ries question. This proposition has cepted by our Government and it is that Schenck will remain at Wash nd conduct the negotiations on the he U.S. The Canadian authorities est in their desire that the Alabama be kept entirely separate from quesecting the Dominion, and be settled

#### California

FRANCI CO, Feb 4-Capt James M. of a lumber vessel, was arrested on plaint of his wife who charges that tted bigamy by contracting marris Jane Dosehime, at Pt Ludlow gton Territory.
RANCISCO, Feb 5-Sailed-Bark Ame,

llingham Bay. Brig Nanetta, whaling Ship E Kimball, Pt Gamble.

d—Barks Oakland, Pt Madison, Rival very, Martha Ridiout, Pt Blakely. er-Clear and fine.

recursion by the stmr Sacramento and was made from this city to Santa day. The road was in excellent order assed off pleasantly. The run down nabue's was made in two hours and inutes. The wheat along the whole looking fine, and averaging five inches t. There are good prospects for a No 1

eamers Orazaba and Wm Taber sailed Diego to-day, with a number of pas-

chr Newton Booth arrived to-day with and what was saved from the wreck hrling brig Massachusetts. The shipparty did not see any oranges grow. ny grass as high as a horse's back, and ything but an enthusiastic account

est in billiard matches appears to be on ie, and but few bets have been made nal match between Dion and Deery. it of Rudolphe to Dion will probably e excitement.

Neglos, Feb 5-The bodies of Perry ar Bellderbeck, who have been missing weeks, were found yesterday. hey owned and were at work on a aim near town, and they had some y with the owners of an adjoining The Billderbeck Bros were followed in the early part of last month by Henry and G rdner, of the adjoining and a man named Buckskin. Shortly e shots were heard in rapid succession which time the former have been After careful search their bodies ound buried near camp wrapped in n blankers, one shet through the e other with four bullet wounds, and 71th their skulls mashed. George ue, an employe of Gardner, who he shooting, was furnished money by and told to leave the country. far as Wilmington and informed the ities of the murder, which resulted in rest of Gardner. Warrants are now the other parties.

RANCISCO, Fee 6-Flour unchanged les. Wheat-\$2 20@2 45 Barley sks good brewing \$1 421/2 ved-Ships Grace Darling, Seabec hn Jay, Port Blakely.

# RELIEF AT LAST!

ave suffered much from dizziness or vertie bottles of Brtstol's Sarsparilla and two Pills entirely cured me."
R. T. COLEMAN, Idaho City.

A CLEAN, SMOTH SKIN. blood and humors were in a very bad state sores broke out all over my body and Seven weeks' use of Bristol's Sarsaparilla lls made me a new man, with as clean and a skin as any one could have." J. SMITH, Marysville.

# Shipping Intelligence.

ORT OF VICTORIA, BRITISH COLUMBIA.

ENTERED. -Stmr Isabel, Starr, Pt Townsend -Slp Maria, M ddleton, San Juan Sch Discovery, Caffery, Nanaimo Stmr Isabel, Starr, Pt Townsend za. Middleton, Sagnic Slp Ringleader, Dake, Port Townsend lexander, Kelly, Port Townsen agle, Pritchard, San Jaan

CLEARED. Winifred, Lloyd, Pt Townsend Kate, Nixen, Comox 1-Slp Maria, Middleton, Saanich Ada, Fallshaw, Callao om, Burk, Orcas Island. ornton, Frown, Barclay Sound scovery, Caffery, Nanaimo. -Stmr Emily Harris, Frain, Nanaimo.

liza, Middleton, Saanich. 4 -None. 6-Sip Ringleader, Dake, Saanich lexander, Kell , Port Townsend Industry, Baker, Sannich Hamley, Carlton, Comox

# PASSENGERS

tmr OLYMPIA im Puget Sound—Mr and Mrs elde, Mrs and Miss Abbott, Mr and Mrs White, s wife and 4 children, Messrs Wilde, Dall, Folds Price, Atridge Wolf, Gerard, Broan, Page, William-ison, P M Outlough, Barrington, and twelve oteers. stmr Isabel fm Puget Sound—Capt Hooper, Least Lieut Piggot, Lieut Gabrielson, Mrs Doyle, Capt by, Mrs Horosby, Meers Branan, Stevens, Bryan nam, Brunn, Williams, Huntington, Richle, Peters, pson, London, Kane, Stephens, Clayson Jones, and

