The Busy Waterfront

Queen City and Louise Sailed Last Night—Islander Leaves This Morning.

Hulks of Old Time Vessels Being Removed From Upper Harbor.

(From Friday's Colonist.)

Yesterday Turner-Beeton's wharf had quite a busy appearance, for three C. P. N. steamers were preparing to sail, the Princess Louise for Naas and way ports of northern British Columbia; the Queen City for Cape Scott and the way ports of the Vancouver Island coast, and the Islander to sail at 8 o'clock this morning for Skagway. The Princess Louise and Queen City sailed last night at 11 o'clock on their respective voyages. The former had few saloon passengers, but her 'tween decks was crowded with Chinese. There were over two hundred of the yellow men, bound to the canneries with their pigs and chickens, their little lamps and opium lay-outs, their gaming dice and alarm clocks. It is a remarkable feature of the migration of the Chinese to the canneries that nearly every man carries one of those common nickel alarm clocks, which are eagerly sought after by the Chinese. The saloon passengers included W. A. Williscroft and a party of nine, N. H. Mess, G. H. Fraser and S. A. Spencer. The cargo of the steamer was made up for the most part of provisions, all small shipments and the total did not make more than an average cargo, for the majority of the cannery supplies have been already taken north.

The Queen City, bound to the West Coast, had a full cargo of general freight, including mining supplies and provisions for miners and settlers, there being a good supply for nearly every port of call between Victoria and Cape Scott. The passenger list was a large one, more than the steamer could fine berths for, and some of the passengers had to make their beds on the cushioned seats in the saloon and wherever they could find a place. Included were Prof. Conway McMillan and the 27 accompanying professors and students of botany, who are bound to the botanical station established on the coast near Port Renfrew. Col. Hayes went to his mines at Hayes Landing, near Alberni, and before leaving stated that a large amount of machinery was on the way for the improvement of the property, which will be made a shipping mine by the fall. A compressor and a tramway are to be put in without delay. Mr. Baynes Reed left on a tour of inspection of the meteorological stations of the department at Alberni, Quatsina and Cape Scott, and will come down on the steamer as far as Alberni and go across to French Creek, from there and will return via Nanaimo. H. E. Newton went to Port San Juan; Rev. J. Stone, wife and family, returned to Clo-oose; Rev. Mr. Service and wife went up to Clayoquot to visit their son, Dr. Service; J. Murdoch, the Quatsino mining man, returned to the mines in which he is interested at that point; C. C. Binns returned to Wreck Bay, and other passengers were: J. Braden, for the Copper Island iron mines; Mrs. Anderson for Sarieta; A. Watson, Miss L. Calwell, P. A. Scott, W. Taylor, J. Duff, Mrs. and Master McPhee, Misses Feker and J. Pollock, for Kyuquot; J. Jakes and Miss Huxtable, for Alberni, and A. B. Cameron.

The Islander, which is to sail at 8 a.m. on her trip to Skagway, loaded about two hundred tons of general freight, including a large proportion of perishable goods, fruits, etc., yesterday afternoon and evening, and on her arrival at Vancouver she will take on board besides an addition to her freight, 45 head of cattle and 120 sheep. Included in her passengers are M. T. Tugwell, G. E. Glover, W. G. Vickers, of Atlin; J. McConberg, W. T. Pitchers, W. Fraser, C. and R. O'Meara, H. Freeman, Mrs. Stevenson and family, who go to join Rev. Mr. Stevenson in Atlin; C. Wise, P. Sayward, Mrs. Harvey, Mrs. A. S. Levine and Mrs. Munro.

THE MACHINERY SAVED.

Diver From Scene of Alpha Tells of Salvage Work.

