The Colonist.

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A. G. SARGISON, Managing Director.

THE DAILY COLONIST

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THE WAR.

The news from the seat of war during the last two or three days has been even more scanty and vague than usual, and that is saying a good deal. It is noticeable that the majority of the items that are received come from Russian sources and give indefinite announcement of rumors of Russian successes in two or three quarters. None of these reports have, however, been confirmed from other quarters, and even the original reports say that no details have been received. There seems, however, to be a general agreement that the Japanese are steadily pursuing their course for the complete investment of Port Arthur on the landward side. Even if they have suffered heavy losses from the sorties made by the garrison, it is tolerably certain that the Russians have also suffered severe losses in men, which, under the circumstances, may be more serious for them, even if numerically smaller than those inflicted by them on the besiegers.

From St. Petersburg comes news that General Kuropatkin is preparing to make a very important movement against the enemy, while it is stated that a belief prevails in the Russian capital that General Kuroki "is in difficulties." The grounds for such a belief are not given, and it is, therefore, impossible to judge of their accuracy. There is reason to believe that the condition of the roads has considerably delayed General Kuroki's advance. There is also not much doubt that the change in the naval conditions, caused by the losses of the Japanese fleet, will have had weight with the commander of the Japanese army, since during the campaign every new condition or contingency has been promptly recognized by those responsible for the Japanese operations. It would not, therefore, be surprising if some considerable change in the original plan of campaign should be made as the result of the altered conditions which have to be met.

AMERICAN SHIPPING.

Some interesting statements on the present position and future prospects of the mercantile marine of the United States are now being made before the Merchant Marine Commission in New York. This commission was created by Congress with a view or ascertaining the reasons which prevent an expansion in the national shipping like that which has marked the progress of the country in other fields of national progress and development. The commission was also instructed to make any recommendations for legislation that it might think expedient from the evidence adduced before it. It has accordingly commenced its work, and the information already elicited is of much interest to foreign countries as well as to the United States. For some years American shipping interests have been urging Congress to give financial assistance with a view of placing the mercantile marine of the country on something like a basis commensurate with the nation's commercial and industrial interests. A Shipping Subsidy Bill has been an annual feature of the sessions of Congress for some years, but hitherto its promoters have not been successful in their efforts to get the legislation enacted that they sought. They have, however, managed to get a commission appointed to investigate the subject and hope that it will make such recommendations as will induce Congress to respond favorably to the appeals made to it by the shipping interests. So far the evidence given before the Commission tends to show that both in the cost of construction of merchant vessels, and in the cost of navigating them, American shipowners are at a serious disadvantage with their foreign rivals. From the statements made before the Commission by Admiral Bowles, formerly chief naval constructor of the United States Government and now at the head of a large shipbuilding concern in the Eastern States, and by Mr. J. J. Hill, the great railway magnate, the cost of construction in the United States is from 25 to 30 per cent higher than it is in Great Britain or Germany. Thus a vessel that could be built in the two latter countries for $300,000, would cost $400,000 in the United States. The cost of navigating vessels under the American flag is also proportionately greater than it is with British or German vessels. As a result of these conditions these witnesses allege that American shipping cannot compete with that of other countries, and consequently a great portion of the foreign carrying trade of the United States is done in foreign bottoms.

Only one remedy is suggested by these witnesses, although they are not entirely in accord as to the particular manner in which that remedy should be applied. They both ask that the Government should subsidize or bonus American shipping. The Federal Government should grant a tonnage bonus on every vessel built in American yards so as to reduce the cost to the owner to a sum not exceeding that at which a foreign shipowner could build a similar vessel. Then by one plan or another they ask that the country should bear the burden of the greater cost of navigating an American vessel over that at which a foreign vessel can be sailed. This, one witness suggests, should be done by a subsidy calculated on the number of miles traversed by a vessel on the plan followed by the French system of bounties on shipping. Another witness advocates the establishment of an export tonnage tax, so that American vessels would have an advantage over their foreign competitors. In any case it would seem that there is a section of the American people, and that an influential one, which believes that the re-establishment of the American mercantile marine, on a basis commensurate with the country's trade and resources, cannot be secured by private enterprise, but must depend, for a decade at least, on Government aid in one shape or another.

