

had been read by the Ven. Archdeacon Scriven and the Revs. Hall and Betts, they sang two verses of "Nearer My God to Thee." To the sympathies of public school teachers the double funeral specially appealed. For the eldest daughter (Clara) of this family was for many years a much esteemed teacher; another daughter is now teaching near Nanaimo; and Alice, the eldest of the two sisters buried yesterday, was preparing for the approaching teachers' examination.

Among the many mournful processions to the silent city today was that composed of the relatives and friends of the late Miss Florence G. Jackson, whose funeral left the residence on Quadra street at half-past one o'clock. The position which this young lady occupied in the estimation of her numerous friends was apparent in the wealth of floral tributes of sympathy and sorrow which was laid upon her casket and filled the room in which she reposed. Her friends took a last look at the face now peaceful in death. Rev. Solomon Cleaver officiated, and the pall-bearers were: Messrs. James and W. Bland, Charles and Rudolph Schotter, Alfred Huxtable and S. Beaton. The casket was hidden in flowers, among the offerings being a handsome wreath from Miss Rose Jackson, sister of the deceased, and Mr. James Pilling; wreaths from Mr. and Mrs. McKittrick, Captain and Mrs. Langley, the pupils of the First Presbyterian Sunday school, the Misses Rathbone, Mrs. Handley, Miss Robbins, of Spokane, the ladies of Mrs. Small's establishment, Mrs. Wolff, Mrs. Carson and a host of others. Senators Hall, of Colfax, Washington, Mrs. Jackson, G. Maxwell, of Colwell, of Victoria, were among the chief mourners. The funeral procession was headed by a number of high school girls—school mates of the deceased. They were dressed in white.

Florence Jackson's funeral was joined on Yates street by the funeral of Elizabeth Shepherd, beloved wife of E. C. Shepherd, and that of his two children, Bethel and Ernest. The Oddfellows turned out in a body and marched in front of the men carrying the casket. The body of Mrs. Shepherd and the other that of the two children. There were many floral offerings from the many friends. Six little school girls dressed in white acted as pall bearers for the children, and for Mrs. Shepherd, the pall-bearers were Messrs. Scott, Smith, Devlin, Hastie, Duck and Dean.

The funeral of Simon and Mrs. Pearson will take place on Sunday the 31st instant from Hanna's undertaking parlors at 10 o'clock.

The funeral of Mrs. Theophilus Bedford and her daughter Grace took place at five o'clock yesterday afternoon. Rev. Solomon Cleaver conducted the services. The pall bearers were: W. Munsie, T. Sutherland, J. Cleasby, F. Carme, Jr. S. Reid, J. L. Crimp, E. J. Gray, W. H. Bone, W. Smith, J. E. Church, Conductor Coghurn, and W. H. Clarke.

The remains of Francis James were buried from No. 2 Belleville street at 2:30 this afternoon, at St. Mark's Reformed Episcopal church, where the services were conducted by Bishop Crige, assisted by Rev. Dr. Wilson.

The funeral of Mr. and Mrs. Carmichael took place from their late residence at 2:30 this afternoon, and later from St. Andrew's Episcopal church, where a full congregation listened to solemn services conducted by Rev. W. Leslie Clay, assisted by Dr. MacRae, of Victoria West. The organ pipes, pulpit, and choir seats were draped and decorated, also the pew where Mr. and Mrs. Carmichael worshipped for a number of years. The order of service was as follows: Processional—organ—Chopin's funeral march; anthem, "I heard a voice from heaven;" two appropriate hymns, and recessional, Handel's Dead March in B-flat. The pall bearers for Mr. Carmichael were Messrs. Wm. Templeman, H. A. Munn, Wm. Wilson, C. E. Renouf, Howard Chapman, and F. J. Claxton, and for Mrs. Carmichael Messrs. Alex. G. McCandless, Dr. G. L. Milne, Capt. Jno. Irving, H. H. Chapman, J. H. Lawson, and T. B. Hall.

FUNERALS AT SEATTLE.

Impressive Services at St. Mark's Church for Bernard Murray.