The machinery of the steamer Alpha has all been saved, according to Diver McDonald of this city, who has returned from the scene of the wreck via Vancouver, to which city he was taken on the tug Tepic. Working with Diver Moore of Vancouver, he managed to disconnect the cylinders, tubing, shafting, rods, and other parts of the machinery of the steamer, as well as her donkeys, and pumps, the work being done bit by bit under bad weather conditions, and at times with strong currents also, and the machinery was hoisted up to the steamer Selkirk and placed on the beach nearby. The machinery is the property of Hardie and Thompson of Vancouver, who purchased the wreck as she lay off Yellow rock in thirty feet of water. It is probable that they will make another visit to the wreck with divers, and endeavor to salve other moveable parts of the foundered vessel. The hull, according to Diver McDonald, is badly twisted up as a result of the knocking about it has received since the vessel foundered in December last. Some parts of the bow are twisted over the stern, and the whole hull is like a rubbish heap of metal. Despite this battering the hull has received, the machinery was secured in such condition that it can easily be repaired. Not long since, while the divers were below, they salved two bottles, which, according to those who received them above water, were champagne and beer, and they were said to have been in good condition, although they had been below water for six months.

OLD-TIMERS.

Hulks of the Old Steamers Amelia and Western Slope Being Towed Out of Upper Harbor.

The upper harbor is being cleaned up, and at the request of the harbor master some of the old hulks which are lying on the beaches there are being removed. The remains of the old steamer Amelia of the C. P. N. company, were taken away by one of the company's vessels on Wednesday, and the hulk of the old Western Slope is to be taken out and placed on some little-visited beach, unless she is disposed of in similar manner as was the Amelia. The remains of the old time sidewheeler, which in 1884-5 gave such a spirited opposition fight to the C. P. N. company on the Victoria-Nanaimo run, when the local company had a steamer on that route, have become the property of two Chinese ranchers on one of the Gulf islands, near Sidney, who happened along just as the old hulk was being beached. They were asked if they would like the hulk, and on being told that there was no money to be paid for her, they promptly accepted, and at the time looked at the givers as though they were crazy to give away a hull, which may possibly be made into another nondescript lumber carrier such as the Chinese junk-schooner Springvale, which periodically comes to port with cargoes of cord wood. The Chinese hauled their prize on to the beach of the island, but what they intend doing with her is not known.

Thus the one time prides of their owners and masters pass into oblivion. The old Amelia was in her day one of the money makers in business on this coast, although she ran at a loss for some time after starting business in these waters. She was built at San Francisco in 1863 for the Sacramento river trade, and in 1884 was sold to the People's Steam Navigation company, whose trustees were Hon. J. H. Turner of this city, J. M. Brown and the late P. Sabiston of Nanaimo, and S. Bednall of Chemainus. On arriving here in July, 1884, duty was paid on her, and her flag was changed. She was placed on the Victoria-Nanaimo run in opposition to the C. P. N. steamer R. P. Rithet, and the fare was cut to 25 cents for the round trip from Victoria to Nanaimo. For a year the fight was waged, and then the C. P. N. company being granted 25 per cent. of the gross receipts withdrew their steamers from the service. The Amelia remained on the route for about two years, and in 1889 was sold at auction to Capt. J. G. Cox, and a year later she passed into the hands of the C. P. N. company, whose flag she flew until she ended her days.

The old Western Slope, which was launched by Capt. "Bill" Moore, who owns a great portion of the land upon which Skagway is built, in 1879 for the Stikine river trade, is another hulk which is to be removed from the upper harbor in a few days in response to the request of the harbor master. She carried miners north and on the Fraser during the days of gold, until 1883, when she was sold at auction to Capt. John Irving, who turned her over to the C. P. N. company. In 1891 her machinery was taken out, and she was converted into a barge.

AMONG THE SEALERS.

Nearly All Fleet Sailed—Mate of the Otto's Strange Adventures.

The easterly winds of yesterday wafted another small fleet of sealing schooners out on their way to Behring Sea. The Favorite, Capt. McLean; Libbie, Capt. Hackett; Umbrina, Capt. Haan; Hatzic, Capt. Daley, and Fawn, Capt. McKiel, all sailed yesterday, and there are but few vessels now to go. The Carrie C. W., Capt. Macaulay, which cleared at the customs house yesterday, will sail before the week closes, together with the Enterprise, and R. I. Morse. The little Morse, which is getting ready for her voyage at Leiser's wharf in the upper harbor, will be the only vessel in all probability carrying a full white crew. She will have four boats. The Ocean Rover, Ocean Belle and Aurora are still lying in the upper harbor off the sealer's wharf, but it is not decided whether they will be sent out. It is probable that the Ocean Belle will be sent with a white crew, if ten boats can be secured, but with the scarcity of men, it is not known whether she will get away.

