Terminal Ferry To Mainland

Enjoyable Trip to the Fraser River by the Way of Sidney.

Steamer Victorian Now in Service and Makes Good Time.

Through the courtesy of the Victoria & Sidney Terminal Railway & Ferry Company the representative of the Colonist made the round trip, Victoria to the Delta and return, yesterday.

A very quick connection is made at Sidney, where the palatial steamer Victorian is awaiting the arrival of the train from Victoria. Friday she left at once, and after a quick run across the Gulf, tied up at Port Guichon at 11 a.m. At Port Guichon the train was waiting, and in a very few minutes afterwards was off with the passengers, among whom, by the way, was the wife of the member for the constituency, Mr. John Oliver.

On the way over Chief Engineer Fraser very courteously showed our representative through the engine room, which has been remodelled, as previously reported, under his direction. The engines have been re-bolted to the frame of the steamer and so fixed that the very objectionable vibration which was, as is so well known, such a drawback to comfortable traveling when the Victorian was on the Sound service, has been practically stopped. The engine room and stoke hole are both cool and well aired. Chief Engineer Fraser designed and the Marine Iron Works made an automatic draught apparatus which goes quicker as the pressure goes down, and slows as the pressure increases, by this mean a regular pressure of 130 pounds is maintained. The engines are driven by three boilers, with three furnaces apiece. Each boiler is nine feet three inches diameter, and 26 feet long. The ashes are ejected by means of water power, a pump for which purpose is placed on the port side of the engine room. The engines are triple expansion with cylinders 26, 41 and 68 inches diameter, and 34 inches stroke, with 105 revolutions per minute when going full speed.

The railway, from Port Guichon on, is not quite completed yet, though sufficiently graded to permit passenger traffic. Awaiting the steamer were two full cars of freight for Victoria, which, on account of the rapidly falling tide, were at once run aboard. The ship works admirably, the whole transaction not taking over fifteen minutes.

The inhabitants were nearly all away at Boundary Bay (only five miles away) holding their annual May Day picnic. Unfortunately the weather was very showery, and consequently the participants had not all unalloyed pleasure. On account of this exodus everything seemed very quiet, although the railway company have a very large gang of men, ballasting the road, and the saw mill was running full blast. The lumber business on the Fraser is in a very prosperous condition this spring, every mill having orders booked six months ahead, and this in spite of the almost prohibitive price of the same.

The Victoria & Sidney Terminal Railway & Ferry Company's good sense in placing such a ferry as the Victorian on this route cannot fail but produce good results for traders at both ends of the system. It opens the Delta to the Victoria merchants giving them an incomparable daily service and freight rates which compare most favorably with opposition routes. Furthermore, for passenger traffic to the Delta or even New Westminster it is a great boon, saving as it does over eight hours traveling. The railway company intends running quite a few excursions this summer to the Delta, which most undoubtedly will be largely patronized.

Our representative has nothing but kind words to say for Purser Harry Howard, Capt. Rogers, Chief Mate Mansell, Steward Brown and Chief Engineer Fraser, who one and all did everything in their power to give him a thorough insight into the working both of the steamer and the whole system. It is the intention of the company to institute a lunch counter, at which sandwiches, etc., and a pot of tea or coffee can be obtained for the nominal figure of 25 cents. This should prove very popular to the traveling public, so many of whom most strongly, and justifiably, object to paying 75 cents for a meal, when they require nothing more than a cup of tea.

Up to date, owing to the unfinished state of the road at the Delta end, the trains have been very late in arriving, and so far the time schedule has not been very strictly adhered to, but the officials assured our representative that once the line was completed that a quick and fast connection would be made and passengers landed here no later than 6:30 p.m.

Friday the train reached Port Guichon at 3:10 p.m. The Victorian left at 3:15, arrived at Sidney at 6:15 and the train reached here at 7:30.

Quite a large complement of passengers came down, who expressed yet freely their appreciation of the accommodation and speed of the ferry.

DEATH OF MRS. H. G. LEWIS.