Seattle P-I.—With the arrival of the bodies of the Seattle victims of the recent disaster at Victoria the local significance of the accident is being brought more directly home to the residents of this city. The full horror of the situation could not be forced on the minds of bereaved relatives and friends by a mere relation of the incidents and results of the catastrophe. Now come the funerals, and as each lowly form is laid away to rest a realization of the irrevocable loss comes to the desolate homes.

The first form to be laid under the sod was that of Bernard W. Murray. The funeral services held in St. Mark's church during the afternoon were impressive and beautiful. Up to the time of his death young Murray had been a choir boy in the church, and six of his former companions robed in cassock and mitre acted as pallbearers. The Episcopal funeral office was rendered by the full choir. At the close of a few appropriate remarks by Rev. D. C. Garrett, the anthem, "I Am He That Liveth," was sung with feeling by Oliver King. As the remains were carried from the church the choir sang "Hark, Hark, My Soul, Angels Songs Are Swelling." The interment took place at Lake View cemetery.

Yesterday the funerals of Mrs. Woodhouse, Mrs. Balfour, Mrs. Prevost, and the Italian musicians, took place.

Miss Murray, whose brother was killed in the accident, makes a denial of the statement made by Captain Ames, of the Rosalie, in his interview in the Post-Intelligencer yesterday, that her brother had left her on the street and pushed his way alone into the car that went through the bridge. She says she had not seen her brother at all that morning, and that she had been in the company of friends. She did not know her brother was on the fated car until his body was recovered.

CORONER'S INQUEST.

Continued To-day and Adjourned Until Monday Morning.

William Scott, 15 Kingston street, yesterday afternoon deposed that he was standing in the doorway at the end of the bridge and then went

slowly on. He heard two slight reports and then came a loud crash. The car seemed to go down with a slant toward one side. It appeared to him as if the whole span had gone down together. The car was crowded, and was in a position to spin when the crash came.

John Campbell, of Scoresby street, was next called up. He got on the car at the corner of Yates and Government streets and was standing beside the motorcar. Two boys, who were standing on the steps, were ordered to get by the conductor. Witness suggested to the motorcar that they wait a few moments in order to let the preceding car get in front more. The motorcar then stopped the car and did not go on the bridge until the first car was on the bridge, which fell. The car on which witness was riding had got on to the bridge about thirty or forty feet when something snapped and the car sank down about eighteen feet.

Then it ran on a slight distance until another crash, which was the whole thing fell, the car canting toward the Gorge. The end nearest the city gave way first and then the whole platform went down together. The motorman leaned out and head to see what was the matter. The whole thing was a matter of a few seconds, and then the whole thing struck the motorman on the head as they fell.

John Henry Grosvenor Earle, an employe of the Tramway Company, was driving the car following the wrecked one. He was about a hundred yards away when the accident took place. They were instructed to keep the cars at least a hundred feet apart, but there were no instructions given to him limiting the number of passengers. He was on the car which preceded the wrecked one. His car was much smaller than that one. As he went over the bridge he noticed the car oscillating rather more than is usually caused by the bending of the springs. Immediately the car got on the second span this movement ceased. Looking back as he got toward the end of the bridge he saw the other car disappear through the gap. Printed notices are posted in the cars prohibiting people from standing on the platform, and informing them that standing on the front platform is at their own risk. He never had received instructions to limit the number of passengers, and had never been instructed to keep them off the platform. Witness said that on Monday evening it was impossible to do so.

O. W. T. Piper testified that he had passed under the bridge, and had been alarmed at the creaking and growling. At one spot in particular it seemed as if the bridge was going to fall. He was coming down. He did not report it to the city authorities, for he said, they would only have laughed at him.

The coroner asked him "if he meant to say that thinking the bridge to be in a dangerous condition he did not take steps to report it."

Witness said that he had often spoken of it, as had also Capt. Grant, but it was no use reporting it to the city authorities, for they paid no attention to him. This witness was dismissed abruptly by the coroner, who said his evidence was not worth anything. It was incredible, said the coroner, that a man could, knowing a bridge to be in a dangerous condition, refrain from reporting it.