# IMPORTS.

Stmr CALIFORNIA, from Portland—174 sks mid s, 200 qr-sks flour, 5 sks oatmeal, 9 pkgs agricult'l cs, 16 cs truits, 15 sks beans, 8 bales blankets aud stmr OLYMPIA, fm Puget Sound-5 cattle, 10 carcs

# CONSIGNEES,

stmr CALIFORNIB, from Portland—Lowe, Stahl-dt & Co, A Casamayou & Co, R, SM, Premis & Saun-JL&Co, T N Bibben, Barnard's Express, O Bossi, J

stmr OLYMPIA, from Puget Sound-S&H, Berry

# BIRTH.

this city, on the 2d instant, the wife of Mr WA klin, of a daughter

# MARRIED

his city, 2d February, by Rev Mr Gribbell, Mr Ed-Quinnel to Miss Julia Sophia, second daughter es Wilcex, Esq, all of this city.

this city on Mondyay, 6th inst, Edward McCaffey we of Canada, aged 33 years. Funeral will take place of Canada, aged 33 years. Funeral will take place the Fron h Benevolent Association on Wednesday, 'clock pm. Friends and acquaintances are respect invited to attend. onto papers please copy.

# THE WEEKLY BRITISH COLONIST.

VICTORIA, VANCOUVER ISLAND WEDNESDAY, FEBRUARY 15 1871. VOL 12.

PUBLISHED DAILY BY DAVID W. HIGGINS

TERMS: 1018 ne Year, (in advance) \$10 00
ix Menths, de \$5 00
free Months do \$2 50
gne Week \$2 50

WEEKLY BRITISH COLONIST PUBLISHED WEDNESDAY MORNING,

TERMS: PAYABLE INVARIABLY IN ADVANCE.

AGENTS. ....Yale B C Barkervill

# The So-called "Monopoly."

The Bill asking for certain privileges to a company proposing to introduce too often to be deceived by them now. Thomson's Patent Road Steamers into this Colony will, we understand, occupy the attention of the Legislature to-day. We propose, therefore, offering a few observations upon some of the objections which have recently sprung up against the measure. And we may be permitted to say, in the outset, that, as an entirely disinterested party, having triends alike in the promoters and the opposers of the enterprise, having one common interest with the great body of the Colonists in seeing the prosperity and general welfare of the country promoted, we are, we trust, enabled to regard the whole subject through a clearer vision, free from those obscuring and deceptive mists commonly exhaled by self interest. And we venture to point out, without kny desire to give offence, that the opposers of this enterprise may be ranged in two classes-Those who fear that, like Othello, their occupation will be gone; and those who, through misrepresentation or misapprehension, have been induced to oppose. Respect ing the former class, it may be remarked that they are less moved by a con- which we made on February 11th after a pleacern for the public interest than for the safety of some quiet little monopoly of their own, to protect them in which may not necessarily be to promote the public interests, but possibly the very reverse. Such persons take up the ever plausible and popular cry of No monopoly' in order to protect from disagreeable disturbance that which may partake more of the spirit of menopoly than the enterprise in question, and may, at the same time, be devoid of its redeeming features. It may be further remarked that political and personal hate have also had their share in fomenting an opposition which is, after all, little more than a "tempest in a teapot.' We have been greatly amused with a leading article which yesterday appeared is a local contemporary, the English and the logic of which are all its own. Speaking for the pecule of Yale, some of whom have been induced to petition against an exclusive right being granted, out contemporary says, 'The people of Yale very readily discern the advantage of having the old-fashioned freight maggons in town, instead of ma-chines that will only eat cord-wood and coal.' 'In fact,' he continues, 'it is not improbable that the Yaleites may yet discover that it will be of much greater advantage to those who are permanently located there, and to the steamboat owners on Fraser River, to have the railroad come in by Johnson Straits to Victoria, instead of down the Fraser to Butrard Islet; for if ever the railway should come down the Fraser, the town of Yale will 'dry up' and the last sceamboat that will reach there will be the one before the railway shall have been epened. Now, we should take the above as a piece of irony, indulged in at the expense of the people of Yale, did not the whole scope of the article of which it forms a part peremptorily forbid such a conclusion. We abail expect next to find our contemporary and the 43 Yale petitioners, Chinamen included, opposing the Canadian Pacific Railway, on the ground that the locomotive will only eat cord-wood and coal, and will interfere with the 'old-fastioned' means

