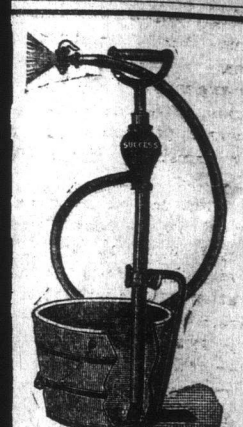


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EAT ORANGES

IF YOU WANT TO KEEP WELL

Careful tests have proved beyond question that orange juice has clearly defined medicinal virtues. Those who suffer with indigestion are compelled "to diet"—and that after eating oranges regularly for breakfast there is no distress, no palpitation.

Where there was a tendency towards constipation, the eating of oranges regulates the bowels.

In skin troubles, those who began the morning meal with an orange were noticeably improved.

There is, however, a quicker way to get better results. This is to take one or two "Fruit-a-lives" tablets at bedtime in addition to the juice of an orange before breakfast the next morning. "Fruit-a-lives" are the juices of oranges, apples, figs and prunes, in which the medicinal action is many times intensified by the special way of combining them. Valuable tonics are then added.

Take the juice of an orange before breakfast—take "Fruit-a-lives" at night—and you will quickly be rid of indigestion, stomach troubles, constipation and biliousness. "Fruit-a-lives" are sold by all dealers at 50c a box—\$2.50. Sent on receipt of price by "Fruit-a-lives," Limited, Ottawa.

Notice to Farmers

On or about the first of March, 1908 the Victoria Creamery Association will be in their new premises on Johnson street, Victoria, and will be in a position to handle more cream than formerly. If you have cream to sell, come in and have a talk with our manager who will be pleased to give you all information.

Victoria Creamery Assn.



B. C. SADDLERY CO., 566 YATES STREET
EVERY SIZE of leather going into our harness is the best that money can buy. Every bit of work is the best that the highest skill can do. Any kind of harness you buy, if you can rely on for quality and durability, always find the price the lowest possible for the quality.
Trunks and Valises always on hand.

Ask Your Musical Friends

"What in your opinion is the best piano made in Canada."

NINE
OUT OF
TEN

will answer, the

GERHARD HEINTZMAN

Even though they may own some other make instrument.

Reputation
Counts

In pianos as in everything.

Fletchers Bros.

SOLE AGENTS

1293 Government Street.

NOTICE

RAYMOND & SONS

613 PANDORA STREET

New Designs and Styles in all kinds of

Polished Oak Mantels

All Classes of

GRATES

English Enamel and American

Onyx Tiles.

Full line of all fireplace goods.

Lime, Portland Cement, Plaster

of Paris, Building and Fire

Brick, Fire Clay, etc., always on hand.

OAK BAY COUNCIL

IN WEEKLY SESSION

Councillors Have Heated Discussion on Several Important Matters

(From Tuesday's Daily)

On a number of occasions last night at the regular semi-monthly meeting of the Oak Bay council at the "Foul Bay" schoolhouse, the air was charged with electricity and on a couple of occasions it looked as though most interesting developments would be the result of the friction that arose between the members on some of the legislation that was on the order paper. The threatened discussion, however, blew over and the proceedings adjourned themselves amicably.

The reception of the letter from the city auditor, A. Griffith, in reply to a communication from the council asking his advice in connection with the best system to be adopted in purchasing supplies for the roads, sewers and bridges committee was the cause of heated discussion. Mr. Griffith advised the council to place the matter of purchasing the supplies in the hands of the clerk and a motion being made to pass a resolution to this effect. Councillor Henderson, chairman of the committee, sprang to his feet with the exclamation:

"If that motion carries I resign." Mr. Henderson moved in consequence that the pathmaster be appointed the purchasing agent and his motion was seconded by Councillor Noble. He explained that the course advocated by Mr. Griffith had been tried before and had failed.

Reeve Oliver thought it necessary to explain that in justice to the clerk that if the system had failed, that the clerk was not responsible, but the council which had been instrumental in having the change brought about. He was fully convinced that all the council wanted was the most up-to-date method of carrying out the business in this particular and that the only object was to have the work well done. The motion was finally withdrawn and the communication referred to the roads and bridges committee.

Another interesting altercation was when Reeve Oliver took exception to the remarks of Councillor Henderson in reference to the quibbling over the work of the engineer. The reeve said that if the work of the engineer came up for censure at every meeting that the council had, that he would resign his position as reeve of the municipality.

The following councillors were present: Reeve Oliver and Councillors Noble, Pernie, Newton, McGregor and Pemberton.

The report of the roads, bridges and sewer committee was received, and also that of the committee in connection with the success of the municipality's claims at the conference before the executive of the British Columbia provincial government at which were represented the city of Victoria, the B. C. Electric Railway company and the council of Oak Bay municipality. The matter of arranging the various differences between the municipality and corporations with regard to water supply was discussed and the obligation asked of the city of Victoria was granted.

