinking of my country and myself. In Berlin and in Paris I felt as if I were among long-parted friends. But while I recognized at once our kinship, they seemed to feel that there was a barrier between us—we were strangers. Now in London I find myself treated not as a stranger, but as one coming among his own kind. I feel as if I would do well to revisit the house of my uncle. No barrier separates us.

Much that I look on now for the first time seems strangely familiar. At first this puzzled me. When had I seen these things before? The men, the women, the children, the cattle, and the very dogs that ran by the roadway were all known to me, and it was as though I had lived among them for a long time. Then the cause of the familiarity came back to me. These were just what I had read about and studied so carefully in the English reading-books of my childhood. The very dogs that ran by the roadway were all known to me, and it was as though I had lived among them for a long time. Then the cause of the familiarity came back to me. These were just what I had read about and studied so carefully in the English reading-books of my childhood.

By Decree of Public Opinion.

"Lex non scripta" might be written at the gateway of England. If I were asked the thing that has impressed me most here I would reply the strength—sometimes the tyranny—of the Unwritten Law. Custom seems to rule absolutely in this country to an extent unknown and unimagined by me before. Custom limits the action of people more absolutely in England than strict, written legislation does in my own land. The Unwritten Law of England controls the actions of the people more absolutely in England than strict, written legislation does in my own land.

I find that my dress, the color of my hair, and the color of my eyes, are all matters of public opinion. I went into a shop to buy a leather purse. I was about to take a black one when one of my companions interposed. "In this country," he said, "only ladies have black purses." "But why should not a man also have a black purse?" I asked. "How am I to account for this distinction? What is the reason?" None. It is a tradition to which the people simply and unquestionably conform.

I want a travelling bag. I dare not go into a shop and ask for a black one. No. The Unwritten Law has decreed that my bag must be a brown shade. I must obey. Only ladies carry black bags in England.

The Unwritten Law, too, often takes the place of the policeman. Some years ago the metropolitan police in Tokio issued an order that in walking in the streets every one should walk on the left side, and that if this order was not obeyed punishment by law would be inflicted. Several years have passed since then, and the police have been trying to enforce that traffic regulation. People constantly disobey it, and many walk on the right side or in the middle in spite of the efforts of the police. In London there is no law on the matter, and you are free to walk on the right or left or in the middle, as you please. But the Unwritten Law has decreed that you must go to the right, and everyone obeys it without any trouble to the police.

I notice the crowd at the doors of a London theatre. They form regularly up two by two. There is no policeman by their side, and yet they do it. It is their custom. In Tokio you would find a policeman on either side keeping the people strictly in order.

Cast-Iron Etiquette of Clothes.

I was going to visit a country house in the evening. I asked if I should wear a frock coat. My companion gasped. "No one ever wears a frock coat in the evening," he said. Again I asked, why not? Why should I not, if I wished, wear my frock coat from breakfast till early evening? In Japan a man chooses his own costume; here public opinion decides what his coat shall be.

Everything is fixed historically, or rather traditionally, and sometimes I find it too much fixed. I am beginning to be puzzled about what I may wear, and what I may not. One morning I found on looking out of my window that it was raining. I noticed that very few people were carrying umbrellas, and I thought that if it must be a custom in this country not to take an umbrella on rainy days. I asked my hostess if I might dare to do so or not. The sad result of my irrelevant question was her hearty laugh.

In Berlin your conduct is regulated by the notices posted up in the streets. Everywhere one finds the announcement that this or that is "forbidden." You can read around you how you must act. In Berlin and in Paris each cab has a taximeter that mechanically shows the distance driven, and the fare to be paid. Now, in London there are very few taximeters. The body has not been found.

PROSPECTOR'S SUICIDE.

Mr. June 5.—At Waneta, William Dean, an American prospector of gold, jumped into the Columbia river back of the Port Sheppard hotel and was drowned. He was with a number of others, had been drinking for several days at the Port Sheppard hotel, and a number were with him when the act was committed. Dean was seen to come up and swim strongly against the current, but soon gave up and sank. The body has not been found.

FIVE HUNDRED DOLLAR FINE.

Jap Convicted of Illicit Manufacture of Whiskey.

Vancouver, June 5.—Okita, the Japanese, convicted for the illicit manufacture of whiskey on a small island in the Fraser river, paid a fine of \$500. His defence was that he was making the sake to preserve fish for export to Japan.

THE BEST MEDICINES IN THE WORLD CANNOT take the place of the family physician. Consult him early when taken ill. If the trouble is with your throat, bronchial tubes, or lungs, ask him about taking Ayer's Cherry Pectoral. Do as he says. We have no secrets! We publish. J. C. Ayer & Co., Lowell, Mass.

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Corner of Trounce Ave.

RAILWAY PROGRESS IN CANADA

By J. L. Payne, Department of Railways in Canada.