THE BRIFISH COLONIST | these Road Steamers, because, owing to their immense superiority, they will superc.de present modes of transport, while, at the same time, it admits that No one need be surprised at the people of Cariboo signing a petition in favour of Road Steamers. They are very properly in favour of the latest improvements in transportation and want low freights.' After describing the wonderful achievements of these steamers elsewhere, our contemporary remarks :-Such being the case, the road steamers are bound to create a revolution in the carrying trade. In one year after the steamers are put on the Yale road, if they prove as successful there as in Scotland and San Francisco, they are mine; however, sluded their grasp, cartain to drive the mule and ox wagons entirely off the road as freight carriers.' And yet, while admitting the immense superiority of these steamers over present methods of transport, our centemporary objects to their introduction, because of that very superiority! And this may fairly be accepted as a type of the character and ground of epposition to the grading of the most moderate and reasonable privileges as a necessary encouragement to the first introduction of these most useful steamers. It has been said that there are parties ready to introduce these steamers without any exclusive privileges. We must be excused for saying that we do not believe it. We have seen such games of 'bluff' played

TUESDAY, Feb. 14 ARRIVAL OF THE H B Co's BARK PRINCE of Wales-The Hudsen Bay Company's bark Prince of Wales, Capt Adamson, arrived at 7 o'clock yesterday morning from London, having been only 128 days in making the passage. The Prince of Wales brings 600 tons for Victoria consigness and 400 tons of Government stores. Following is the memoranda kindly furnished us by Capt Adamsoo, Oct 3rd, 1870, the Had-son Bay Company's Ship Prince of Wales, R Adameon, sailed from London bound to Esquimalt Vancouver's Island on her 5th voyage. October 5th. At 2 P M the Pilet left the Ship off the Isle of Wight, we were two days in clearing the English Channel. Nevember 7th. Crossed the Equator in Long 29° 2W passed to the Westward of the Falkland Islands, crossed Lat 50° south in the Atlantic, December 4th and 6th sighted and passed Staten Island. Dec 7th. Passed Cape Horn were 21 days from Lat 50 S in the Atlantic to Lat S in the Pacific during which time we experienced rough weather and winds veering from SW to NW and three days of a fresh Easterly breeze, January 8th, 1871, entered the Tropic and got SE Trade winds which we carried to 50 North, fresh and steady. Jan 19th. Cross ed the Equator in 116° 30W. Jan 23rd. Entered the NE Trade winds and carried them to Lat 290 North Pacific fresh, pleasant and steady. From thence to Cape Flattery,

THE CONDITION OF THE REVENUE. - Cheap cern is producing its usual effect. The consumption of the country in the main duty paying articles is increasing rapidly, and with it the public revenue. Unless our prosperity is suddenly checked, the excess next April of the actual revenue over the Budget estimate will be very large. We shall see this probably more plainly at the end of the year, when the regular quarters accounts come out-but the most valuable weekly account, which Mr Lowe was the first to publish, shows our good fortune plainly. There was no change in the Excise in the last budget, so it is safe to compare this year with last, and w and the Excise between the 1st of April and December the 18th 1870, was £14 914.000 corresponding period of lest year, £14,281.000 increase, £633.004, or at the rate of nearly £1.000.000 per annum. The Customs have been much altered by the diminution of the sugar duties, and cannot usefully be compared with last year, but they come in so regularly that it is tolerably safe to compare the actua yield with the preportionate period of the Budget estimate. We have therefore:—Actual yield of the Customs to date £14.603.600, proportion of estimate to date £14,024,000 increase £579.000, or at the rate of £800.000 per annum. Taking therefore, those two items together, it is plain that we have now the best test of the material prosperity of the country - a rapidly augmenting revenue, arising from the extended use of articles of general consumption, and also that Mr Lowe will-have much money to use in some new way next April, though how much of it may e required for increased expenditure on the Army and on Education, we do not as yet It is an additional proof of our prosperity that the surplus for the year ending September 30th last was £4.077.000, one fourth of which (£1.019.000) will be applies ble in the quarter ending March 31, 1871, to the reduction of the National Debt,—Economist.

MISSIGNARY ANNIVERSARY .- The anniversary missionary meeting of the Wesleyan Methodist Society was held at Pandora street Church last night, Mr J Jessop in the chair Addresses were delivered by the Chairman and by the Rev Mr Russ and the Rev Mr Fairchild of Olympia. The chotr contributgreatly to the enjoyableness of the occasion The collections amounted to \$87 and the sub-acriptions to \$62 25, making a total financial result of \$149 26, a sum which will be laigely supplemented by the collectors. The attendance was large, the speaking good, the music excellent.