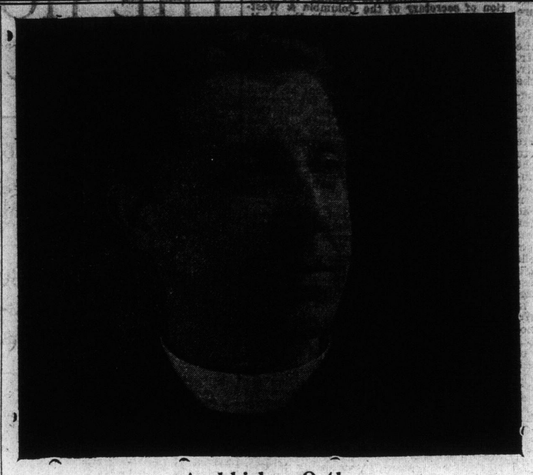
One More of the Old Time Victorians Called Away—Funeral Today.

Another gap in the ranks of the old-timers of Victoria was made Monday, when death called away Mrs. Lewis, wife of Captain H. G. Lewis, after an illness of something more than a month. Early in April Mrs. Lewis was stricken down with heart trouble, but Bright's disease subsequently developed, and it was to the latter complaint that she succumbed.

It was in 1851, the year of what is known as the great exhibition in England, that Mrs. Lewis came to Victoria with her parents, her father, Mr. Langford having been one of the officials of that once great institution, the Puget Sound Land Company. After having lived here for a period, the family went back to England, where Captain Lewis, one of the early master mariners of the Hudson's Bay Company on the Pacific Coast, married her. When Mrs. Lewis arrived here as a bride, there were no wharves or other shipping accommodation to speak of, and it was necessary to land on the beach in a small boat somewhere in the neighborhood of the Dallas hotel. Her brother, George Langford, who is still living, was the first white boy born in the province, the event taking place in Governor Blanchard's house, the site of the old post office on Government street. Many old Victorians remember Mrs. Lewis, in the days before declining health overtook her, as a most entertaining hostess, and an accomplished lady, while not a few of the then new comers have recollections of kindnesses shown at a time and in a manner not to be forgotten. She was one of the old-time type which is very race nowadays. Continued ill-health during latter years have rendered retirement necessary, and Mrs. Lewis' friends have greatly missed her. Langford Lake and Plains are named after Mrs. Lewis' father.

HOW A SPRAIN DOES HURT!

But it isn't the pain alone that is dreaded, just think of the loss of time and wages. Sprains without number have been cured by rubbing Polson's Nerviline well into the pores of the skin surrounding the joint. No matter whether it is a sprained wrist, ankle, knee or back, just try Nerviline on it, and see how quickly it will cure. There is only one liniment that can be depended upon to cure sprains, strains and swellings, and that is Polson's Nerviline. Large bottle 25 cents.



Archbishop Orth.

The important announcement was made yesterday in a press despatch from Rome, that Right Rev. Bertram Orth, Bishop of Vancouver Island, has been created Archbishop of a new Archdiocese. The diocese of Vancouver has been taken from the jurisdiction of the Archdiocese of Oregon, and raised to an archbishopric, forming a new Canadian ecclesiastical province, having two Canadian Western bishoprics. The above is an excellent photograph of the new Archbishop.

Victoria's Factories

The best essays by High School pupils on the subject of their last week's visit to the factories of the city:

It was decided that the schools of Victoria should visit the factories of the city to learn how some of the common, every-day articles are made. Accordingly we (pupils of the High school) set out on Friday to visit the National Mills, which are under the management of Brackman-Ker Milling Co.

When we arrived we were divided into four companies of about twenty, that is, the girls were, and each company was to start at a different part of the mill. Before going in, Mr. Ker explained to us how many different stages the oats pass through before they are rolled oats. This explanation was necessary, because very little could be heard inside of the mill, but the noise of the machinery.

The building consists of four floors, the attic and basement.