There will doubtless be more evidence of the same kind given before the Commission, as the subject has had strong support in Congress for a number of years. There will probably be other plans proposed that are considered capable of realizing the same object. One of these mentioned by Mr. Hill was that foreign built vessels should be admitted to the American register. While this would get over the difficulty caused by the higher cost of construction in American yards, it would not lessen the other difficulty—the greater cost of navigating American vessels. Judging from the debates in Congress on the Shipping Subsidy Bill there is a strong opposition to giving assistance to this particular interest at the expense of the other interests in the country. It is, of course, alleged in answer to that objection, that the shipping interest stands in a peculiar position to every other commercial or industrial enterprise, inasmuch as a flourishing mercantile marine would aid the agricultural and manufacturing classes by extending the country's foreign trade and opening new markets abroad for its productions. This argument does not appear to us to be either sound or conclusive. If foreign vessels now carry the country's exports to foreign markets at a less freight than American vessels can afford to do, it would seem that the country is a gainer by just that difference in the freight. To reduce the freight by American vessels that the exporter would be asked to pay, by means of a subsidy or bonus from the Federal Treasury, is simply taking the money from the pockets of the national taxpayers as a whole and putting some of it into the pockets of a comparatively small section of the community. The country as a whole gains nothing, except the satisfaction or pride of seeing the Stars and Stripes floating over more vessels than would be employed if the foreign carrying trade was open to the flags of all nations.

We are inclined to think that American ingenuity and enterprise will solve the shipping problem satisfactorily and effectively when the time comes for its solution on a sound commercial basis without any Government assistance. While the decline of American shipping in the early sixties was partly due to the Civil War, it was caused much more by the change from wooden sailing ships to iron and steel steamships which then began to assume large proportions. Iron shipbuilding was then practically an unknown industry in the United States. The adaptation of the numerous shipyards along the Atlantic Coast that had turned out the magnificent clipper ships found on every sea, and in every port, to the new conditions was not carried out because the national capital and enterprise were directed to other and more profitable fields for employment. The whole country required railways, and with their construction followed an immense development of the vast natural resources. The influx of population which ensued and the creation of an immense home market that absorbed all that was produced, made the cultivation of foreign trade a matter of little importance. Hence the foreign carrying trade fell into the hands of foreigners without much if any opposition from American ship owners. Now the conditions are changing and the acquisition of colonial possessions will tend to accelerate the rapidity of the change. Foreign markets are now becoming indispensable for the sale of the surplus productions of the national workshops and factories and with the increase of the freight tonnage that will be available for domestic shipping, we may expect to see that private enterprise and energy directed to the solution of the problem of building up a great mercantile marine that will solve it without the necessity of state aid in any shape or form. To doubt that would be to depreciate American energy and enterprise.

A SATISFACTORY REPORT, IF TRUE.

A report comes through Liberal channels from Ottawa that the persistent demands of the Conservative press of British Columbia have finally had some effect in regard to the request that work on the construction of the Grand Trunk Pacific Railway shall be commenced on this Coast simultaneously with that at Winnipeg and other points. Mr. Morrison, it is stated, will move an amendment to that effect to the Bill. As a supporter of the Government, it may be assumed that he would not take such a step were he not assured that the Government will offer no opposition to it. The incorporation of such a provision in the Bill will remove the chief local objection to the agreement with the Company. It has been a matter of difficulty for us to be able to understand why the Government did not insist on this condition from the beginning. When the scheme was first made known in the Canadian press, it was distinctly affirmed in what might be regarded as statements officially inspired, that work would be started simultaneously at Winnipeg and on this Coast and at more than one intermediate point. But there was nothing of the kind in the Bill passed at the last session of Parliament, nor in the Bill introduced at the present session. Yet the request is not only reasonable but one that the people of British Columbia should never have been compelled to make, through the neglect of the Government to protect their legitimate interests. The people of Winnipeg had only to give a Bint and the course of the road, as originally proposed, was deflected by many miles, and from the best direct route, in order that the pride of the people of the Capital of the Prairie Province might not be touched through their town being only a branch, instead of on the main line of the new transcontinental road. But when British Columbia suggests that as a mere matter of right as an integral and a very heavily burdened part of the Dominion, the Province is entitled to have some small participation in the benefits arising from the expenditure of hundreds of millions of dollars on an enterprise to which the credit of the country has been given on a scale of lavish generosity, the only reply was that it British Columbia wanted anything it must be prepared to pay for it from its own resources. But we are glad to see that wiser counsels now prevail as shown by Mr. Morrison's amendment.