The inquest was then adjourned until Monday afternoon at 10 o'clock.

Lorne Cates, a tramway employe, was the first witness called this morning. He was the motorman on car No. 6, and did not see the accident until after it happened. He was just off the bridge when it occurred. Nothing unusual was noticed by him as he crossed the bridge. It did not vibrate more than usual. Witness said that when he got about a car's length from the end of the bridge he turned on full power in order to get up the grade. He said that there was a noise on the car which he said was not as loud as he has heard when he rode on the platform, but he had never received any instructions to enforce it. The car was crowded, and he told the people who were standing on the platform to crowd up in case they should be hurt in crossing the bridge. Witness said he was employed by the tramway company, two years ago, but had received a printed book of rules, but he could not say if there was anything in it relating to the carrying of passengers. The car was going very slowly when crossing the bridge, not more than two miles an hour, just enough to keep the car moving.

Superintendent Wilson, wishing to rectify a mistake in his evidence yesterday, was then called. He said it was not two years ago, as he had said, but one year ago, when Mr. Elliott had inspected the bridge.

Capt. Grant, master mariner, who resides close by the bridge, being sworn, said that he could not help noticing the heaving of the bridge, his wheel being close beside it, and he being very often on that wharf. About two or three years ago he had noticed the tremor work and the mud sills to be in a bad condition. He reported it to the city engineer, but they did not notice it. Less than a year ago he reported it. Mr. Kent that everybody was trotting over the bridge, causing it to vibrate so much that he could not walk over it, having to stand still until the team got off and the vibration ceased. A policeman had been sent down and he saw that teams were walked over it. The witness saw the accident from his wharf. The bridge was pretty well crowded with vehicles. He heard a crash and saw the bridge give way in the centre. It apparently hung for about five seconds, then the other corner gave way and the bridge seemed to slip from the piers. Then the whole span went at once, slanting as it fell and falling rigidly, the centre of the span of the bridge was intact. He could not say whether the car or the bridge struck the water first. From his point of observation he could not see whether or not the bridge buckled; his idea was that it did, and the whole thing fell into the pier. The car was near the centre of the span when the bridge fell. On the morning of the accident he had seen several teams trotting over the bridge. Comparing the vibration caused by car and by teams, he said that the vibration caused by the cars was very slight, while that caused by vehicles trotting over the bridge was so great that a pedestrian could not walk; he would have to stand still until the vehicle got off and the vibration ceased. He had never sent any notices to the tramway company regarding it. Witness said that there was no one in his house who

would trust themselves on a crowded car crossing the bridge. There was twenty-two feet of water under the bridge, the water being deeper there than anywhere else in the harbor. Being asked if there was any truth in a rumor that was being circulated, saying that he had complained to the officials and had been told to mind his own business, he said that this was not so.

The next witness, A. S. Potts, a student of law, said that he had driven past the wrecked car at the end of the Rock Bay bridge, driving as rapidly as possible to the Point Ellice bridge in order to get across the bridge before the big car came. On arriving at the bridge he pulled up in order to enable the preceding car to get across, then he started on the bridge. Superintendent Wilson passing him in a two-wheeled car. He heard a crash soon after he got on the bridge and then the bridge went down, the platform seeming to fall horizontally into the water. He had walked slowly on the bridge, but he saw some people trotting. The small car he thought was about twenty-five yards from the end of the bridge when the crash occurred. He while he was had often passed under the bridge and one day as he watched a car going over it he was so alarmed that he resolved not to be under the bridge when a car was passing.

D. D. Harris, of Buriette avenue, got to the scene of the accident five or six minutes after it had occurred. He had also visited the scene since then. His idea was that the bridge first went at the northwest corner of the first span, then the bridge broke at the bridge, he thought, would throw more strain on that side than on the other. During his term as an alderman, which had ceased two years ago, he had never heard any complaints as to the safety of the bridge. He was getting off the first span when the crash came. First he heard a crackling noise, coming, seemingly, from under the car. Directly he heard the crack he ran looking back, he saw the span settling, then he seemed to be about two feet below the level of the bridge in the centre; the ends looked to be all right as far as he could see. After he heard the first crack he heard a few distinct cracks over head, as of snapping ironwork, and then the whole thing went down. He did not see where the car went, as he was running away.