The oats are landed from boats at the wharf; they are then brought up from there to the mill, where they are emptied from the sacks into the hopper. There is a machine being constructed to take the oats from the boat to the mill, so that will save labor. From the hopper the oats go into an elevator, which carries them up to the top of the mill, where they pass through a cleaner, or separator, which takes out the seed and straw which are among them. This separator consists of three sieves—the first with large holes to take out straw; second, with smaller holes to take out the larger seeds, and the third, a finer sieve, to take away all rubbish which is left after they have passed though the other two sieves. The oats then pass on to the grader, which divides the oats into three classes—the double oat, the large oat, and the small oat. These are divided this way because they can be more easily hulled; and all the oats, large, small and double, come together before they are rolled. They next go to the kiln to be dried; then they are graded again. After this second grading, the oats go by elevators to the first floor, where they are hulled by the hulling stones. By some means or other the oats are made to stand on end and are divested of their coats, or hulls. Now the oats go right up to the attic, to be cleaned again, as 50 per cent. of the oats is dust. A large machine, called a dust collector, gathers together the dust. There is a great deal of waste in the process of making rolled oats; the finer quality of waste is used for cattle feed and horse chop, but a large quantity is pure waste. After the cleaning comes the steaming process, which makes the oats soft and ready for the last stage, which is the rolling.

The wild buckwheat is the most troublesome of the seeds, and is very hard to get rid of. The oats pass through a large cylinder covered with indentations too small for the oat but large enough for the seed. As this cylinder revolves and the seeds come to the top, they fall into a trough, and the oats pass on.

Wheat goes through the same machines, but corn, barley, buckwheat, peas, etc., have to go through a different process.

We next proceeded to the basement, where the boiler and engine are which run all the machinery. The engine has 125 horse power the boiler 90 horse power. In the basement they also make boxes and put the names on the boxes and sacks and bags. Each sack is taken in turn, and a piece of tin with the required words cut on it is laid on the sack, and this is painted over, and when you raise the tin the words appear on the sack. The rolled oats and other grains are put into sacks and bags on the second floor. Each bag has to be weighed, then sewed up; then they are put into a large sack (that is the small bags are) and taken into the warehouse, which is 60x200 feet long.

The National Mills were established 13 years ago this fall.

On leaving the mills each pupil was presented with a miniature sack of rolled oats.

MARIAN RUSSELL.

M. R. SMITH'S FACTORY.

The business was founded in 1858 by M. R. Smith, who had learned his trade in Eastern Canada. The first business house was built at Esquimalt, but as trade increased, it was found necessary to move to town. Trade still improving, the house was a second time moved, this time being built near the Outer wharf, and here it has remained to the present time.

The mixing room is on the second floor of the building, and there it is that all the ingredients of cakes, bread, and soda biscuits, etc., are put together. A man was mixing in a large wooden tub the ingredients for knic-nacks. These ingredients are left over-night until next morning, when currants, raisins, or the necessary flavorings are added, and the knic-knacs are ready to be shaped and baked. In a similar tub, the constituents of bread were being mixed by means of two large blades, which revolved, and thus beat the flour, water, salt and yeast into a light sponge. The flour and sugar which are used in the factory, are mostly produced in this province, though Manitoba hard flour is mixed with British Columbia soft.

In the adjoining room, soda biscuits were being baked. The water, salt, flour, soda and yeast, in their right proportions, are put together in the mixing room, and allowed to rise during the night. The dough is then ready for use, and the rolling, stamping, baking and packing of these biscuits are carried on every afternoon from 1:30 to 5:15 o'clock.

The dough is passed three or four times through heavy rollers, then plowed well and passed through a second pair. It emerges from these in a thin layer, and is passed under a brush, which removes the loose flour, because in the baking this flour would probably burn, and so spoil the biscuits. The layer of dough still continues on its way, until it is passed under a stamp, which pricks, stamps and cuts it in the proper shape. It is then received by a man who conveys it to the oven.

The oven is a curious thing, for it revolves, and looks somewhat like a paddle wheel, only that it is fitted with twelve swinging traps capable of holding six dozen biscuits each. The biscuits which have made the complete circuit of from seven to ten minutes, are baked, and are at once raked off the tray into a trough. Although no care is taken as to the way in which the biscuits fall, they seldom break, but this is easily explained, however, because when warm they are little tougher than when cold and crisp.

The biscuits are now passed into the packing room, where a number of girls are rapidly sorting them into piles with the pricks running the same way, and are placing them in boxes. The boxes are of two sizes, the larger containing about 79 dozen, and when filled are sent into the next room to be nailed down, when they are then ready for shipping. Most of these biscuits are consumed in the province, but a number are sent to the Northwest Territories, and some even to the Fiji Islands.

