

NORTH WARD SCHOOL.

Temporarily Closed by the Trustees as a Guarantee of Safety.

Inspection and Repair to Proceed at Once—The Situation Explained.

The four hundred and fifty children who on Monday commenced their autumn term studies at the big North Ward school were yesterday morning surprised beyond measure on receiving the intimation from their teachers that they might return home—that the board of trustees had decided to close the school until they had had opportunity to satisfy themselves of the absolute safety of the building.

It was, however, not as a protest on the part of the youngsters at the extension of their holidays, and soon the building was deserted by all save a curious few who made their way toward the roof to examine for themselves the signs of weakness in the building that had induced Chairman Hayward to order it to be closed.

Nor were the children more surprised than were their parents, the latter not the least possible doubt existed as to its safety, but that such a doubt should not have been removed during the continuance of the long midsummer vacation. In this connection Chairman Hayward explained, when interviewed later in the day, that in consequence of the report presented toward the close of last term by the city building inspector, an examination had been made during the holidays by a city architect, and the gentleman who had been clerk of works during the construction of the building.

The report of Building Inspector Northcott referred to had been interpreted by him (Mr. Hayward) as condemning the assembly rooms dangerous for a public gathering, but not as an intimation that the building was unsafe for school purposes. With reference to the North Ward school his report read as follows:

"With respect to the assembly room of the North Ward school, I find that by the shrinkage of the timber in the main principal beams, they have crowded the side braces down on the two side walls so that the walls are sprung between one and two inches on the east side and about an inch on the west side, between the tower and the corner. It will be necessary to have some heavy bolts put through the wall, with large washers, and bolted fast to the beams on the inside, which I understand go right across the building, so as to make the building perfectly secure. I see by the crack between the wall and ceiling that the wall has gone about a quarter of an inch since I inspected the building last year. I therefore do not think it advisable to use the assembly room until it is made secure; although I am not at all disposed to shrink there is a doubt of its safety.

With respect to the stairs in the building I would recommend that the plaster be taken from the soffits, all the risers nailed to the treads and the blocks, and that the soffits be lined with narrow tongue and groove boards, which will make a much better job of them. We found, in the one examined, that the newel post was not let into the trimmer joint at all, and the risers are not nailed to the treads."

This report was presented in mid-June, but was not acted upon during the vacation—nor is the recommendations of the school reopened, and the same day several persons called upon Mr. Hayward and asked him if he were sure the building was safe. He replied affirmatively, basing his reply upon Mr. Northcott's report and the casual inspection made during vacation.

On Tuesday morning he decided to investigate further, and accompanied by Mr. W. Ridgway Wilson visited the school and carefully examined each of the structural features deemed to be weak. Crawling into the attic and utilizing a candle to facilitate the examination it was discovered that the steel girder carrying the side walls of the roof had deflected about an inch vertically, and what was even more dangerous about an inch and five-eighths, or thereabouts, sideways. This was reported by Mr. Wilson to the building inspector, and as a result Mr. Hayward yesterday morning ordered the dismissal of the school, acting upon the following communication from Mr. Northcott:

Chairman, I have made a partial examination of the North Ward school building, and though I have devoted the whole of one day to it, being unacquainted with the principle of construction adopted, and in the absence of any plans to guide me, shall require still further time to make a complete report as should be laid before you. As the matter is pressing, however, I may refer to the principal defects which appear to me may receive immediate attention and enable the school to be re-opened in a few days.

The most serious danger is in the main roof over the assembly hall, which has a span of 56 feet supported on four trusses somewhat resembling that in known as the Queen post pattern, but which in my opinion are not deep enough for the span; they are, however, further supported by diagonal props running out beyond the ends of trusses on to the main brick walls; the trusses not being of sufficient strength have settled down in these props, which having no longitudinal tie have pushed out the upper part of the main walls about 2 1/2 inches. The ends of the trusses rest on 2 1/2 inch square posts supported by two 15 feet inch steel girders having a span of 37 feet; these also settled in the centre 1/2 inch, and in addition have buckled outward horizontally by being drawn away probably by the before named diagonal props being tied to the partition resting on them.

If the whole trouble is caused as at present appears to me by the settling of the main trusses, it can be remedied by reconstructing them on a higher position in the centre of the assembly room. This will also have the effect of relieving the steel girders, which with the diagonal props may then be pulled into their proper places by the rods.

Though the roof trusses undoubtedly appear serious enough, to my mind the stair-cases are no less important, and require immediate attention, receiving as they do most severe tests with children marching up and down in pairs two or three times a day in step, when in most cases they shake with one person on them; they should all be stripped of plaster on the under side, be thoroughly examined in the most cases strengthened and ceiled with boarding.