THE VERUNA. - This steamer has been of locomotion. But the article is scarcely sold to Capt Gray. She arrived here from less unique and contradictory through- the Sound last evening on her way to Portout. It opposes the introduction of land.

ANOTHER PETITION, - We understand that a petition will be circulated to-day praying the Legislature to pass a bill making the publication of a newspaper at Victoria oftener than three times a week a penal offence. Also, to pass a bill rendering the Telegraph Company amenable to the law should it furnish more than 600 words per diem to any one newspaper. Everyone ought to sign with both hands

COAL MONOPOLY. - The San Francisco papers allude to an attempt on the part of certain capitalists to secure a monepely of

MUNICIPAL COURT OF REVISION .- This Court met yesterday:- Present-K. Mc-Kenzie, Esq. (vice Hon D Cameron, resigned); A C Elliot, Esq. and W J Macdonald, Esq. Mr W. T. Leigh, jr., was reappointed clerk of the Court. The meeting was merely a formal one. After disposing of the business before it the Court adjourned until Monday the 13th of March next.

BURGLARY,-The store of A F Keyser was entered by two burglars on Sanday morns ng about 3 o'clock and a quantity of good carried off. Entrance was effected by taking down a shutter and smashing a window on the Fort street side. The rascals were heard by a police officer, but managed to get off before the officer could lay his hands upon

THE OLYMPIA .- The stmr Olympia, Capt Finch, with freight and passengers from Puget Sound, arrived at 2 o'clock yesterday afternoon and will sail for Olympia and way ports at 10 30 o'clock this morning. Mr Pinch, purser, has our thanks for late papers.

Goods RECOVERED .- \$150 worth of forks, spoons, coal oil, &c, was discovered in a small shanty in the rear of the Union Hotel one evening last summer. Ther are believed to have formed part of the effects of the

THE last voyage of the H. B. Co's bark Prince of Wales from Victoria to London was accomplished in 110 days. Out of that ime the bark stopped one day at Pitcairn sland. The passage was the quickest on

NAVALS .- Com. Brookes, of H M S Ringdove and Paymaster Bowles, while out fishing in a boat in Yokahama been on the 7th of December, were capsized, and, with one man, drowned. The bodies were recovered on the 20th of the same month.

EXPRESS AND STAGE LINE, - Mesers Gerow & Johnson's new express and stage line will leave Yale on or about the 4th of March next for Cariboo and way statione, and once a fortnight during March, and weekly thereafter. Passengers will be conveyed at

brought 750 feet of hose for the Fire Departs a 'spring, etc., etc., to caton them.

As 1 had all to do in preparing the bill ment, ordered through Sproat & Co of this city. It is expected that there will be a test of the relative powers of the steam fire engines as soon as the hose has been passed over to the Fire Department. MAILS FOR METCHOSIN .- I enders for the

corriage of the mail once a week between Victoria and Metchosin and back, are asked by the Postmaster at or before noon on Saturday next.

THE Prince of Wales will commence to discharge Government stores at Esquimalt o-morrow, after accomplishing which she will be brought around to Victoria and discharge Victoria freight at the company's

THE ship P Dawson, 17 days from San Francisco arrived in Royal Roads on Saturday morning consigned to Sproat & Co. She will be towed to Moody's Mills, Burrard In. let, and there load with lumber for Bolivia.

Six Months.—Charley a Chinaman, was resterday convicted of stealing a pair of b ts and was sentenced to six months im= prisonment with hard labor.

THE OTTER .- This stmr will sail for New Westminster this morning and will return to-merrow. On Mouday next she will sail for Skeenamouth, for which point considerable freight is offered: In SEARCH OF COAL .- We understand the

steamer Sir James Douglas will extend be trip to Comox this week in order to accommodate certain capitalists who are going up to the Bayne Sound coal mine with a view to investment.

THE mail steamer Isabel arrived from the Sound last evening at 91 o'clock bringing about 20 passengers and an Eastern mail. Purser Parker has our thanks for the usual favors. The Isabel will leave at 12, m, to-

THE BEAVER, we believe, will take the place of the Otter on the New Westminster route until the Enterprise is ready to run, which will be in the course of 15 days.

THE propeller California will sail from Portland for Victoria at 4 o'clock to-morrow afternoon.

To the Public.