The report of the roads, bridges and sewer committee, which stated that the amount required this year for the carrying on of the work in the municipality was \$16,000, was received and adopted.

Reeve Oliver's report to the council on the water question showed that Oak Bay had been protected as it was asked:

1. Reasonable in amount.
2. Reasonable in price.
3. At reasonable points.
4. Under reasonable conditions.
5. Of irreproachable quality.

Mr. Taylor, counsel for the city of Victoria, stated that the city was willing to have this obligation imposed upon it on the above conditions, it being expressly understood:

1. That in the event of the city of Victoria obtaining a new source of supply, Oak Bay municipality should receive its water from such new source and should not be left to drain its supply from Elk lake, and
2. That the price could be a reasonable price, the basis of which would be decided upon by agreement between the councils of Victoria and Oak Bay and having such agreement presented to the contracting parties for their signatures. It was decided to put the matter in the hands of the auditor immediately with this end in view.

The municipality engineer wrote stating that the cost of the proposed sewer connection with the septic tank in regard to the sewer line of the government road was laid on the table.

The matter of the school trustees and the question of the new school and municipal hall was referred to the roads and bridges committee, they to confer with the school board.

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AMERICAN CITIZENS

ASKED TO REGISTER

Uncle Sam Wants to Know How Many He May Have to Protect

(From Tuesday's Daily)

Uncle Sam is endeavoring to keep track of his sons who live in foreign lands, and to let them know that he is registered in the nearest consular office of the United States. The office of the United States consul at Victoria, in asking the citizens to register, is asking the citizens to register in the nearest consular office of the United States.

The American Society in London, England, has published in the Times of that city the following letter of reply from the Hon. Elihu Root, secretary of state, in regard to the requirement of American consuls that they shall make a record of American citizens residing in their respective districts.

"The regulations require principal consular officers to keep a register of American citizens residing in their districts, to make known that such a register is being kept, and to let all resident Americans to cause their names to be entered therein. Its object is to obtain a record of American citizens abroad in order of the government may be better prepared to protect them by knowing who are entitled to protection, and to afford them an opportunity to make their American citizenship a matter of official record. The regulation provides that the same general principles govern applications for passports and the department desires native, as well as naturalized citizens, to register, as the information thus obtained may be as necessary in their case as in the case of naturalized citizens."

"As you are aware, an American citizen residing abroad is held by this government to be entitled to its recognition as such as he maintains, in good faith, his American citizenship, and the department does not desire a hardship nor an infringement upon the rights of those who are free from performing those duties of citizenship which are exacted of a citizen of his government."

It is frequently of great importance for the state department to know without any delay how many American citizens there are in a foreign country where they are in order to determine its attitude in regard to movements and measures which may affect their interests. This can only be done by means of such a registry as is called for by the regulation."

NEW LINERS FOR AUSTRALIAN ROUTE

Marama Left Sydney Yesterday for Victoria—Makura to Be in Service

(From Tuesday's Daily)

The Canadian-Australian line steamer Makura, which replaces the Miowera in the mail line between Victoria and the Antipodes left Sydney yesterday on her first trip to this port. She is scheduled to arrive here on April 9. The Makura is a 4,400-ton gross, and is the best of the 4,400-ton gross passenger steamer of the latest type, 420 feet long, 52 feet beam, and 17 feet draft. She attained a speed of 17 knots on her trial trip, and during her run to Australia from England by way of Durban she averaged a speed of 16 knots. She made a few days' stop at New Zealand and has now been added to the Canadian-Australian line in the place of the Miowera. The steamer's name, in the Maori language signifies "Moonlight."

Next year two other palatial liners are to be added to the Marama, replacing the Moana and Aorangi. The present line of the Moana, on which she leaves a week from next Friday, will be the last to be made for some months, the steamer being relieved by the Makura for the summer season when travel is greater than at other times on this route. When trade slackens the Moana will probably resume her run.

The next year will consist of the Marama, Makura and Makura if the subsidy arrangements now pending are completed. The Makura was ordered from Stephens & Sons of Glasgow, nearly a year ago, and is now being built at the Dominion government, and if the matter is settled she will be placed in the service for which she was ordered. The Makura is being built at a cost of nearly two million dollars. She is a steamer of 7,500 tons, largest of all the Union Steamship company's fleet, and will be faster than any of the steamers now flying the flag.

KUMERIC REACHES PORT

Weir Liner With Big Shipment of Sulphur Will Be Docked This Morning

The steamer Kumeric of the Weir line which left Hakodate on March 3 with 150 tons of sulphur for the Victoria Chemical works in East Victoria, arrived at 150 tons of general freight, laden at Yokohama, which port she left on Feb. 29, passed Carmanah point at 5:45 yesterday morning, and reached Victoria Head about midnight. The Kumeric will dock this morning at the outer wharf to discharge her large shipment of sulphur from North Japan.