The meringue for the cocoanut biscuits is composed of white of egg, sugar, flavoring and vegetable coloring. It is placed by hand on the top of the biscuits, dipped in cocoanut and then allowed to harden.

Opening out of the packers' room, is a room in which all the boxes that are used in the factory are made. The wood is obtained from the Skeena in what is known as shooks. In the corner of one of these upstair rooms is a raisin cleaner. The raising are pu tinto a pan, the bottom of which is covered with grating, and after being well rinsed in clean water, they are turned into a drying compartment, which revolves and thus very soon dries them. On the ground floor is the candy department, and although no candy was being made, nevertheless we were shown the double copper boilers and the various rubber moulds. Copper boilers are used because the acid, which may be in the candy, has no action on copper as it would have on tin. In a small adjoining room are the moulder for chocolate creams. Pieces of board having little wooden projections in the shape of a thimble, are inverted over tins filled with raw starch, and when these boards are lifted, little holes remain, into which the cream is poured and allowed to cool. When the creams have hardened sufficiently, the starch is sifted off and they remain in their proper shape ready for a coating of chocolate.

The chocolate room is opposite this little one, and here two girls were busily employed covering little biscuits with chocolate. A large cake of chocolate is placed on the marble table, which is heated by means of hot water pipes, and when the chocolate has melted sufficiently it is moulded and beaten well with the hand, until it becomes perfectly smooth, when it is then ready for use.

The bread bakery is in what might be called the cellar, for it is below all the other rooms. On one side of the room are the bins, in which the sponge was rising. It is mixed upstairs, and is received in these bins through chutes which are just above them. As soon as the sponge is sufficiently light, it is taken from the bins, cut into loaves, weighed, and put in the tester to see if it will rise properly. Then it is ready for the oven.

There are two large brick ovens, the larger one being capable of holding five hundred loaves These ovens are heated by means of a fire built in them, but as soon as the bricks are thoroughly heated, it is raked out, the loaves put in and baked for about three quarters of an hour. Baking is carried on night and day by means of a night and day set of bakers.

The army and navy are supplied with bread from this factory, but a different kind is supplied to each. The army has the bread which is baked on the bricks and is crusty all over, while the navy has the bread which is baked in the tins.

Beyond this baking room are the engine and the boiler, the former having a forty-six horse-power and the latter a sixty-five horse power.

Fourteen horses are kept, some being used in the waggons, while others are used in the delivery carts. Only by going through the factory can it be realized, what a vast quantity of bread, biscuits, candy, etc., are manufactured in one day.

JOSIE WOLLASTON.

Eighty-five per cent of the people who are lame are affected on the left seide.

As a rule, gray horses attain a greater age than those of any other color, but with increasing years they turn white.

In Southern China the air is so humid in summer that despite the intense heat, clothes can not be dried in the open air.

The Life-Giving Virtues of Paine's Celery Compound

RESCUED A LADY WHO WAS DRAWING NEAR THE GRAVE.

The Life Building Medicine That Wives and Mothers Need in May.

Paine's Celery Compound does a wondrous work for sick and half dead women in May. The conditions of winter have been detrimental to the health of women and girls everywhere; they have declined in nervous vigor, the blood is reeking with impurities, the excretory organs do not perform their work, and the digestive machinery is sadly out of gear. The human machine must be cleansed and strengthened in May. Paine's Celery Compound does the work surprisingly fast, and gives a guarantee of permanent health and long life. It is the one spring medicine that truly nourishes, regulates and invigorates the entire nervous system, from the brain to the minutest nerve filament. It gives a full, rich supply of energizing blood; it clears the muddy, unhealthy skin; it gives an increase in weight, and more refreshing sleep. Whatever be your condition, unhappy sufferer, we give you a blessed assurance of a new and lasting health through the use of Paine's Celery Compound. Mrs. Flora S. Brantley, Levis, P. Q., writes thus:

"Eighteen months ago I was terribly afflicted with daily headaches, and was despondent, nervous and weak. Medical assistance and patent medicines failed to bring me relef. My suffering increased, and I was told I would not get better again. I was suffering so much that I was satisfied to die if it was God's will. A neighbor kindly suggested the use of Paine's Celery Compound, and to please her I consented to try it. The first few doses seemed to send a feeling of new life into my blood, and I went on using the compound. I have taken five bottles, and can honestly say I am fully cured. I am sleeping well, appetite in good condition, getting back lost flesh, and feel as active as a girl of 15. I think my cure is a permanent one. I thank God for Paine's Celery Compound; it saved my life to my husband and children."