It is not likely that the schooners still to sail will leave today, for Friday is an inauspicious day to start a voyage according to the sailor's "tomtum." A case is cited where in 1899 the schooner Walter L. Rich sailed from here on a Friday and further dared providence by taking thirteen canoes from the coast. Whereas the other schooners, amongst which the Walter L. Rich was lying while hunting secured from a thousand to 1,500 skins in the sea, the catch of the Rich was below the average, about 550, and every hunter on board will tell the listener that this was due to the sailing on a Friday and the matter of the thirteen canoes.

The mate of the schooner Otto, which sailed on Wednesday, is a man with a history of strange adventure. This man, Capt. Martin Lund, was master of a large steamer, the Eddy, sailing into New York about three years ago, and he suddenly disappeared from that steamer under most peculiar circumstances. Search was made for him, and as it was unsuccessful, he was given up as lost, it being thought that he had fallen from his vessel and been drowned. Not long ago, as told in the Colonist at the time, he turned up at Nanaimo, where he was engaged working in the Alexandra mine as a driller. Since then he has abandoned mining and reverting again to the sea, came to Victoria and secured a mate's position with Capt. Gosse on the schooner Otto. When he left New York, Lund explains he went right through to Chicago, and was seemingly suffering from a lapse of memory, for his mind was a blank until he reached Chicago. On his arrival there, he realized his position and instead of going back to his vessel, or notifying owners or friends, he concluded to remain "missing" and came west. After some wandering he reached Nanaimo, where he was engaged in the Alexandra mine, and there he worked until he came to Victoria, and on Wednesday went sealing to Behring Sea.

THE DELAYED EMPRESS.

Expected to Have Sailed on Wednesday and Will Make Fast Trip.

The C. P. R. steamer Tartar, is now at Vancouver loading cargo, instructions having been received for her to commence loading, as it is probable she may not now be required to take the next outward run on the Empress schedule owing to the temporary detention of the R. M. S. Empress of China at Nagasaki, says the News-Advertiser of yesterday. It is expected that the China was able to sail from Nagasaki for Kobe and Yokohama on Wednesday and if she is not further detained at the latter port by quarantine regulations she should be able to leave there for Vancouver on June 24. In this case orders have been sent her to put on all steam and make a rush voyage across the Pacific to enable her to sail eastward again on schedule time.

KHAKI UNIFORMS.

From Ottawa Citizen.

Apropos of khaki and its fitness as a uniform for the Canadian militia, a prominent military man stated to the Citizen a few days ago that the militia department, with which he is connected, would, in his opinion, make a serious error if it encouraged the use of khaki uniforms and issued them to the various corps. The material, he maintained, was all right for use in sandy South Africa, where its color corresponded very largely to that of the earth and made discernment at a distance difficult, but on the green sward of Canada the wearer of it would become most conspicuous. Moreover, the khaki was entirely too thin for use in the fall, and, should the militia be hurriedly called out, say in October or November, the men would find their uniforms would furnish but slight comfort. The officer said that the fad was induced owing to the use of khaki in South Africa, to which country it was very suitable, but he thought that its use would soon be discarded in Canada.

PRO-BOER MEETING.

Mr. Labouchere and His Friends Have a Noisy Meeting.

London, June 19.—Thousands of people began collecting outside of Queen's hall two hours before the advertised time of the pro-Boer meeting held there tonight. When the doors were finally opened the pressure of the surging mob was so great that many people fainted. In spite of the vigilance of the promoters of the meeting, many jingoes gained an entrance to the hall. Mr. Henry Labouchere presided. During the meeting fully ten thousand jingoes who were outside Queen's hall, blocked traffic and necessitated relays of police to keep order. Several men mounted the parapet of the Langham hotel, and waving Union Jacks, proposed resolutions against the pro-Boer agitation, which they declared to have been carried when the meeting in Queen's hall terminated. The usual speeches were made, and the usual resolutions were carried amid much commotion and excitement.