VICTORIA WEST'S MOVEMENT.

We are glad to see that the good people of Victoria West are organizing in defence of their local interests and to compel the attention and consideration of the municipal authorities to the requirements of that important section of the city. We trust that the West Victoria Municipal Association will receive general support from the residents of that district, since it is only by organization that the needs of the locality can be effectively presented and pressed on the attention of the City Council. Without any intention of neglecting the reasonable demands or ignoring the requirements of that district, the City Council may easily fail to give those matters that consideration which they should receive. The more central, more densely populated and wealthier parts of the city naturally loom up larger in the aldermanic vision and create an influence in the Council chamber not easy to be resisted. Individual efforts to get redress for grievances or to secure reasonable expenditures in the district, must always be less effectual than when representations on such subjects are made by a body which has been properly authorized to speak for the locality. And the local situation is such as to require such representations. More than any other section of the city Victoria West has problems to solve which from their antiquity and importance, have certainly a great claim on the consideration of the City Council. The venerable subject of the Songhee Indian Reserve has in Victoria West "a local habitation" as well as "a name." Has not the republication in our columns of extracts from the Colonist of half-a-century ago shown that the energies of two generations of local patriots of Victoria West have been exhausted without result as far as the solution of the problem is concerned? Then there is the riddle of the Craigflower Road! City councils come and go; Governments come into power and pass away; Chief Commissioner succeeds Chief Commissioner and still the route on which the Craigflower Road was originally laid out in the primeval ages is as much a mystery as the Sphinx or the functions of the appendix in the human anatomy! When to these deep problems we add the vexed questions of schools and the supply of water (provided there is any left to go round), it will be seen that the West Victoria Municipal Association has a full bill of fare ready for its digestion. Apart from these things, we welcome this movement as an indication of a healthy interest in matters of general and public concern being taken by the people of Victoria West and wish them success.

"VICTORIA DAY."

The citizens of Victoria will give a hearty welcome today to the thousands of visitors from other parts of the Island, from the Provincial Mainland and the cities on the Sound, who have come to assist in our celebration of "Victoria Day." Nowhere in the British Empire is the revered memory of Her, after whom this day is named, more honored than in this the most western city of our great Dominion—the richest and most glorious gem in the Imperial Crown. On each successive anniversary of the birthday of our late Sovereign, Queen Victoria, were our citizens accustomed to honor the occasion, in which their neighbors joined. Now that She has passed away, full of years and honors, we still keep the day in recognition of the great services which our late Sovereign rendered to the people of this realm and to the cause of the British Empire. Today throughout the vast territories which are comprised in the dominions of the British Crown, the day is being observed as a general holiday—a period when all the British people join in recognizing the common ties that bind them together in nationality and sentiment though widely separated by continents and oceans. One King; One Flag; a great and glorious fact, the realization of which is in no small degree due to the gentle and beneficent sway of the Royal Lady, whose memory is honored by us all today.

Today is also "Victoria's Day"—the day on which the citizens of Victoria delight to extend the hospitalities of the Capital of British Columbia to their friends and neighbors from near and far. We believe that at no period of the year does our city present a fairer, a more captivating appearance than in the bright Springtide. During the past year we have done not a little for the adornment of the town, and we are sure that those who today come to pay us their annual visit will rejoice with us in the indications apparent on every side of progress and prosperity. It is not too much, we trust, to hope that some of those who are our visitors, may be so attracted by the location and surroundings of the City as to decide to cast in their lot with us and become permanent residents of Victoria. From all parts of the Province have our visitors come, and it cannot but be for the general good that we should become better acquainted; more cognizant of one another's aims and views, occupied as we all are in earnest efforts to make British Columbia what her location, her vast natural resources and her opportunities should ensure—the most prosperous Province in the Dominion of Canada. And that all our visitors, whether native or foreign, should return to their homes with pleasant recollections of this, Victoria's Day, is the earnest desire of every citizen of British Columbia's Capital.