If you are in need of free medical advice, write to Consulting Physician's Department, The Wells & Richardson Co., Ltd., Montreal, Que. All correspondence is sacredly confidential.

Week at Ottawa

A Dreary Blank

Opposition Shows Up Ministry's Abuse of Civil Service Act.

Grand Trunk Pacific Absorbing Topic of Discussion at Capital.

Ottawa, May 9.—The government is beginning to realize that it cannot treat the opposition with indifference in the matter of bringing down any important business it has to submit to the Commons this session. The past week has practically been a dreamy blank, so far as the estimates are concerned. Very little money has been voted, and the prevailing opinion is that very little will be voted until members to the left of Mr. Speaker know where they are. The administration, by force of its large majority, has endeavored to force the opposition to give way, but they have made a rather bad bargain with themselves, and there will be more obstruction scenes during the present session than at any time during the ninth parliament, unless the programme now followed by the government is changed.

Joseph Matheson, the burly member for Richmond, N. S., has at last attracted the attention of parliament. It took him three long years to do it, but he was stubborn in his determination to draw attention to himself, and he did it in a most unexpected and peculiar manner while Mr. Speaker was reciting prayers. Mr. Matheson never speaks; he evidently prefers voting to speaking, and except on a division one would hardly be expected to know that there was a Mr. Matheson in the chamber. But to break the monotony of mere voting, the member for Richmond has taken to snoring, and he selected the time for prayers as the most appropriate season of sleeping, and he slept soundly through the whole ceremony, much to the amusement of his fellow-members. Richmond will be glad to hear of its representative, even if it be through the medium of dreams.

The opposition leader has promised to give Mr. Blair a chance to explain some violations of the Civil Service Act which occurred last session in regard to his department. Mr. Blair is not the only offender, but the auditor-general selected one of his clerks in order to give parliament a practical illustration as to how the Civil Service Act was shattered whenever it was thought advisable to retain the services of a temporary clerk and add advance his salary beyond the figure fixed by law. The practice of appointing clerks and increasing their salaries "notwithstanding anything in the Civil Service Act" has become a scandal. For instance, in the public works department there are 52 temporary clerks, each one of whom cannot receive more than a fixed maximum salary if the letter of the Civil Service Act are complied with. But the government has a very simple way of getting around this by asking parliament to amend the act and increase Mr. So and So's salary to all the way up to $1,800, whereas the law provides that not more than $900 per annum shall be paid in such cases. Then year after year the same process is repeated, and the temporary clerks may remain in the service for any length of time and receive the generous salary which his minister provides for him.

This is a most senseless arrangement, and it has been discussed on several occasions during the past eight weeks. Hon. Charles E. Fitzpatrick became offended when Mr. Borden attempted to elicit information as to these appointments, and held that as parliament in the particular case of Mr. Dixon, of the railway department, had voted the money a year ago, the case was not open to criticism. If that principle were followed to its logical conclusion, the opposition would be allowed little latitude in finding the direction which certain moneys voted by the government take to themselves. Mr. Borden quietly informed Mr. Fitzpatrick that the Dixon case was not closed, because the opposition did not propose to close it. He promised the Minister of Justice that later on in the session other matters which, if the Minister of Justice's ruling was to be followed, were settled last year, would also be ventilated. Mr. Fitzpatrick informed the House that he was unwilling that the investigation should proceed. Mr. Fitzpatrick said this repeatedly, and received the quiet assurance from Mr. Borden that the opposition were greatly indebted to the government for their indulgence. If the government had expressed an unwillingness to allow a discussion of such matters as their opponents might see fit to bring up, of course the opposition would not care consider themselves crushed, and remain silent. Mr. Fitzpatrick did not enjoy this quiet sarcasm, and remained rather docile during the remainder of the proceedings.