The commercial and industrial development of Canada has had a natural counterpart in the expansion of the transportation interest of the country. In a fitful way this enlargement of trade has proceeded during the years between 1871 and 1897, the basis being laid meanwhile for a wider national life; but it was in the latter year that a new era of prosperity dawned upon the Dominion—an era to which no man is now prepared to fix limitations. It has not at any time exhibited the undesirable character of a "boom," but has been marked by steady advancement, under conditions having their foundation in the solid and permanent resources of the country. To meet this progressive movement, to even make it possible, it was necessary to lay down many miles of new railway track, to add largely to the equipment and to organize the means for handling a rapidly swelling traffic.

This has not been an easy task, and it should not be surprising that its absolute accomplishment has been impracticable. Fresh needs have arisen more rapidly than tracks could be laid down or locomotives and cars constructed. Congestion has been the result, and to-day one of the serious problems to which the railway commissioners, as well as manufacturers and contractors, are addressing their best energies is the providing of adequate facilities for the carrying requirements of the whole country. Incidentally, the scarcity of labor bulks large as a hindrance, and this may become a far graver matter than it now appears to be. But, putting these considerations aside, it is instructive to note the growth of Canadian railways during five-year periods since 1872. The record is as follows:

Year.	Miles in Operation
1872	2,899
1877	5,782
1882	8,697
1887	12,184
1892	14,564
1897	16,550
1902	18,714
1906	21,353

This increase of 637 per cent. in miles of railway must be regarded as highly satisfactory. The providing of equipment required for the operation of this larger mileage has been proportionate, although it still falls far short of the

demand. Not only have many more locomotives and cars been brought into use, but these have been of much greater capacity. Whereas a train-load of 250 tons would be about the maximum in 1872, loads of 1,500 and 2,000 tons are now quite common. It is the disposition of all railway managers in these days to increase the train-load to the utmost possible weight, and to make this practicable much money is being spent in reducing grades, eliminating curves, and strengthening the roadbed. Millions are also being laid out in double-tracking busy sections, and in the improvement of terminal facilities. The carrying power of all the principal railways has been taxed to such a degree during recent years as to compel the adoption of a policy looking practically to the reconstruction and re-equipment of these lines.

The volume of traffic has grown with relatively greater rapidity than has the mileage. In 1875 the number of passengers carried was 5,190,416. This had swollen to 9,962,358 in 1884, to 14,462,698 in 1894, and to 27,989,782 in 1904, a betterment of 92 per cent. This increased business brought the earnings up from \$19,470,589 in 1875 to \$125,322,885 in 1906. In this connection it is important to notice that while the earnings per ton declined, the income per train mile increased—indicating lower rates on the one hand and economies of administration on the other. This result is in keeping with the methods of the best railway management the world over, by which the earnings per train mile are steadily bettered. It is also satisfactory to know that while the operating expenses absorbed 81.1 per cent. of the total income of Canadian railways in 1875, this figure had been reduced to 68.1 in 1906.

Up to June 30 last \$1,332,498,704 had been invested in the railways of Canada, of which large sum the Dominion government had contributed \$194,188,584, the governments of the various provinces \$43,278,022, and the municipalities of the country \$17,125,164. To these subventions might be added \$88,000,000 as the cost of the Intercolonial and \$8,000,000 as the cost of the former owned and operated by the Federal government and the latter by the provincial government of Ontario. The policy of aiding railway construction in Canada has not yet been discontinued; but it may be safely assumed that the time is near at hand when direct assistance in that form will cease.

So much for history. Or perhaps greater importance is the outlook for the future. Long strides have been taken during the past thirty years; but within the next decade the record of

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REA

REPLIES TO ADV

Letters in reply to the classified column await claimants as follows: NUMBERS—17, 27, 3, 109, 110, 125, 127, 148, 170, 235, 242, 286, 719, 732, 912. LETTERS—A. A. Buxey, C. D. F. G. R. R., S. J. H. T. J.

WANTED—M. Advertisements under a word each.

WANTED—Strong Sweeney's Cooperage.

ENTRUSTED MEN locally throughout the province, to take and deliver small and large parcels, and expenses \$4 per parcel; no commission. Write for particulars. Lockport, N. Y.

WANTED—Smart young man, 24 years, 5' 10", 140 lbs., 40 years of age.

WANTED—At once, penman, one good in hand, or capable to advertise and sell. Position permanent. Kins Manufacturing work for you. \$25 a week. Write for particulars. Lockport, N. Y.

ANY INTELLIGENCE worth \$25 to \$100 for newspapers, etc. Send for particulars. Lockport, N. Y.

WANTED—FE. Advertisements under a word each.

WANTED—A capital to assist in work at an institution to suitable persons. Times Office.

WANTED—Girls and Laundry.

WANTED—Middle-aged man, in the country, street, James Bay.

WANTED—At once, and waiters, etc. Send for particulars. Lockport, N. Y.

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