J. S. Place, of Salf Creek, Lillooet, was next called. He was standing on the platform of the preceding car. The first indication he received of the accident was the sound of the wheels jumping off the car, and when he got jumped to the back of the car he saw many people running toward the broken span. He did not hear the crash nor see the bridge fall.

The inquiry was then adjourned until Monday afternoon at 10 o'clock at the court house.

GENERAL NOTES.

Services were held in the Temple Emanuel last evening to offer thanks for the escape from death of Mr. Frank and his family. The following resolutions were passed by the congregation:

"We, the officers and members of Temple Emanuel, in view of the great calamity which has overtaken our community, hereby express our deepest sympathy for the bereaved, and pray that our Heavenly Father may comfort and sustain them in their great sorrow."

The funeral expenses of Mrs. Campbell on an average during the last three years on Point Ellice bridge. As late as April, 1895, Mr. T. Elliott was foreman and a force of men acting under the city engineer recovered the bridge from end to end.

CONSIGNED TO EARTH.

The funerals of the Victims Terminated Yesterday.

Those solemn duties which have occupied the attention of Victorians since Thursday last were concluded yesterday, when the remains of the bodies of the victims of the bridge disaster were consigned to the tomb.

On Saturday afternoon the remains of May and Ethel Bowness were buried from their family residence and later from St. Andrew's Episcopal church. The service, which was conducted by Rev. J. B. Haslam, was fully choral. The choir, preceded by the cross bearer, met the funeral cortege at the west entrance of the church and led the procession singing the hymn "Days and Moments." The 90th psalm was then chanted, and after the reading of the lesson the choir led the way in the same order, singing as a recessional, "When Our Heads Are Bowed With Woe."

The pall bearers were Messrs. Jackson, Goddard, Emery, Sweeney, Colquhoun, Alison, Campbell and Babbington, and Messrs. Vigor, Savage, Smith, Goodwin, Myers and Haughton. Before the bodies were committed to the one grave "The Will Be Done," was sung and the "Nunc Dimittis" was chanted. The casket was covered with many beautiful floral offerings of sorrowing friends, among them being a wreath from the employes of the C. P. R. telegraph office.

The funeral of Miss Harriet Clara Nathan, who died yesterday afternoon, from the family residence, North Road, Spring Ridge, and later from Christ Church Cathedral, was numerously attended by sorrowing friends who contributed many beautiful floral tributes. The services at the cathedral were conducted by Rev. Canon Beaulieu, who also accompanied the remains to the grave. The pall bearers were Messrs. J. Speed, J. Smith, Chas. Steele, J. McCorkal, Thos. Bryden and F. Ward.

The remains of John Grace Leveridge and his wife Pamela, also Ethel Priestley, daughter of the latter, were buried from Hanna's undertaking parlors at 2 p.m. yesterday, and later from St. Andrew's Episcopal church, where appropriate services were conducted by Rev. Mr. Haslam. For Mr. Leveridge the pall bearers were Messrs. C. O. Goodwin, H. B. Rendell, S. E. King, Joo, Dalby, H. Moss and Wm. Armstrong; for Mrs. Leveridge, Messrs. Thos. Bradburn, H. D. Irving, Frank Turner, Robert Emery, Robt. Brown and T. E. Wods; and for Nellie Priestley, Misses Bessie Wall, Effie Cole, Beatrice Snyder, Sabine Ash, Katie Dalby and Edna Rendell.