Hon. J. Israel Tarte has warned parliament that changes of a very serious character have taken place in regard to the management of the shipbuilding plant at Sorel. Mr. Tarte claims that he conducted the works on a business-like basis; but he regrets to find that, after so short an absence from the department of public works, Sorel has become a political hot-house. The Liberals are using it to grow supporters, and the crop promises to be a good one. One of the first results of the change from business to politics has been the delay in the construction of the dredge for the Maritime Provinces. This boat, which will cost over $500,000, will be modern in every respect, and is expected to do good work in Eastern Canada. When Mr. Tarte left office everything was in readiness to complete the boat for launching in July. It is now doubtful if she will be finished within twelve months of that date. That is what politics has done for the Maritime Provinces.

Mr. Tarte is evidently after Hon. Raymond Prefontaine. That gentleman has a finger in the pie, and, like all his transactions, this one has resulted in disaster. Of course, the government is not ready to admit that Mr. Prefontaine has anything to do with public works; but Mr. Tarte says he has friends at Sorel, and these friends supply evidence which does not altogether bear out the claim of the administration.

It took the opposition four solid hours to ascertain that Hon. James Sutherland, so far as he knew, is to have the spending of the public works money in Quebec. It will be remembered that only a short time ago Hon. Raymond Prefontaine boasted to his constituents in Maisonneuve that the public works department was to be dismembered, and that the dredging of the St. Lawrence route and other important works were to be transferred to the control of the Minister of Marine and Fisheries. Mr. Prefontaine secured great support on this basis, and Conservatives were anxious to know whether he told the truth in making this announcement. From what Mr. Sutherland says, the Minister of Marine and Fisheries simply told a ministerial untruth. These are common breaches of honor at Ottawa these days, so it probably caused Mr. Prefontaine little anxiety when he learned that his brother minister had given him the lie. When it is considered that even this meagre statement was the result of eight weeks of hard work on the part of the opposition members, the public will appreciate how much frankness is contained in the make-up of the cabinet. Only the threat that no money would be voted brought Mr. Sutherland to time and compelled him to take a shy at Mr. Prefontaine's prestige in the province of Quebec.

The Grand Trunk Pacific is the all-absorbing topic at Ottawa just now. Whether it will pass or not in its original form is a moot question. Consensus of opinion is that some important amendments must be made before the railway committee will favorably consider it. The Maritime Provinces must receive recognition. The feeling here is that the Grand Trunk Pacific must consider itself a purely Canadian enterprise if it wishes to secure railway subsidy. It was generally supposed that the promoters of the bill appreciated this, but they were wanting in tact, and positively refused at Thursday's meeting to entertain the suggestion that they should extend their line from Quebec eastward. However, there will be a rude awakening when the bill comes up again on Wednesday, and Sir Charles Rivers-Wilson and Mr. Hays will find themselves up against a pretty stiff proposition.

Sir Charles Rivers-Wilson is not impressed with the Canadian parliamentary railway committee as a business body. It was probably a novel experience to find himself addressing such a large number of men under such peculiar circumstances as exist during meetings of the railway committee. Everybody talks to everybody else, and there is a constant hubbub which is well calculated to dismay any person who may not be accustomed to such conditions. Sir Charles is one of these, and the more he talked of his bill the more restless the committee became. His effort really hurt the chance of the measure going through unamended, and the bad impression he made on the committee still remains. There were one or two points which Mr. Blair desired to clear up, but Sir Charles utterly failed to make intelligible some of the recent utterances credited to him by English newspapers. The Grand Trunk president, at a meeting of the shareholders of that railway, informed them that the Grand Trunk Pacific would not cost the shareholders a dollar. The Canadian parliament, he told them, would pay the whole shot in land grants and railway subsidies. This observation had the expected effect on the Grand Trunk shareholders, and the organization of the Grand Trunk Pacific was an easy matter. However, the Canadian parliament looks upon such a scheme with dissatisfaction. They propose to know just what Sir Charles meant when he said these things. That is what Mr. Blair was endeavoring to fathom, but he could get no satisfaction from Sir Charles, and the investigation of this phase of the scheme was postponed until the next meeting.