PACIFIC COAST STEAMERS FOR PRINCE RUPERT

City of Seattle Leaving Next Saturday, Will Be First to Make Regular Calls

Prince Rupert is to be a regular port of call this season for all the Alaska steamers of the Pacific Coast Steamship company sailing from Seattle, and

WARM WELCOME FOR BATTLESHIP FLEET

New Zealand and Tasmania Are Also Extending Invitations

Melbourne, March 18.—Preparations already have been begun to welcome the American battleship fleet next summer, and a royal reception is assured. The Lord Mayor of Melbourne said the city would make the occasion memorable, and that the Americans could be assured of an enthusiastic reception. The federal ministers are planning entertainments, and the state governments have promised to co-operate. The newspapers continue to express general satisfaction, and they consider the event of national importance.

Washington, March 18.—The people of New Zealand want the Atlantic fleet to visit this island on their way around the world. An invitation extended by the premier of New Zealand was reported at the state department today. It would be an easy diversion from the direct route to the battleships from the harbor of Pago-Pago on the way to Sydney from Melbourne, but whether that will be done will depend on the discretion of the navy department.

Hobart, Tasmania, March 18.—The legislative council has adopted a resolution asking the Tasmanian government to invite the American fleet to visit Tasmania.

AMERICAN CAR STILL LEADS

Cars Distributed All Through the States West of the Mississippi River

Order, Utah, March 16.—The American automobile in the New York to Paris race left Ogden this evening on the first of the northern end of Great Salt Lake. It made the first 25 miles in 30 minutes. The Italian car left Point of Rocks, Wyoming, this evening, being about 200 miles behind the American car. French car number 2 left Omaha this afternoon purposing to run night and day in an effort to overtake the leaders. The German machine and French car number 2 are plodding over awful roads in western Iowa.

Was interested in Prytania, but there was a surprise party in the Montreal yard and before he could call for help Prytania had gone for \$1,500. There was no time to do but take what was coming. Jack was disappointed, but though he did not do well and had made a summer's living out of the bargain, he was looking for more.

"What did Smith do with the \$1,500?" "Bought something else."

"Anything doing?" "Well, just wait."

DAMAGES AWARDED FOR A SON'S DEATH

Jury's Verdict in the Case of George White, Killed in a Logging Accident

Vancouver, March 16.—The special jury on Saturday awarded damages to the extent of \$6,000 to Mr. and Mrs. James B. White of South Vancouver, whose son George T. L. White, died from injuries received in an accident on the logging railway of the Victoria Lumber Company, of Chetumus, some months ago. The parents claimed that they were dependent on their son for support, and sought \$15,000 as damages for his death, which they alleged to be due to the negligence of the Victoria Lumber Company in failing to provide proper brakes and switches and also in employing an inexperienced brakeman.

George White, who was a man of 24 years, was employed by the company as a locomotive engineer on their logging railway and one day when coming down the hill towards the water-side with a heavy load of logs, the train was away from him, and fearing that he could not control it he jumped and received fatal injuries.

The defence urged that White had failed to obey orders, by not getting his brakes in hand before passing over the crest of the hill, and that had he done so he would not have dived the engine would have stopped on a safety switch provided for it, and he would have been still alive.

The case lasted two days and a half and was stubbornly contested, G. E. McCrossan and E. M. Harty appearing for the plaintiffs, and E. V. Bodwell, K. C., and W. Lawson, of Victoria, for the defendant company.

The evidence of an actuary was obtained, and he gave the expectation of life for Mr. White, at 13 years, in two separate sums, the one for the father and the other for the mother.

The jury, after a long consultation, returned with a verdict of \$2,000 for the father and \$2,000 for the mother, averaging \$200 a year for each during the expectation of life.

Mr. Bodwell asked if it was not necessary that the jury should state in what the negligence lay.

Mr. Justice Clement held that it was unnecessary, as they were entitled to bring in a general verdict.

It is understood that Mr. Bodwell will appeal the case to the full court.

FISHING SCHOONER BUILT FOR LOCAL SERVICE

Richard Cairns Builds Western Slope and Will Register His Vessel Here

A new fishing schooner has been brought from Sydney where it has been under construction for some time and is anchored at James bay, awaiting the completion of arrangements for registration here as a halibut fishing vessel. The schooner was built by Richard Cairns, her owner, an experienced fisherman, and in no objection is made by the Dominion government, the vessel will be named the Western Slope. Since the passage of the new regulations whereby all names for newly constructed craft must be submitted to Ottawa, permission was refused if there is a vessel of the name already listed on the books of the Dominion or Loyds. As far as is known there is no vessel now in existence known as the Western Slope. The well-known northern sternwheeler built by Capt. William Moore for the Skeena and commanded by Capt. Meyers is no longer in existence.