PROVINCIAL PRESS.

The town of Arrowhead is flourishing at the present time. With the Big Bend Lumber Company's and Arrowhead Lumber Company's mills now in full operation turning out lumber, lath and shingles, employing large forces of men who make their headquarters at Arrowhead, which naturally makes it a very important point commercially. A large number of private residences are in course of erection and others contemplated for the benefit of the employees of the mills. The town too is well supplied with stores, there being three general stores. There are also three hotels, the last to be erected and opened being the Union hotel, which is three storeys high and has accommodation for about fifty guests.—Revelstoke Herald.

Edmund B. Kirby, manager of the Centre Star and War Eagle mines at Rossland, was at the Strathcona yesterday. Mr. Kirby stated that matters were moving along at the two mines of which he is manager in the usual way. Rossland was a little discouraged over the number of men who were recently discharged from the Le Roi mine, but he said it was one of those incidents which might be expected to occur periodically in a mining town. Mr. Kirby is here in attendance on the meeting of the Provincial Mining Association executive.—Nelson News.

The Vernon-Okanagan Land Company is branching out. It is understood that they expect to open offices at Kelowna and Armstrong shortly. An advertising scheme, which they are now working upon, consists in taking one thousand photographs of the principal ranches of the neighborhood and using them to illustrate the various properties and the general conditions of the district.—Vernon News.

On Wednesday afternoon about 5 o'clock the earthly career of David Jamieson, for seven years on the Inland Sentinel staff, was brought to a close. Nearly five weeks ago he was attacked by erysipelas, which was followed by pleurisy and then a return of erysipelas, resulting in such extreme exhaustion that his enfeebled vitality was too low to overcome it, and he gradually sank, death finally closing the scene.—Kamloops Sentinel.

Sad accounts have been received of Major van Buskirk, whose face trouble has developed into cancer. The sight of one eye is lost and there is no hope entertained.—Rossland World.

Indications are that the ultimatum sent by M. K. Rodgers to the Dominion government has had the desired effect and that he will soon be in possession of the large flat comprising nearly 200 acres of Indian reserve land adjoining the town of Hedley. It is hardly to be expected that a smelter will be built until railway transportation is afforded, but it was necessary for the Rockefeller interests to corral this valuable piece of ground while times were quiet and the competition for it not so keen as it would be later.—Similkameen Star.

If anyone wonders why the mining propositions of British Columbia have got such a bad odor on the London market he has only to read between the lines of some recent deals. The same thing has been going on with scores of other properties, many of which, were they handled fairly and squarely, would be working today. The greed of the mining broker or the company promoter is at the bottom of it all.—B. C. Mining Exchange.

The presence in Ashcroft yesterday of William Welsh recalls the early days of Quesnel Forks, Antler and Williams creek. He was with the first party that mined at the Forks and went with it to Antler and Williams creek. He was owner of a quarter interest in the Chippa claim on the last named creek. Not until 1870 did he leave Cariboo and he has since mined in Cassiar and Kootenay. Now he is living on a ranch near Lytton. Speaking of the gold dredges operating at Lytton he is sanguine they will do well. Hill's bar, he says, paid $300 a day to a single rocker for two successive seasons, and he believes the Fraser has many such bars that the dredges will find. It is rumored in Lytton that the Fraser River Gold Dredging Company will put on four more dredges, so well satisfied are they with the results obtained.—Ashcroft Journal.

Shipments of ore from the Enterprise have become certain and regular, giving the output from the camp a chance to expand. During the week it shipped out another car to Trail, making 240 tons to date. The Ottawa carload is still hanging fire, but is nearly down. For a year the output of the camp is 552 tons, which is an increase of 100 tons over the same time last year. For 1903 the ore shipments from the local division amounted to 1,330 tons, made up from 17 properties.—Slocan Drill.