Judging from the feeling prevailing here at present, the Maritime Provinces could easily carry the day if their forces are properly organized. Ontario is inclined to see that Canada's rights are safeguarded, and a few of the Quebec members are greatly dissatisfied with the throw-down received by the trans-Canada. If the Grand Trunk Pacific is willing to spend its own money in building a railroad from Portland to Vancouver, parliament can expect to have little to say in the matter; but if a subsidy is granted in cash, lands and bond guarantee, as is now suggested, then it is a different proposition, and the interests of the whole country must not be lost sight of. Mr. Hays did his best to blind the Maritime Province members by telling them that Grand Trunk Pacific freight could be handed over to the Intercolonial at Quebec. The Eastern representatives quickly realized the absurdity of such a proposal, and forced Mr. Hays to admit that from a practical railroading standpoint it could not possibly succeed. So that if the government does not insist upon an extension from Quebec east, the chances of St. John and Halifax for through freight are rather slim.

Hon. David Mills, one of the most lovable men who ever sat in the Canadian parliament, died suddenly last night at his home in this city. He was the third of the old Liberal school to unexpectedly pass away within a month, and the news came as a terrible shock to his many friends here. None will regret his untimely demise more than the members of the press gallery of the House of Commons. In Hon. David Mills they had a friend whose place will not soon be filled. Regularly, once a year, they dined together at his guests, and there was nothing at the disposal of the Ottawa correspondents that the Hon. David could not command. All classes looked upon him as a man above reproach, and he was an ornament to the highest tribunal of justice in Canada. All Canada will mourn him, but it will be for those who knew him intimately to fully appreciate the great loss his country has sustained.

ATTRACTIONS FOR THE TOURISTS

Meeting of the Association Yesterday Deals With Many Features.

A lot of routine business was disposed of at the meeting of the Tourist Association in the rooms yesterday afternoon. Alderman Vincent, of the sub-committee on sea bathing, which was appointed at the meeting of the joint committee at the Board of Trade rooms yesterday, met the executive, and several sites and schemes were discussed. Before the meeting of the executive of the Association next Tuesday the City Council and the sub-committee will visit the proposed sites, and draw up a definite proposal to lay before the meeting. Other city matters were laid over for one week in anticipation of the report on sea bathing. The secretary reported that he had called on the Esquimalt & Nanaimo Railway Company, and made the suggestion to them, that the suburban trains during the summer months, commencing on the 1st of June, should, instead of leaving at 6:30 p. m., and returning next morning, should return again in the evening so as to give the residents that were not camping or living out of town, the chance of spending a long day in the country. Mr. Courtney promised to adopt the suggestion, and the time table will be as follows: Trains leave Victoria at 6 a. m. and 6:30 p. m., arrive at Victoria 8:50 a. m. and 8 p. m. There will be the regular service in addition to the above. The arrangements for the Victoria Gardens for the summer were under discussion, and it is quite likely that some arrangement may be made to continue that feature this year. If the negotiations are brought to a satisfactory termination, the public can rely on having one of the best out of doors performances on the Pacific Coast during the summer. The secretary also stated that he had about completed arrangements for a launch to make regular trips up the Arm after the 24th of this month, and that the boat would be one that would meet the requirements of the marine department. A continuous service would be given, commencing at 8 a. m., leaving on the hour, and returning on the half hour. The matter of thoroughly advertising Victoria on the Sound was gone into, and arrangements are to be made to have that proposition carried out.

Angry voice from top of stairway) — Verena, what did you let him in for? You know we don't allow canvassers here!

Strange Voice (in hallway below)—I am getting names for the bluebook, ma'am.

Changed Voice—Venem, show the gentleman into the parlor. I'll be down in a moment.—Chicago Tribune.

WHITNEY GO-CARTS ARE THE BEST

The Leaders for 40 Years.

Reclining Go-Cart, No. E 9, price $14.00 Complete with cushions, parasol top, rubber tire wheels, foot brake and enameled gears, either oak, green or maroon.

Have anti-friction wheel fasteners, no nuts to fall off. Wheels can be taken off instantly for oiling. Whitney patent foot brake, quickly adjusted by slight pressure of the foot on lever.

All are fitted with rubber tire wheels and enameled gears. Extra parts if required, supplied from our stock at once. Illustrated sheet showing 28 latest styles with prices and full descriptions from $4.50 to $28.00, mailed free on request.

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Complete Furnishers,

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The subscription price of the Semi-Weekly "Colonist" has been reduced to $1 per year to all countries in the Postal Union.

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And on each LABEL must be found the following Notice and Signature.

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