The tramway employes marched in front of the hearse, which conveyed the remains of J. E. Talbot, the doctor, and George F. Farr, the motorman of the ill-fated car No. 16. The funeral procession left Mr. Talbot's late residence Douglas street, at four o'clock Saturday afternoon, and at Hanna's undertaking room. It was joined by the cortege of Mr. Farr. The pall-bearers were the fellow car men. The funeral services were conducted by Rev. Solomon Cleaver, P. C. L. Harris, and P. E. Sims. Among the many beautiful floral offerings were wreaths from R. M. Home-Payne and F. S. Barnard.

The members of the local orange lodges, augmented by those of Stanich Mr. and Mrs. J. H. Pearson. The members of the Salvation Army, at whose meetings the deceased were regular attendants, also turned out in a body. Mr. Pearson was an enthusiastic member of the Black Preceptory, and the pall-bearers were Sir Knights Geo. Grimason, John J. Walsh, Isaac Walsh,

conductor opened all the windows before they left the corner. His first impression when he heard the crash was that the back platform had given way. After the second crash the air, he thought, came to a standstill, and after trembling for a moment, fell inclining towards the Gorge as it went down. The car was about three parts over the span of the bridge. Being asked if he heard anything like a sound of cracking timbers under the car, and then they fell. He did not fall into the water but onto a timber. His little boy was pinned beneath some timbers about a yard away from him, and he did not think of anything else, but immediately rescued him.

Interview With President McMullen of the San Francisco Bridge Co.

The San Francisco Chronicle of Wednesday last had an interview with John McMullen, of the San Francisco Bridge Company, who built the Point Ellice bridge. It does not surprise me, he said, "to learn that the bridge went into the Gorge under the weight of a heavily loaded car. The bridge was never built to carry cars. It is what is known in mechanical engineering as a combination structure, in which the compression members are of timber and the tension members iron and steel. The floor was about twenty-five feet above the water at low tide, and the water, to the best of my recollection, is thirty or forty feet deep.

"Having seen thirteen years of service the bridge ought to have been long ago condemned, and something more substantial built in its place. When new it was scarcely strong enough to carry cars. Those English tram cars, as they call them, are very heavy affairs, almost twice as large and heavy as the Mission-street cars, and are intended to carry comfortably about sixty people.

"My conscience is perfectly clear in the matter. Why, I had occasion to visit Victoria in 1891, and found they were running heavy cars over the bridge. I went to Surveyor-General Gore of the provincial government and said to him that it was a great abuse of the bridge to run cars over it, and that it was unsafe. His reply, according to my recollection was that the engineer of the electric tramway had examined into the matter carefully and found that it was perfectly safe. I dropped the subject then, and have given it very little thought since."

Mr. Gore was this morning shown the interview. He said he had no recollection of Mr. McMullen having called on him in 1891.

Irwin Kirkpatrick, Edwin Johns, Sr., and Joseph Brown, For Mrs. Pearson the pall-bearers were Messrs. W. J. Ledingham, James Cummings, William Wallace, Richard Bromwell, Harry Davis and Robert Clarke.

The funerals of Lily May and Sarah Emma Sheriff took place from the family residence, Alpha street, Burnside road, at 1:30 yesterday, and later from St. John's church, where services were conducted by Rev. Percival Jenks. The Sons of England turned out in a body and the pall-bearers were twelve of their number.

WHAT THE BUILDER SAYS.

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The Inland revenue returns for May follow: Spirits, \$6,861.25; malt, \$1,799.49; tobacco, \$2,271.75; cigars, \$717.60; methylated spirits, \$89,558; distilled petroleum, \$5. Total, \$12,145.92.

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BRIEF LOCALS.

From Friday's Daily.

Attorney-General Eberts has left for Ottawa. From there he will proceed to London to represent B. C. before the Imperial Privy Council on the railway belt question.

John Hyland, of Telegraph creek, and Walter Scott, of Illecilleweth, have received commissions of justices of the peace, the former for Kootenay and the latter for West Kootenay.

Notice is given in the Gazette that the Judges of the Supreme Court of British Columbia will hold monthly sittings at Nelson and other towns in Kootenay as business may require from June 1 to October 1, 1896.

The provincial secretary is calling for tenders for the supply of clothing, food and fuel for the Provincial Home at Kamloops, and also for the Asylum at New Westminster. Tenders will be received up to noon June 15.