The resolutions included an amendment, in favor of the complete independence of the Boer republics proposed by Baron Battersea for the Radicals, which did not meet with the approval of the Labouchere party. The meeting ended with the singing of the Marseilles. Several collisions occurred between the crowd outside the hall, and the police and the latter had the greatest difficulty in handling the assemblage. No casualties were reported.

Mr. and Mrs. S. Arden Singlehurst are registered at the Driard, having arrived last night from Vancouver. Mr. Singlehurst is manager of some valuable mining properties at the Kitselas canyon on the Skeena river, which are owned by a New York company.

Visits Public Institutions

Minister of Education Inspects Several Schools on the Mainland.

Inmates of Old Men's Home at Kamloops Are Well and Happy.

Hon. J. D. Prentice, provincial secretary and minister of education, returned on Wednesday from an extended trip to the Mainland; particulars of his visits to Vancouver and New Westminster have already appeared in the Colonist. After leaving the coast, Mr. Prentice proceeded to Kamloops, where he inspected the Provincial Home for Old Men. He had received some complaints from individual inmates during the year, and decided to utilize the opportunity afforded by his visit to sift these and apply remedies if necessary. He, therefore, had the whole establishment assembled in the dining room, inmates and officials, and addressing them, calling upon any who had grievances to make them known, and if he found that any of the employees had failed in, or neglected their duties, or been guilty of harsh or unwarranted treatment, he would forthwith see the wrong righted, and its perpetrator punished. He told the old men—many of them pioneers of the province who had spent their best years in assisting in its development—that they were not there as prisoners, but as honored pensioners of the province, and that it was the desire of the government to have them treated with every possible kindness and consideration. His remarks were vigorously applauded, and those who had made the complaints acknowledged that they might have been too hasty. That the matters they had complained of were incidental, and that in every case they had been remedied when brought to the attention of the authorities. Many testified to the kindness and efficiency of the officers. One man alone insisted that he had been harshly treated. He is an Englishman, 42 years of age, and a resident of British Columbia for only 8 years—the act requires 18 years residence before one is eligible to admission to the home. This individual is, from all accounts, a malingerer, whom it is impossible to please. He gave trouble to the authorities of the Royal Jubilee hospital before he was admitted to the home. Mr. Prentice found everything in and about the home in excellent order, and he recommended some few minor improvements, which suggested themselves to him. One of the needs of the institution is more reading matter, and contributions of books, magazines, etc., will be gladly received at the provincial secretary's office, or forwarded directly by mail.

Ashcroft was next visited, and Mr. Prentice was much pleased with the school there. He had the pleasure of presenting four High school certificates to the four pupils—one of them a boy of 12 years—who entered for the examinations. The fact that all four passed reflects great credit on the principal, Mr. Gordon, and his efficient assistant.

From Ashcroft Mr. Prentice went to 150-Mile House, visiting the schools at Clinton, Lac la Hache and other places en route. Heavy rains had made the roads very bad and this part of the trip was, on that account, far from pleasant. He then visited Alkali Lake and Dog creek, and returned via Clinton, to Ashcroft.

At the latter place Mr. Prentice purchased nine pure bred short-horn bulls, out of the herd of 20 brought from the east by the Provincial Dairymen's and Stock Raisers association, for the Canadian Ranching company, of which he is managing director. The farmers and ranchers of the district are very much pleased with the successful work of Mr. Hadwen, and the Dairymen's association, in importing such a fine lot of blooded stock, while the fair prices realized will encourage the association to bring further consignments of pure-bred animals to the province.

TRADE RIVALRY.

Comment on the Disclosures About United States Locomotives.

From Montreal Gazette.