The board after an informal discussion of the situation thoroughly endorsed the action taken by the chairman, and ordered that the school remain closed until further inspection and necessary repairs can be made. Mr. Wilson was at the same time authorized to take charge of this work, proceeding immediately with the same in regard to which he and the city building inspector are thoroughly agreed. As to the roof he will present a more complete report at a second meeting of the board this evening, and the chairman, in regard to have his and Mr. Northcott's recommendations as to repair, also thoroughly in accord.

The city council met last evening for the consideration of several proposed by-laws. Mayor Beaven presided and there were also present Ald. Cameron, Partridge, Humphrey, Wilson, Williams and Macmillan.

The James Bay bridge matter was brought up by Ald. Cameron, who wanted to know how it came that though the repairs appeared to be finished the trams are not yet running over the bridge, much to the inconvenience of the public. He asked if the company have been informed that the bridge is open for traffic. To this the Mayor replied that the bridge has been open for the company's traffic since last June, when they were notified to that effect. Now, however, that the repairs brought up their engineer have been completed, perhaps they would be officially informed of the fact. In this connection he mentioned that Hon. J. S. Helmecken had reported having overheard one of the workmen on the bridge say that he was not using a repairing it, as one of the stringers was entirely rotten. The Mayor had promptly reported this to the City Engineer with a request for an examination; the Clerk read the engineer's reply, which was that he had examined all the stringers and found them perfectly sound. Ald. Cameron suggested that perhaps it was not the "stringers" that Dr. Helmecken meant, as other timbers that were rotten had been found in the bridge. Another report by the engineer stated that the repairs recommended by Mr. Bell, C.E., have been completed and that the bridge is now "ready to be opened for traffic." It was resolved that the substance of this report be communicated to the company.

The next business taken up was the market regulation by-law, which brought up a long discussion on the principle and unequal application of market and hawkers. The by-law is practically a consolidation of the former by-law and the several amendments made from time to time. It was reported complete from committee of the whole.

The by-law to regulate street railway traffic was read a second time and considered in committee, after there had been read a letter from McPhillips, Wootton & Barnard, solicitors for the sections of the street, and as beyond the authority of the council. The maximum weight of car and passenger to be allowed to cross the James Bay or Rock Bay bridge was reduced from 10 tons to 8 tons, and the maximum weight of passenger limited to 50 lbs. The speed of cars on bridges or trestle work to four miles an hour. Having dealt with the first twelve sections the committee rose; and the council adjourned at 10:40 p.m.

NORTH WARD SCHOOL.

Mr. W. Ridgway Wilson, who on Wednesday was authorized by the school board to take charge of the operations to place the North Ward school building in a safe condition, had men at work yesterday on the stairs. The condition of these stairs was found even worse than had been at first supposed. At the east entrance the trimmer joint which bears up the top of the staircase was not long enough to rest on any support, but was simply nailed at the ends, and yet it has to bear very considerable weight. The result was that the landings sagged badly at one end, dropping a couple of inches. Yesterday morning Mr. Wilson made an opening so as to examine the under side of the lower staircase on the north side that there were no carriage beams at all to the steps. On the second story stairway the carriage beams at the top had been applied and the stairway was sagged to one side at the upper end.

The chairman of the school board, Mr. Charles Hayward, and Trustees Belyea and Lovell made an examination of the building yesterday, with Mr. Northcott and Mr. Ridgway Wilson. Mr. Hayward had the various defects alluded to in the reports presented at the school board meeting explained to them. The

bulge in the top of the brick main wall of the building where the truss had pushed it outward was plainly to be seen with the naked eye, and the bend in the heavy steel girder was quite apparent. The main structure, however, is a good one, and when the defects already spoken of are remedied, the building will be perfectly secure and safe again. It is expected that the work will be completed in ten days. The school board were to have had a meeting last night to receive Mr. Ridgway Wilson's report, but as it could not be prepared by that time the meeting will be held at 2 o'clock this afternoon.

THE CITY.

The Victoria Trades and Labor Council has endorsed the anti-Chinese resolutions passed recently in Nanaimo and in Vancouver.

During Wednesday night the bridge which crosses the E. & N. railway line near Parson's Bridge was destroyed by fire, traffic over the road being thereby temporarily blocked. The bridge was an 80 foot truss and had been for some time in general use.

Word has been received in a private letter that a find has been made in the vicinity of Kamloops of mineral exactly similar to the Rossland ore. In consequence a number of locations are being made and the results of the assays are awaited with interest.

A modest but important little company is that which Duncan Patterson, D. D. Allan and A. G. McIntosh, of the 64-Mile Post, have just incorporated under the name of The Cariboo Lumber Co., Ltd. The purposes of the company are to strip of timber on the under side, be thoroughly examined in the most cases strengthened and ceiled with boarding.