J. J. Hill has at last decided to encircle the Boundary district with his line of railway. P. Welsh & Co. have received instructions to begin the immediate construction of the road from Grand Forks to Phoenix, and it is semi-officially announced that the road will be continued down the Boundary Creek valley, through Greenwood to Midway and on to Curlew, where it will connect with the Republic branch. In this way the road will encircle the Boundary Creek district and tap every mining camp in it.—Greenwood Times.

The outlook for the mining industry in Poplar is bright indeed. From every part of the district reports are coming in of important strikes being made, not alone in gold, but in silver, copper and lead, as well. Several very large bodies of ore have been uncovered in the past couple of weeks. On lead on Meadow Creek is reported to be 200 feet in width and well mineralized throughout. Altogether there are nearly two hundred prospectors doing assessment work in the camp, and all appear pleased with the result of development done.—Poplar Nugget.

T. B. Hussey of New York, and J. T. Brewster came down from Banff on Wednesday. They purchased a canoe and outfit here and left for Beaverdell yesterday, accompanied by Kid Price, and will spend about six weeks hunting grizzlies in the country north of there. Mr. Hussey was hunting through this district last fall, and when he left was highly pleased with the results of his trip. He has two good men with him, who are thoroughly acquainted with the country, and good sport will undoubtedly be obtained.—Golden Star.

Mr. G. G. Lindsey, who, in company with Mr. Stockett, went down to St. Paul last week, returned on Wednesday, and the former, though very busy with various matters, on the day following his arrival kindly stopped from his work to give a Free Press reporter some very welcome news, which corroborated our information gathered from other sources of the Great

RETAIL MARKETS

The "early" vegetables may be said to be late this year, for as yet very few have put in an appearance on the market. New onions from California are now procurable at about 6 cents per pound, and a few very small new potatoes are also to be had. But they are about the size of marbles and the price is about 6 cents.

The feature of this week's retail trade, which, by the way, has been pretty good for this time of the year, is the fall of 5 cents in butter, the creamery article now being quoted at 30 instead of 35 cents.

There is nothing doing in fruits outside the winter variety, but shipments from California will soon be in order.

Corn, whole, per ton	$30
Corn, cracked	$32
Corn, feed meal	$32
Oats, per ton	$30
Oatmeal, per 10 lbs.	40
Rolled oats, B. & K., per lb	4
Rolled oats, B. & K. per 7-lb sack	35
Hungarian, per sack	$1.65
Flour—	
Hungarian, per bbl.	$6.50
Pastry Flour—	
Snow Flake, per sack	$1.40
Snow Flake, per bbl.	$5.50
Three Star, per sack	$1.50
Three Star, per bbl	$6.00
Drifted Snow, per sack	$1.40
Drifted Snow, per bbl.	$5.60
Coal Oil—	
Pratt's coal oil	$1.60
Eocene oil	$1.70
Feed—	
Hay, Island, per ton	$22 to $27
Hay, B. B.	$22.00
Straw, per bale	75
Wheat, per ton	$37
Middlings, per ton	$30.00
Bran, per ton	$28.00
Ground feed, per ton	$28 to $30
Vegetables—	
Beans, per lb	8
Cabbage, per lb.	3½
Cauliflower, per head	10
Onions, per lb	5
Carrots, per lb	1½ to 2
Beet root, per lb.	3
Potatoes	$1.25
Eggs—	
Fresh Island, per dozen	25
Fresh cream, per pint	60
Cheese—	
Best Ontario Cheese, per lb.	20
California cheese, per lb.	25
Canadian, per lb.	20
Butter—	
Australian butter, per lb.	30
Manitoba, per lb.	25
Best dairy, per lb	20 to 25
Victoria creamery, per lb.	30
Cowichan creamery, per lb	30
Delta	30
Fresh Island	30
Fruits—	
Cooking figs	10
Figs, lb.	20
Valencia raisins	12½
New cleaned currants, best Patras	12½
Best Sultanas	20
Table raisins	25 to 35
Rhubarb, 6 lbs. for	25
Bananas, per dozen	25 to 35
Oranges, per dozen	15 to 25
New dates	12½
Cocoanuts, each	10
New navel oranges, dozen	10 to 25
Lemons, California, per doz.	25
Local apples, per box	$1.25 to $2
Currants, per lb	10 to 12½
Raisins per lb	12½
Malaga raisins	40
Sultanas	17½
California	12½
Loose Muscats	8 to 10
Mixed peel, per lb	15
Jams, Assorted—	
Cross & Blackwell's, 1-lb. jars	25
Local jams, 5-lb. pails	75
Local jams, 2-lb jars	35
Local jams, 1-lb jars	25
Poultry—	
Dressed fowls	20 to 22
Fish—	
Smoked salmon, per lb	15
Spring salmon, per lb	10
Cod, per lb	8
Halibut, per lb	8
Smoked Halibut	15
Halibut, frozen	6
Flounders	6
Finnan Haddock, per lb.	15
Crabs, per dozen	50 to 75
Bloaters	10
Kippers	12½
Salt mackerel, each	15
Salt cod, per lb	10
Salt tongues and sounds, per lb.	20
Salt Holland herring, per keg	$1.50
Salt salmon, each	35
Salmon bellies, per lb	12½
Meats—	
Beef	10 to 18
Mutton, per lb	12½ to 15
Hams, American, per lb.	22
Bacon, American, per lb.	22 to 25
Bacon, rolled	16
Pork	11 to 17