Sir Alfred Hickman, an ex-president of the British Iron Trade Association, has taken up the defence of British manufacturers against the volume of press and other criticism, in which they have been represented as falling in capacity and enterprise behind the world, and especially behind their trade rivals in the United States. As Sir Alfred points out, men of British birth are much more associated with the great discoveries in iron and steel productions than those of the United States, or, in fact, of any country. Neilson devised the hot blast process of smelting; Cort invented the puddling system; Bessemer's name is associated with the greatest invention for cheapening steel production. The success of the United States in iron and steel making has been in the use of these processes on the largest scale, and the name most noted in this connection is that of a man of British birth, Andrew Carnegie. The development of the iron and steel industry in the United States has been something astonishing. The country possessed great coal fields and immense deposits of ore and other constituents in the production of the most useful metal, and through its railways it has such a domestic market as no other could command. When circumstances brought into combination with such conditions the skill and capital needed there was something like a revolution in trade conditions. There has been much more rapid development in the United States than in Great Britain, because there was a greater opportunity for it in the former country. It is only in the past few years that the conditions have become equalized, the producers in each country controlling their own market and looking abroad for the demand that will be a large, if not a main cause, of further growth. There is no reason to doubt that the United States iron makers will continue to push their way in foreign markets; and there is just as little that their British rivals will make a good showing against them. The old land has parted with much of its energy to the new. The names of Morse and Howe and Thompson and Westinghouse and McCormack and Edison, that stand clear on the list of the United States' great inventors show to what race they owe their origin; but they do not show that the emigration that brought their fathers to America robbed Great Britain of all of their kind. There were Stephensons and Faradays and Kelvins and Nasmyths and Armstrongs and Lairds rivalling in England the work that America's best men were doing for this continent and for the world. British iron producers and producers of every kind will have to work harder to hold their own in the future; but they can be safely trusted to do it, and those who can speak with best authority for them indicate that they are prepared to do it. The cause of Sir Alfred Hickman's remarks is further ground for holding thus. It was a comparison of the work of English and American locomotives, in England and in India. The assertion is made that on a given amount of fuel more work can be got out of an English than an American engine. The question is one into which so many elements enter that only long tests by experts can settle it. It is a fact, however, that as the American locomotive has developed it has approached the type of the English. The huge machines that now draw trains of forty, fifty and even a hundred loaded cars on American railways look very much like those which do similar work on British lines. And the roads, too, are approaching the British standard in strength and capacity. The "tin" bridges that were built so cheaply and looked so airy, and sometimes cost so many lives, are being replaced by heavy structures that a Newcastle "Geordie" might have designed; and it is called, and is, improvement. The call is more for strength and lasting qualities in permanent engineering structures and as it grows British ideas are being vindicated. The American learned from the Briton as the Briton can learn from the American, and while their fight for supremacy will be keen and long, no one who has followed the history of industrial development in the two countries will have much fear for the representatives of the older land.

ON THE LADDER OF FAME.

A Victorian at the Royal Academy in London.

The opening of the Royal Academy in London, on the 1st of May, is one of the most distinguished and special annual events to herald the season. On that day the fashionable world assembles to view the works of those artists who are so exceedingly fortunate as to have them accepted, for "many are called but few are chosen" from the ranks of the many aspirants who are ambitious to compete in the wonderful exhibition. As the catalogue is scanned, and the names are observed of such celebrities as Sir Alma Tadema, R. A., J. Sant, R. A., J. S. Sargent, R. A., etc., it is with a spontaneous thrill of pride one spies amid this array of talent that of a dear fellow-countrywoman who is rapidly gaining her crown of laurels.

The oil painting called "Interested," by Miss Sophie Pemberton, possesses great merit, and has been highly praised by the most capable critics. As one enters Gallery No. 1, with senses fresh and keen to enjoy the artistic feast in store, this large picture, hanging in an excellent position on the right wall, at once arrests attention. We draw near for a closer inspection, and become indeed "interested" in the delightfully charming subject—so typical of "The Good, the True and the Beautiful"—which shines out in the sweet fresh faces of the two girls who are sitting side by side in a cosy chimney corner, intently "interested" in a book. It is a peep into a happy home. The fire is ablaze in the open grate, and shedding its soft glow on all around.

The high mantel, of a dull brown shade, is relieved by several ornaments, and an embroidered piece of silk of a vivid rose color, is draped from one end—all forming a striking background to the two girls, one a blonde, the other a brunette.