The incorporation of four new mining companies is officially announced in the Gazette of yesterday, these being the Channe Mining Co., Ltd., of Vancouver, with capital of \$1,000,000; the Morning Glory Mining Co., of Vernon, capitalized at \$500,000; and two foreign companies—the Eastern Star Gold Mining Co. of Spokane (\$500,000), and the Fairview Gold Mining Co. of Seattle (\$1,000,000).

Several important appointments to the provincial civil service are announced in the Gazette of yesterday, these including the naming of Dr. R. W. Jakes, of Kettle River, as coroner for that division of Yale; the appointment of G. H. Rashdall, of Nelson, as mining recorder and collector under the revenue tax act; and the nomination of Kootenay and British O'Keefe, of Okanagan, as a justice of the peace.

An early morning wedding was solemnized at 8 o'clock yesterday at St. Andrew's, R. C., cathedral, the groom being Mr. Dennis Murphy, barrister, of this city, and the bride Miss Flora O'Brien, Rev. W. J. Murphy, O.M.I., of Ottawa University, a brother of the groom, performed the interesting ceremony. Mr. and Mrs. Murphy will spend their honeymoon in Portland, for which city they left by the Rosalie yesterday morning.

CONSTANT inquiry is now being made in the East with regard to the Canadian Kootenay country, and the officials of the Great Northern report that the maps recently issued by the Provincial Lands and Works department are much sought after at their Eastern agencies. The past few months of the month of Grant, O.M.I., of Columbia has been greatly increased through the use of these maps, sent out by the Victoria agents of the railway company, and the latter are now receiving the congratulations of the head office of the road for having so promoted business.

MR. JOHN ELLIOTT, as solicitor for the applicants, has given formal notice that a private bill will be sought at the next session of the legislature incorporating the petitioners as a railway company, and authorizing them to construct a railway from the mouth of Grant, O.M.I., West Kootenay, following the creek to the summit of White Grouse mountain, and passing thence across Johns and Macaroni basins to a point within a radius of five miles therefrom, with a double purpose will be any mines and mineral claims in the White Grouse mineral district."

THE ARION club has decided to give their open air concert at the Gorge next Wednesday evening, from the stand erected last year on Mrs. Marshall's property, this being apparently the best available position for the singers to occupy in order to get the best results. The programme, which will be ready for publication in a few days, is one of the most attractive the club has yet offered to their friends, the public, and a noble purpose will be served by the concert—everyone who attends will be admirably entertained and a collection being taken up during the evening for the benefit of the Jubilee hospital.

PETER F. LARSON was arraigned yesterday's police court on two different charges, both of which were found to be sustained by the evidence. In the first instance he was charged with drunkenness and discharged with a caution; in the second, he was found guilty of having used very serious threats toward his former employer, Mr. M. Bantly and that gentleman's family, being required on this account to find sureties for his good behavior during the next twelve months, or failing to obtain such guarantors of his conduct, to go to jail for three months. Chief Sheppard anticipated that he will take the term of imprisonment. Larsen's family, says the Chief, have been shamefully neglected by him and are now in most distressed circumstances in consequence.

REV. MR. COPPELAND's lecture on "The X Ray" was heard by quite a large audience at the Theosophical rooms last night. The speaker took the ground that the whole world was in a state of vibration, and just as it was shown that the different colors are caused by the variation in the number of vibrations so with the other forces in nature and in mind. Just as it takes thousands of years for the light of a star to strike the earth, so the vibrations of a person's words or thoughts might travel far before they met with some other mind or thing to be affected by them. No word or thought for good or evil was ever wasted. The X rays, he held, were a manifestation of how these vibrations overcome matter, and their discovery was a step towards the triumph of the spiritual over the material of the evening Rev. Mr. Copeland by request of U. C. Bell, of "The Voice of the Silence" instead of the "New Woman."

SPORTS AND PASTIMES.

Victoria Players Show Up Well at the Tacoma Lawn Tennis Tournament.

Yachtsmen Preparing for Coming Regattas—Other Sporting Fixtures at Home and Abroad.

If the large delegation of Victoria tennis players now in Tacoma continue to sweep things as they did in the opening day there will be very little division of the prizes. In the majority of the matches the British Columbia crick players shone fully as brightly as predicted. Yesterday was Mr. Foulkes' first appearance on the courts, the card for the day requiring him to play in no fewer than five important matches.

The tennis lovers of this city are fully convinced that the project of sending Champion Foulkes to the great international tournament at Niagara-on-the-Lake can be brought to a successful conclusion. There should be no difficulty if there is unanimity in the matter, and to-night should see in the hands of the club's honorary treasurer a sum quite sufficient to meet all the expenses incidental to the trip. The matter is now in the charge of Mr. H. F. Myrton, the honorary treasurer, who will be pleased to arrange any details which members of the club may offer him during today and to-morrow. As Mr. Foulkes should leave for the East Sunday evening the time is short for the perfecting of arrangements.