WHOLESALE PRODUCE.

In the produce market the only change noticeable is a hardening tendency in oats, however, has not yet resulted in a rise in price. Local dealers offer as follows at the docks:

Hay (Fraser river), per ton	$18.00
Hay (Island) per ton	$20.00
Straw, per ton	$10.00
Oats, per ton	$25.00
Barley, per ton	$27.00
Potatoes, per ton	$20 to $25
Potatoes, per 100 lbs.	$3.50
Wheat, per ton	$30.00

DIED.

MARSHALL—At the family residence, No. 37 Fernwood road, on the 19th inst., Charles Marshall, aged 76 years, a native of Wakefield, Yorkshire, Eng.

MERRETT—At No. 9 Walker street, this city, on the 20th inst., John Merrett, aged 67 years, and a native of St. Blagey, Cornwall, England.

MITCHELL—At the family residence, Langford street, on the 19th inst., Jennie C., beloved wife of Charles Mitchell, aged 32 years, and a native of Glasgow, Scotland.

McGREGOR—On the 18th instant, John Mollroy McGregor, eldest son of Mr. Moses McGregor, aged 26 years.

MALCOLM—At Vancouver, on May 16, John S. Malcolm, aged 26 years.

BORN.

CROFTON—On the 18th instant, at Ganges Harbor, Salt Spring Island, the wife of Alfred G. Crofton, of a son.

CRYDERMAN—On the 11th inst., at the Cottage Hospital, Vernon, the wife of W. A. Cryderman, of a daughter.

FRENCH—At the Walker Ranch, on the 12th inst., the wife of S. P. French, jr., of a son.

CARAVETTA—At Fernie, on May 11, the wife of Frank Caravetta, of a daughter.

SCOTT—At Fernie, on the 7th of May, the wife of Mr. George H. Scott, of a son.

MARRIED.

GILCHRIST-McDONALD—At New Westminster, on May 16, by Rev. J. S. Henderson, Adam Gilchrist and Miss Annie McDonald.

SANDERS-ALLARD—On May 7, at St. John's rectory, Miss Kathleen Allard to Thomas Sanders of this city.

DEAVILLE-DAVEY—At the Centennial Methodist church, Gorge road, Victoria, B. C., on the 18th instant, by the Rev. J. P. Westman, Mabel E. Davey, youngest daughter of Fred. Davey, to Clarence B. Deaville, both of Victoria, B. C.

SANDERS-ALLARD—On May 7, the St. John's rectory, Kathline Allard to Thomas Sanders of this city.

"Farmers Exchange"

Advertisements Under This Head One Cent Per Word Each Issue. No advertisement taken for less than 25c.

POULTRY AND LIVESTOCK.