The latter is holding a book with easy grace on her lap, her knees crossed and a well-shaped foot resting with abandon upon a blue velvet cushion. The other girl leans a sweet, fair face on her hand in pensive attitude, the elbow resting upon her other hand across the knee. Both are clad in soft, clinging empire gowns of white silk of a bluish tint, and a transparent fichu of chiffon—falling in graceful folds about the shoulders of the dark-haired girl and loosely across her arm. A delicate tracery of bow knots finishes the hem of the gown. They form a charmingly delightful contrast to each other, as lovely and distinct types of beauty, while the expression upon their faces in the delicate coloring and exquisite warmth of feeling which only a master touch can bestow, presents to us on that whilom cold canvas, the living, breathing reality. The light and shade on the folds of the gown are admirable, while the firelight "dances and gleams" on the lovely forms of the maidens and lingers caressingly on their youthful brows. All congratulations to Miss Pemberton for her master-piece—this chef d'oeuvre of art—and well may the far-off city in the West be proud of the young artist who is so unostentatiously winning her way to fame and honor in the art centre—the greatest capital in the world.

N.

FATHER COUTLEE.

First Deserted His Church and Then His Wife.

Montreal, June 19.—(Special.)—About a year ago Rev. Father Coutlee, attached to one of the most prominent Roman Catholic churches in this city, disappeared. Later it was learned that he had broken his vows and married a young girl whom he had met during the course of his min istration. He was traced to Worcester, Mass., where it was found he had become a Protestant. Abbe Perrault of the Church of the Holy Name of Jesus, Worcester, had an interview with Coutlee, as a result of which he returned to Montreal, and has entered the Franciscan Monastery, where he will perform penance. His wife was deserted in Worcester.

Friends of Victoria City

Citizens' Committee Formed to Secure the Passage of By-Laws.

An Information Bureau Opened at Number 32 Fort Street.

As the time approaches for voting on the city improvement by-laws, the interest in securing their passage increases. The latest result of this patriotic desire to see Victoria forge to the front as an ambitious, go-ahead, modern city is the formation of a committee of influential citizens for the purpose of securing the adoption of the by-laws by every legitimate means. It was felt that many ratepayers are so careless of their own and the city's interests that they require a certain amount of spurring to drive them to do their duty at the polls, and that if they are not specially reminded that the vote will be taken on Monday next, June 24, at the City Hall, a large number would quite likely fail to record their votes.

The citizens' committee have engaged the store, No. 32, Five Sisters' block, Fort street, where Mr. Beaumont Boggs and a staff of assistants are busy addressing circulars to the ratepayers, setting forth reasons why they should vote for the by-laws. Copies of the voters' lists are posted up on the walls so that everyone may see at a glance whether or not he is entitled to vote. All who are desirous of securing the passage of the by-laws are invited to visit the rooms and assist in the good work, while those who desire information on any of the proposed improvements will be furnished with full particulars by applying to Mr. Boggs or any member of the committee.

AMONG THE YACHTS.

Daisy Bell Again to Take Part in the Club Races.

The yacht which was so successful a few seasons ago, the celebrated Daisy Bell, has been launched once more and will be rigged in time to take part in some of the season's races. Her rig will be the same as before, sliding gunter. Everyone who crosses James Bay bridge is perfectly familiar with the Daisy Bell. She is a remarkable looking boat—long, very wide and extremely shallow, the very picture of a racing machine. She only draws about three inches of water, and with her large sail area, travels at a tremendous rate. Her deck towards the bow is higher than amidships, thus giving her power to breast the waves, although she is so shallow. She is of the centre-board type, and her most remarkable qualities were travelling to windward and going about. With the old, reliable Daisy as a rival, the other yachts will have to look to their laurels. It will be interesting to note how the Daisy Bell will compare with Mr. Gore's successful yacht Dione.

The Dragon is on the ways near Russell's Station, having several planks replaced.

The Ladysmith, looking as rakish as ever, is lying at the yacht club house, rigged for the season's races. She was very successful last season and no doubt will give a good account of herself this year.

The Siren has had a new mainsail fitted. She formerly had a triangular mainsail, but now has an ordinary sloop mainsail, which is 50 square feet larger than the other. This should prove a decided improvement, as the yacht will probably point to windward much better than formerly.

STEAMER SOLD.

From Kamloops Sentinel.

An important deal was consummated here on Wednesday evening by which the steamer Ethel Ross became the property of the Ashcroft Water, Electric & Improvement Co., Limited. The purchase price has not been made public, but we understand that it was in the neighborhood of $5,000. The new owners are to get possession of the boat on the 25th instant.