Ven. Archdeacon Scriven, Rev. W. D. Barber, Rev. R. Whittington and Charles Hill-Tout, have been appointed to act as examiners with the Superintendent of Education at the forthcoming teacher's examination.

Rev. Thomas Neville and Miss K. Shelly were married by Rev. J. F. Betts, assisted by Rev. Solomon Cleaver, at the residence of Dr. Ernest Hall last evening. Miss Lawrence, Miss Edna McKeon and Miss Hattie Nichols acted as bridesmaids, while Mr. C. H. Bows supported the groom. Mr. and Mrs. Neville left on the Kingston last evening. They will make a tour of the Sound cities and Portland.

Hans Hansen was in the city police court this morning charged with having committed an aggravated assault upon Vincenzo Tito. The assault was committed in the house of the notorious Birdie Kersard on Herald street. An axe was the instrument used, and luckily Hansen only hit his victim once. That once, however, was sufficient to inflict a very serious wound on the head. The case has been remanded until Monday.

J. C. Prescott, charged with having committed perjury in his evidence in the Cook divorce trial, was brought before Police Magistrate Macrae in the police court yesterday. Prescott in his evidence swore that no improper relations had existed between himself and Mrs. Cook. Yesterday the witnesses were examined and it was found that Prescott had sworn that Prescott had made other misstatements in the evidence.

Al. Voss, the piano player at the Erily Music Hall, left the city by the E. & N. train yesterday morning, leaving a few miles this side of Nanaimo to take to the woods. Voss was married a short time ago to Miss Florence Fields, a Victoria girl. Previous to this he had been living with another woman. On Sunday last the woman returned from Nanaimo, where she had been working, to look for Voss. For some reason he seemed to be afraid of her and left the city to get out of her way.

Rev. Solomon Cleaver, B. A., of the Metropolitan Methodist church, this city, and Rev. G. R. Turk, of Grace church, Winnipeg, will probably exchange pulpits. At a meeting of the congregation of the Metropolitan church held last evening, a unanimous call was extended to Rev. Mr. Turk, which it is believed he will accept. A call has been extended by the congregation of Grace church to Rev. Mr. Cleaver. The change will not be made till June 1st.

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The funeral of the late Mrs. Thornton Fell will take place from the First Presbyterian church at three o'clock on Wednesday afternoon. The deceased was a daughter of Rev. Dr. Rod of New Westminster. She is survived by her husband and two daughters.

On Saturday afternoon, Dr. J. K. Garrow, who has been out on bail, awaiting trial on the charge of murdering Helen Jarnes, was arrested and charged with having committed an illegal operation in March 1894. The case has been remanded until Thursday.

Exports to British Columbia, via the port of Tacoma, during the month of May, amounted to \$23,586,201. Of this amount all represents American goods products except to the value of \$1,077,000, which local exports to British Columbia consisted in the main flour and mill stuffs.

Police Magistrate Macrae had two offences brought before him in the police court this morning. George Best, for being drunk, and Jos. Nelson, for theft. Nelson stole five chickens from B. Van Volkenburg. He was arrested by Sergt. Walker with the stolen chickens in his possession. Two months with hard labor was the sentence.

Joseph E. Robertson, of England, and Miss Margaret Love, of Victoria, were married on Saturday evening at St. Andrew's Episcopal church, by the Father Nicolay officiating. Mrs. Farnell attended the bride, and the groom was supported by J. McKenna. After the ceremony the bridal party were entertained at the residence of Mrs. Matthews, Fernwood road.

Ricardo Rias, a Mexican seaman from the Chilean bark Suliteña, which was being unloaded at Spratt's wharf, was charged in the provincial police court this morning with stabbing the boatswain, Antonio Silva. He was found guilty and sentenced to three months imprisonment, and he was also fined \$50, in default of which he was committed to jail. Silva received a rather severe knife wound in the arm.

1897, a year's notice being required to change from one conference to another.