FOR SALE—Registered pedigree Red Poll bull. Apply C. T. Gibbons, Cowichan Station. m28

FOR SALE—Bay mare, 4 years old, gentle, broken to single harness. Apply Robert Winter, Burdett avenue. m24

FOR SALE—Fresh turkey eggs. 33 Green street. m22

FOR SALE—Five two-year-old grade Jersey heifers. Apply A. J. Potts, Macaulay's Point. m11

FOR SALE—Cheap, Jersey bull. Apply T. B. McNutt, Wilkerson road. m10

FOR SALE—Canaries. Fine singers. Mrs. Lange, 84½ Douglas street. Upstairs.

"Prizes" with common soaps are dearly paid for at the expense of clothes and hands.

SUNLIGHT SOAP REDUCES EXPENSE

Ask for the Octagon Bar.

Cascara Burdock and Celery Tonic Bitters $1.00

Produces a Healthy Appetite and Cures Derangements of Stomach and Liver.

CYRUS H. BOWES

CHEMIST,

98 Government Street, VICTORIA, B. C.

PAGE FENCES Wear Best

It is the fence that has stood the test of time—stands the heaviest strain—never sags—the standard the world over. Order through our local agent or direct from us. 201

THE PAGE WIRE FENCE CO. LIMITED Walkerville, Ont. Montreal, Que. St. John, N.B. Winnipeg, Man.

E. G. PRIOR AND COMPANY, LTD AGENTS.

VICTORIA, VANCOUVER AND KAMLOOPS.

Sunshine Furnace

Regulated Like a Watch.

The fire in the Sunshine Furnace can be regulated as accurately as a watch.

At night shake down the ashes, replenish the coal, allow time for the gas to burn off, close your drafts—that's all.

Then, in the morning slip into the hall, open the drafts, and in a few minutes you'll have a rapid, house-warming fire—no exasperating, freezing waits; no firing up, nor risk of the fire burning out during the night.

The Sunshine Furnace is a scientific heater and fuel-saver from top to bottom.

Sold by all enterprising dealers. Write for booklet.

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LONDON, TORONTO, MONTREAL, WINNIPEG, VANCOUVER, ST. JOHN, N.B.

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We have a splendid line of the celebrated Brantford Carriage Co.'s BUGGIES, ROAD WAGONS, CARTS, ARLINGTONS, etc., in stock. These vehicles are of the best materials and from latest designs. Now is the time to call and examine them and order one for the summer's driving.

Our prices are as low as they can consistently be for FIRST-CLASS WORK AND MATERIAL.

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VICTORIA. VANCOUVER. KAMLOOPS.

"Nasco"

THE NEW SOAP

TRADE MARK REGISTERED

Nasco is a household necessity. It will clean linoleum and carpets. It will be found an excellent furniture polish and will clean leather and brighten the colors.

A specialty for blankets, flannels, silks and lace goods. There is nothing in the house that it will not cleanse. It is as effective in cold as in hot water, and is as cheap as other soaps, if not wasted.

Give it a trial, and you will buy only Nasco in the future.

Grocery Bargains

This week is Bargain Week at these stores, a week when the advantages of shopping here will demonstrate that there is no money so easily earned as money saved on purchases. Nowhere will you find a better assortment of groceries to select from, and no time is better for buying than the present. We offer:

Picnic Hams, at	12½c. per lb.
Roll Bacon, at	22c. per lb.
Choice Table Butter, at	25c. per lb.

The Saunders Grocery Co Ltd

'Phone 88. 39 and 41 Johnson Street.

The "West End" Grocery Co. Ltd.

'Phone 28. 42 Government Street.

THE Magnet of Low Prices

The best quality of Groceries draw the approval of all who know real value. You should be interested in knowing WHERE YOU CAN GET THE BEST. Let us have a trial order and we will prove it.

Standard Canned Peas, tin	10c.
Champion of England Peas, tin	12½c.
Quaker French Peas, 3 tins for	50c.
Canned Corn, 2 tins for	25c.
Canned Tomatoes, 2 tins for	25c.

DIXI H. ROSS & CO.,

The Independent Cash Grocers.

LOCA

(From Tuesday's Daily.)

Liberal Conference.—Local Lib will shortly hold a conference o provincial political situation. J. Macdonald, of Nelson, leader of opposition in the local legislature, expected in the city in a few days t tend the Full court sittings. He confer with the Liberal members o house while here to decide upon for the immediate future.