Much as I dislike obtruding private business matters upon the public attention, an article which appeared in yesterday's Standard

A few months ago Mr DeCosmos complained that although he had an agreement with the Telegraph Company for six hundred words Some time afterwards he complained that the Colonist had a contract with the Tele-

graph Company by which it enjoyed advantages over the Standard, and asked that the latter might be put on the same footing with the foreser. After some negotiation with the head manager of the Company, Hr Mumford had prepared and sent to Mr DeCosmes a contract—an exact counterpart of the one subsisting between the Company and myself —which contract after several weeks' heaiwhich contract after several weeks' heai-tation and delay in providing the requisita security on the part of Mr DeCosmos, was duly executed. This contract enabled Mr DeCosmos to get six bundred words, or thereabouts, a day, six days in the week, for one handred dollars a month, being forty. four dollars a month less than the rate he had

been previously paying.
Singe that contract was signed Mr DeCosmos has declined to take more than the six hundred words, per diem, although I have continued to supply the public with two thousand words, or thereabout, per day; nor have I complained because Mr DeCosmos since appropriated telegrams from the Colo-MIST without giving due credit.

In yesterday's issue of his paper he makes wanton attack upon the local superintendent of the company, complains that he is not supplied with a report on Sabbath, and makes an appeal to the public 'to take the matter in hand and secure such legislation as will make all telegraph companies doing business here to serve all parties who apply at the same price and on the same conditions.

I have shown that to the extent of the 600 words per day Mr De Gosmos has been placed on precisely the same footing as myself; and I have no reason to donbt that if he should desire to take the same number of additional words as myself he could have them upon the same terms.

In what, then, does Mr DeCosmos' grievance consist? Or what form would he have legis. ation take? Does he wish to be compelled by Act of Parliament to take the same number formerly occupied by S. Braverman, on of words as I do? Or does he desire to restrain Wharf street, which was destroyed by fire me by Act of Parliament from taking more than the six hundred words which he takes? Either would appear to me to be an undue interference with the rights of the sebject. The latter would scarcely be in the interest of the

> If Mr DeCosmos finds himself pecuniarily mable to take more than six hundred words a day, a public subscription would meet the case better than a petition for Legislation. If he is unwilling to take more, why blame the Tele-graph Company and appeal to the public? DAVID W. HIGGINS. Respectfully,

# Road Steamer Petitions-The Other

EDITOR BRITISH COLONIST: -I observe in this mornings Standard that a very strong point is sought to be made against Mr. Beedy and myself in the matter of causing a notice of intended application for ex-His Excellency's serious consideration of the application of a company seeking power to put Read Steamers on the reads of the Colony had been signed, and we are charged. ed by anonymous writers with being guilty THE FIRE HOSE .- The Prince of Wales of playing 'tricke' taking a 'snap' or making

and as Mr Beedy, being in Cariboo, had to act under my directions, permit me to say that no 'trick,' 'snap' or 'spring' was intend-

When the bill was first brought into noice it occurred to me that an expression of opinion from that portion of the country most likely to be affected by the proposed change would assist us in obtaining the necessary protection, and I telegraphed to Mr Beedy, briefly of course, to abtain such expression from Cariboo to Yale, O That' dispatch was dated 20th January, and was sent on to Mr Beedy at Vas Winkle, who deted on it immediately. A few days later I was advised by my solicitor that it would, perbaps, be more satisfactory if notices, specifying that an exclusive right was asked, were posted throughout that portion of the country directly affected. The bill was accordingly withdrawn and the notices sent forward by telegraph—the one for Barkerville not reach ing that place till after Mr Beedy had left for Victoria, was necessarily posted after the petition was signed. Mr Beedy talls me, however, that he stated distinctly that some exclusive privilege would be asked for: but not knowing the particulars of the bill and knowing that I was acting under advise in Victoria, he did not undertake to state positively what special privileges would be sought. This explanation ought to satisfy the public that we had so desire to get a 'snap' as has been stated. When Mr Beeds arrived at Quesnel he saw the notice publicly posted, and from that time forward every man who signed was aware of the circum-

Inasmuch as extracts from private letters have been published against the project, permit me space enough for a few from my budget:

FRIEND B-I am sorry that you did not furnish me with the details of your scheme sooner, as I then should have taken more than a passive interest in it. how farming or at least the wheat-growing interest will be advanced. As it is now, our only show is to sell to Harper at his own price or feed it to hoge. Traction engines will put us within reach of the mills at Soda creek without taking all fell to do it, as is the case now. I judge that your freighting season will be longer by three months than that

ov 180 saw (From a Packer,) CACHE CREEK. ....,I hope those traction engines will

of the teams.'

go abead: The bull-trame have run us off the road, and they do not carry freight fast enough to give us a chance for the early

trade in the spring in the upper country, as they cannot start till feed is good. give us a chance to load up at Queecelle in good time, instead of waiting half the some mer for a bull-team to heave in sight, oil of

# all agov (From Burkerville.) Tubno bna

and designed getting up a counter petition and sending it by this express, but I presume they found on investigating the mater that they would be compelled to send it blank, and so have abandoned the idea.