This trim little steamer was built here in the summer of 1897, and since then she has plied on the waters of the Thompson river and Shuswap lakes, under the captaincy and ownership of Geo. B. Ward. She is 85 feet long with a 14-foot beam, and draws about 18 inches of water, just the right kind of a steamer for the rivers and lakes of the interior.

When the Complexion Is Pale and Sallow.

The complexion tells the quality of the blood, and acts as a thermometer of the health. A pale, sallow skin and pallor of the eyelids, lips and gums bear unquestionable evidence that the blood is thin, watery and vitiated. Poor, weak blood fails to supply the nervous system with proper nourishment, and day by day the nervous system breaks down, and constitutional diseases, such as catarrh, consumption, pneumonia and heart troubles, find easy victims. There can be no cure, no permanent relief, until the blood is made pure, rich and life-sustaining.

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F. C. CALVERT & Co., Manchester, England.

Take notice that 30 days after date we intend to apply to the Chief Commissioner of Lands and Works for a special license to cut and carry away timber from the following described land:

Commencing at a stake placed on the N. side of river running N. E. of Tully-ho Indian village, S. Bentinck Arm Coast District, about half a mile from mouth of river and marked B. C. Canning Co'y; running due east 40 chains, thence due north 20 chains, thence due east 80 chains, thence due south 40 chains, thence due east 80 chains, thence due north 40 chains, thence due west 80 chains, thence due north 20 chains, thence due west 120 chains, thence due south 40 chains, to place of commencement, being 640 acres more or less.

Notice posted on the ground the 3rd day of may, 1901.

Dated at Victoria, B. C., this 19th day of June, 1901.

BRITISH COLUMBIA CANNING CO., LTD.
P. Pro FINDLAY, DURHAM & BRODIE.
MATTHEW T. JOHNSTON.

W. G. DICKINSON & C.
Flour, Feed, Hay, Grain.
You should try Crushed Oats, the best and most economical for horses and cattle. We have always a fresh stock on hand.
93 Johnson Street

MINERAL ACT.
Certificate of Improvements.
NOTICE.

Queen Bee, York and Nome Mineral Claims, situate in the Victoria Mining Division of Chemainus District.

Where located: Mount Sicker.

Take notice that we, Neil McLennon, F. M. C. B60790; James Henry Little, F. M. C. B63481, and Nils Anderson Klassell, F. M. C. B63437, intend sixty days from the date hereof, to apply to the Mining Recorder for a Certificate of Improvements, for the purpose of obtaining a Crown Grant of the above claims.

And further take notice that action, under section 37, must be commenced before the issuance of such Certificate of Improvements.

Dated this 13th day of June, A. D. 1901.

APIOL & STEEL PILLS for Ladies
Superseding Bitter Apple, Pil Cochia, Pennyroyal, &c.
Order of all Chemists, or post free in $1.50 from EVANS & SONS, LTD., Victoria, B. C.
A REMEDY FOR IRREGULARITIES.
Martin Pharmaceutical Chemist

MINERAL ACT

CERTIFICATE OF IMPROVEMENTS.

NOTICE—Magic Fretional Mineral Claim situate in the Victoria Mining Division of Seymour District.

Where located: On the eastern slope of Mount Sicker.

Take notice that I, Clermont Livingston, acting as agent for the Xtree Copper Company, Limited, free miner's certificate No. B.49,219, intend, sixty days from the date hereof, to apply to the Mining Recorder for a Certificate of Improvements, for the purpose of obtaining a Crown Grant of the above claim.

And further take notice that action, under section 37, must be commenced before the issuance of such Certificate of Improvements.

Dated this thirteenth day of May, A. D. 1901.

CLERMONT LIVINGSTON.

ORE BAGS FOR SALE
Turner, Beeton & Co

W. DUNCAN
Dealer in
Harness, Saddles, Trunks, Valises
Curry Combs, Brushes, Whips, Blankets, Robes, Shawl Straps, Etc.
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Ladies' and gent's garments and household furnishings cleaned, dyed or pressed equal to new. 10-dy & w.