A number of new companies organized to develop mining properties in British Columbia give notice of incorporation in the current issue of the British Columbia Mining and Development Syndicate—Head office, Rossland; capital \$2,000,000 in \$1 shares; agents: George B. Wiggin, lumber merchant, both of Saginaw, Mich.; and Red Wing, Minn. The Wolframite Gold Mining Company—Head office, Seattle; capital stock, \$500,000 in \$1 shares. Trustees: E. S. Topping, capitalists; L. C. Crawford, broker; J. C. Bishop, broker, all of Trail, B. C. Consl Gold Mining Co. (Foreign)—Head office, Spokane; capital, \$1,000,000 in \$1 shares. Camp Bird Gold Mining Co. (Foreign)—Head office, Spokane, capital \$1,000,000 in \$1 shares. Bean Pot Gold Mining Co. (Foreign)—Head office, Spokane, capital, \$500,000 in \$1 shares. Buffalo Gold Mining Co. (Foreign)—Head office, Spokane; capital, \$500,000 in \$1 shares.

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The following resolution was adopted by the Ministerial Association of Victoria at their first meeting since the disastrous calamity of Tuesday last, desire to give expression and place on record their heartfelt sympathy and condolence for the bereaved, and to extend their prayers for the recovery of those affected together with the expression of the assurance of their earnest prayers that they may be divinely sustained in this their time of deep sorrow."

Mothers will find Chamberlain's Cough Remedy especially valuable for croup and whooping cough. It will give prompt relief and is safe and pleasant. We have sold it for several years and it has never failed to give the most perfect satisfaction. C. W. Richards, Duquesne, Pa. Sold by all druggists, Langley & Co., wholesale agents, Victoria and Vancouver.

Niagara Falls, N. Y., June 1.—The entire body of directors of the Niagara Falls Power Co. have been here for days. The directors have never made so long a stay here before and they give rise to the surmise that very important matters are to receive their attention, perhaps involving the re-division of power to Buffalo or more distant points, and the discussion of the recent applications for electrical power.

New York, June 1.—Mark M. (Brick) Pomery, an old time and well known Journalist, died to-day at his home in Brooklyn. He had been in failing health for some months.

ROYAL Baking Powder Highest of all in leavening strength.—U. S. Government Report

Before leaving Wier invested some property. A man town, upon a 1 band, was a Copper above where the Boundary creek. As will be seen some quite important place lately in the land and Hay, the Gem in Dead

British Columbia. Bella Coola, May 2. Bella Coola, and although a very large garden planting is on the plants are up an

A large bridge over river is now going up finished. Down lots are now and a town site laid is very beautiful. Mrs. O. Swisdahl, population with a large number ago, has ever since, and therefore is located at the health condition very good. The school children celebrate the Queen the settlers are of the irregularity the mail at this place pleased to see more

Midway. The Advance is a the tariff laws hence the billions-hur the weighty happen creek for the last chronicled. The paper in this office was orderly seven weeks vacation and needs customous house has destination. It is Liberal cause that a country is not a ne for let a man's priv any way affected by his own once develops form.

As the mines of the known, owing to some of the local as variety of metals are ores of the district, the rare occurrence, analysis of ore taken Kruger mountain di Mr. G. A. Guess, of it contained nickel, gold and silver, far as known it is been identified as a new variety of copper.

Several important circumstances last Mr. John Weir bo the American Exp wealthy and power continental repub from 6 to 35 per cent of the country. Payment being made balance is to pay if the claim proves development anything property as the that the Copper mine be traced for over a between 50 and 80 ore is copper, in the native copper, and a small percentage from 6 to 35 per cent of the copper. There are the No. 7, Rob R bonded for M societies. All three wealthy and power continental repub from 6 to 35 per cent of the country. Payment being made balance is to pay if the claim proves development anything property as the that the Copper mine be traced for over a between 50 and 80 ore is copper, in the native copper, and a small percentage from 6 to 35 per cent of the copper. There are the No. 7, Rob R bonded for M societies. All three wealthy and power continental repub from 6 to 35 per cent of the country. 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