MIKE MURPHY FOR TRAINER

Famous University Trainer Will Take Charge of American Athletes at Olympic Games

New York, March 14.—Despite the protests of many athletes, Matthew P. Murphy will be the manager of the American Olympic team which will compete in London this year. This decision was reached by the executive committee of the American Olympic committee, in session recently.

It was decided, also, to appoint a trainer to look after the men, and Mike Murphy, of the University of Pennsylvania, was selected. The meeting was not public, but at its end the following statement was given out:

"The committee had decided that it is advisable for a trainer to accompany a team of the size and importance which is hoped to send to the Olympic games at London, and it has selected Michael C. Murphy for such position. The protests of the Irish-American Athletic Club and of Robert Ed-

WANTON SLAUGHTER OF ISLAND BIG GAME

Mr. Oberlander Calls Attention to Non-Enforcement of Laws

Vancouver, March 16.—For the second time since his visit to British Columbia, Phil Oberlander, the Bohemian big game hunter, has raised his voice in angry protest against the wanton slaughter in which the provincial game laws are being violated. He says enough during a hunting trip to the Lillooet district last fall to report the wholesale infringements to the game wardens. Now after a hunting expedition at Campbell river, on Vancouver Island, Mr. Oberlander has concluded that unless wholesale wanton slaughter is stopped and the offenders severely punished the big game of the province will soon be exterminated.

"From observation and hearsay, I am convinced that there is a great deal of illegal destruction of game going on throughout the province," said Mr. Oberlander. "During my recent visit to Campbell river a well known trapper had the audacity to tell me that he had shot a bull and three cow elk simply for the purpose of securing bait for poisoning wolves, for which the government offers a bounty of \$15 per head. These animals are protected by law, it was glad to hear the trapper admit that he had been successful in securing any wolves. Other cases where does with young were recklessly slaughtered for the same purpose were brought to my attention. It is an outrage and, although a stranger here, I think it my duty to draw the matter to the attention of the proper authorities. I think there is strong necessity for the appointment of additional game wardens entrusted with a strict enforcement of the game laws. In his big game British Columbia has a valuable asset for the benefit of its people and for the legitimate non-residents who being men of means are quite prepared to pay for the privilege. Incidentally the visitors from abroad leave a good deal of money in the country."

On his recent expedition Mr. Oberlander was accompanied by "Cougar" Smith, a local hunter of renown. He was successful in shooting two bears, three cougars, several raccoons, a number of eagles and small game. Mr. Oberlander also captured a cub, which, however, died a few days later. The pelts will be forwarded to his castle in Bohemia.

Mr. Oberlander, who has hunted in nearly every part of the world, will sail on the Empress this week for the Orient. After enjoying a hunt for wild boar in Japan he will return home via Siberia. Mr. Oberlander has planned to revisit British Columbia in August next when he will ascend the Skeena river in order to have a try at the sheep, caribou and moose.

ILFORD BRINGS SUGAR CARGO FROM MAURITIUS

Passed Over Yesterday Morning With Full Load for the B. C. Sugar Refinery

The steamer Ilford, Capt. Henebury, which sailed from Mauritius on Jan. 24 with a cargo of raw sugar for the British Columbia Sugar Refinery, passed over yesterday morning after being at William Head quarantine station. The Ilford's cargo is the second brought from Mauritius for the Vancouver company, which usually gets its supplies of raw sugar from the Mauritius islands or Java. The Canadian-Australian line's sugar and steamers are chartered to bring the cargoes. The Norwegian steamer Henrik Ibsen which has just unloaded wheat at Tacoma was the last of the sugar steamers from Java. The Twickenham, owned by the same company as the Ilford, which brought a sugar cargo from Java about a year ago ran aground at San Juan island and was salvaged by the B. C. Salvage company and repaired at Esquimalt.

FOR HARRISON LAKE

New Passenger Steamer Being Built on Victoria Arm for That Service

A novel craft is being built near Curtis point on Victoria arm intended for use on Harrison lake. Last year a launch built here pined with success resident made arrangements with Mr. Humphreys of this city to build a sixty foot steamer with twin screws and flat bottom, similar to the sternwheeler on the Fraser river lake. Work is being completed on the vessel which will be ready for service in a few weeks.

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When you can get "home-made" jams, carefully made and delicious to the taste, right here in Raspberry, Strawberry, Blackberry and Green-sage in

1-LB. JARS, PER DOZEN, ONLY.....\$2.50

Schillings 5 Star Coffee at 60c

Purest and best money can buy, genuine Java and Mocha; ground here while you wait.

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