Slight Train Mishap.—On Sa evening, at the Hillside switch of Victoria & Sidney railway, the t of the engine's tender jumped the t The train was moving slowly at time and was quickly brought standstill. One passenger, who standing in the door of the baggage jumped and sprained his ankle.

New Insurance Company.—A new surance company is about embarking business in British Columbia. F Gillespie, representing the Exce Life Insurance Company, with h quarters at Toronto, is at the Dri Mr. Gillespie has taken the ge management of the company for Bri Columbia for a term of five years will establish agencies throughout province. Mr. Gillespie may make headquarters in Victoria.

Believe in Reciprocity.—The pe of Tacoma believe in reciprocity in brations as also in trade matters. M er Wright and other officials of City of Destiny accepted the invita of the Victoria celebration commit and came over yesterday afterno Commenting on the invitation, the coma News says: "A large contin is expected here to take part in Fourth of July celebration, and mayor believes the citizens should overlook the fete day of her neigh city, noted for her hospitality and patriotism of her citizens."

Wireless Messages.—For the first t on the Pacific coast communication had at San Francisco on Sunday n by wireless telegraphy between a at sea and points on shore. The weat bureau was notified by Willis Mo chief of the service, that all of the California observation stations, and th on Tatoosh island and North head, Washington, will soon be equipped w the latest instruments. Chief Moore stated that the weather bureau will be able to receive wireless messa from sea at all of its many observat stations on the Atlantic and Pac coasts. This addition to the weat bureau service in California will be much assistance in making accur weather forecasts.

Home From England.—Sir Char Hibbert Tupper returned to Vancouv on Friday after an absence of near three months, the greater part of whi time was spent in the Old Country. an interview with the News-Advertis Sir Charles said that he met many his old friends in England. He great enjoyed a dinner given in his honor, which he met many of the judges a leaders of the London bar. Sir Char was honored by a seat on the Ben in the K. B. Division during some i portant arguments. He sat with t Chief Justice and Lord Justices Cha nell and Darling. He also was invit to the Grand Day dinner of Lincoln Inn, of which the Prince of Wales treasurer and received invitations fro the different London Guilds. An enjo able evening was spent at the Albi Tavern at the Canada Club dinne when British Columbia's Agent-Genera Mr. Turner, presided. Here were fou many British Columbians and also man residents of other parts of Canada.

(From Thursday's Daily.)

Director Spoken.—From San Francis exchanges it is learned that the whali bark Gayhead was spoken on the Fal weather grounds by the sealing schoon Director, and wished to be reported a well. Up to the time the Director sigh ed her she had made no catch.

In Quarantine.—Arriving from th North on Tuesday morning, after havin landed a case of smallpox at Port Simp son, the little steamer Nell went immed ately into quarantine. As previously re ported from Port Simpson, the mate o the steamer was removed from the ves sel at that point suffering from wha was believed to be smallpox. Afterward the steamer was sent to William Head where she is now being fumigated. He crew have been all vaccinated. Th bedding has been taken ashore and ever precaution is being taken to prevent th spread of disease.

Statistics of Visitors.—The transpor tation companies estimate that upward of 4,000 people came to town to take in the celebration. The C. P. R. Com pany figure that 1,100 were brought from the Mainland on their steamers and 500 from the Sound. The Victoria & Terminal Railway Company claim to have handled 300; the E. & N. 700, and the Alaska Steamship Company 1,000. In addition many people from the country surrounding Victoria were in the city. Considering that there were celebrations in Vancouver and Nanaimo, the crowd was large.

A Trade Opening.—According to United States Consul W. Stanley Hollis, at Lourenco Marquez, on Delagoa Bay, in Portuguese South Africa, there is an opportunity for merchants and manufacturers to do business with that part of the world in excess of that now transacted. In a letter Mr. Hollis says: "Large quantities of lumber from your part of the world are imported at this port and I am now in correspondence with some Pacific coast merchants with the view of extending their trade to

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We have purchased more than a million 50c bottles of Liquozone and given them free to the sick. During the past four months, we have spent over $500,000 to announce and fulfill this offer. We have done this to convince the sick that Liquozone does what medicine cannot do, and we are willing to do the same with you, if you need it.

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