A meeting was held this evening at Pendola's and an effort made by and in get up a counter feeling, but it was a failure. There were but ten (10) persons at it and four of them were not abip pers. They will probably send a mild resolution about a monoply of three years.

The general impression here is that you ask for an exclusive right without being bound as to price of freight. This is calonlated to cause uneasiness. If there is a maximum it should have been mentioned in the poster.'

### (From Yale.)

..... You need hardly be surprised at this town going against your traction engine scheme. You know that the saloons and stores make their living out of the forward-

ing or earrying trade, and it is natural that they should stand by the old consumers. It was stated in town that Cornwall had telegraphed up to get up a petition against the project. I learned, however, that he did not do so, but could not find out the author of the statement. Judging by the parties active in the matter, it savors of steamboat influence.

In conclusion, permit me to refer te a counter movement started in Barkerville. and already made too much of here. I may remark that any expression of opinion coming from the largest and most interested community is entitled to great consideration. But when I point out the fact that in all that community only fifteen individuals and most of them having but little at stakecould be induced to become parties to a very mild and equivocal opposition and that only to a monopoly of three years, it will be seen that the opposition in question is really no opposition at all as the bill now stands. may here add that I have stricken the names of those who attended the meeting in question from the list of petitioners.

NEW AND OLD STRANSHIP

of an intention on the part of the Pacific Mail Steamship Company to withdraw its steamers from the Isthmus route, between New York and San Francisco, have been so frequently put forth and so often authoritatively denied that a fresh statement to that effect will naturally be received with cantion—but there is reason to believe that the withdrawal is really in contemplation. There is reason to believe that this action of the Pacific Mail clusive yrivileges in using Thomsons Road Company will be based on a compact with Steamers to be posted after a patition asking the Central Pacific Railread Company, in sirand agree to forego its threatened opposition line of ocean steamers to compete with the former for the freight and travel between San Francisco and the perts of Asia. We learn that a number of persons are now ready to pot on a line of first-class iron propellers of the same of the 2000 tons burden to made monthly or semimonthly trips between New York and San Francisco, via the Isthmus, under some foreign flag, provided teey can secure the same privileges in regard to bonded transportation, as are enjoyed by the steamers new running. On the assumption that the traffic between San Francisco and New York is a coasting trade, Secretary Boutwell holds that the Treasury regulations for the transportation of good's labend across the isthmus are applicable only to vessels of American register; and unless this objection can be obvicted, the proposed means of remedying the serious less and inmeans of remedying the serious less and in-convenience to be caused by the withdrawal of the Mail Company's steamers cannot be supplied. Against this seemingly forced con-struction of the law, however, a decision of Chief Justice Obsec, made when he was Secretary of the Treasury, is atill on file in the secretary of the Treasury, is atili on file in the records of the Department—and if necessary, the projectors of the new enterprise, asking no other aid of the Government, can, and probably will, apply to Congress for a Liegus-lative declaration or enactment in their favor.

HEALTH HAS A BEAUTY OF LIS OWN. exuptions, seres or discolorations disfigure or av-noy the man or woman whose stomach, liver and bowels do their duty thoroughly. To compel them to their work, to render it impossible for them to their work, to render it impossible for them to do it in a slovanly, imperfect, way, it is only necessary to take a few doses of "Dr. Wal-ker's Vinegar Bitters!" This potent vegetable specific renovates every weakened organ and controls every disordered function.



GEROW & JOHNSON'S BRITISH COLUMBIA

Express & Stage Line CARRYING HER MAJESTY'S MAIL,

CARIBOO AND WAY STATIONS. Once a fortnight during March, and weekly thereafter EXPRESS MATTER of all kinds forwarded with regularity and at OHEAPRE HATES than by any other line.

Passengers Carried at Greatly Reduced Rates.

-AGENTS-G. C. GEROW, Victoria—Office Government street, between the Post Office and Custom House.

J. T. SCOTT, New Westminster.

C. G. SAWERS, Yale.

Victoria, B. C., Feb. 8th, 1871.

fel4 6m