The summary of Thursday's play, not available for publication in yesterday's issue owing to the collapse of the telegraph wire, follows:

- Men's Singles—R. S. Hill beat W. P. Meserve by default; W. A. Sternberg beat R. C. Gamble 6-3, 6-4; L. Angel beat P. J. Fransioli 1-6, 6-0, 6-4; E. W. C. Hilton beat H. Carstens 6-2, 8-6; I. T. Cole beat J. Browne 6-4, 2-6, 6-2; J. Gillison beat A. H. Breese 10-8, 9-7; H. Combe beat R. G. Deekens 6-0, 6-1; G. Ashdall, of Nelson, as mining recorder and collector under the revenue tax act; and the nomination of Kootenay and British O'Keefe, of Okanagan, as a justice of the peace.

Ladies' Singles—Miss Riggs defeated Mrs. Howell 6-0, 6-4; Miss Kershaw defeated Mrs. Burton, 6-0, 6-3; Miss Riggs beat Miss Cheal, 6-1, 6-2; Miss Kershaw beat Mrs. Douglas, 6-3, 6-9; Miss Riggs beat Miss Gowdrey, 6-3, 6-9; Miss Remington beat Miss Dunsmuir by default.

Ladies' Doubles.—Mrs. Burton and Miss Keown defeated Mrs. Howell and Miss Remington 6-3, 6-9; Mrs. Burton and Miss Keown defeated Mrs. Howell and Miss Remington 6-3, 6-9; Mrs. Burton and Miss Keown defeated Mrs. Howell and Miss Remington 6-3, 6-9.

MR. STEWART Houston, secretary of the great international tennis tournament, to open at Niagara on the Lake on the 23rd inst., yesterday acknowledged by wire the receipt of Champion Foulkes' entries. "Delighted to receive entries," he telegraphs, "the 'glad hand' awaits you." The Easterners and the Eastern press are enthusiastic over the coming of the Western champion, this being the first occasion on record that the Pacific Coast has been represented at any of the great international tournaments.

LACROSSE.

THE VANCOUVER TOURNAMENT. The capital lacrosse club had a meeting last night to discuss a proposition from the Vancouver carnival committee inviting the club to take part in the proposed lacrosse tournament to be held at Vancouver during the great festival. The plan is to have matches between senior teams of Victoria, Westminster and Vancouver, the prizes offered being fourteen gold watches valued at \$50 each. The intention of the committee is to arrange a game between two of the teams on Monday, August 31, the winner to play the third team on Friday, September 4. The general impression at the meeting last night was in favor of accepting the offer if possible, as it would not intend with the schedule match in the championship series with Vancouver at Brockton Point on the 29th. As an expected letter from Vancouver in regard to details did not come last night it was decided to hold a special general meeting of the club to meet in the Y.M.C.A. rooms to discuss the whole question.

YACHTING.

THE VICTORIA YACHT CLUB have received entry forms and programmes of the Vancouver regatta, and the members of the club in May last; the measurement of the boats is also the same. There will be two races, one for each class, the list of prizes is as follows: Class 1, 1st prize \$150 and \$50 added money; 2nd prize, \$25. Class 2, 1st prize, \$100; 2nd prize, \$35. In class 1 all yachts will be 20 feet and over, while class 2 is for yachts 20 feet and under.

The Victoria club expect to send a number of their entire fleet for both classes. The officials in connection with the regatta are: Starter, R. T. Ellis; timekeeper, J. H. McNab; J. G. Cap. McPherson and Capt. Johnson; referee, Capt. Murray; and committee, C. H. Jones, A. McNab, S. Thompson,

T. H. McNab; representing carnival committee, R. T. Ellis and C. W. Robinson; secretary carnival committee, H. T. Hawson.

The third of the series of club races will be sailed to-day by the class A yachts of the Victoria Yacht Club, the course being from the yacht club twice around the San Pedro. The entries are the Wideawake, Frou Frou, Nancy and Siren, and the Daisy Bell would also have been a starter but for the fact that her new spars are not yet finished. The Daisy Bell has been overhauled completely and will, it is expected, sail even better than before her mishap. Her rig is now on the original sail plan sent up by Linton Hope, her designer, and gives the yacht a larger sail area than before. The race starts at 2:30 p.m. It is likely that Irene and Dora will race during the coming week. The yacht club are daily expecting programmes of races to be held at Seattle and Everett which have the dates arranged that the yachts will be able to follow the circuit.

THE WHEEL.

A RACE MEET THIS MONTH.

THE DIRECTORS of the V.W.C. announced to the members of that organization at a special meeting last evening that a fall race meet will be held at the Oak Bay track on Saturday, the 29th instant. Secretary Alley reports that among the flyers sure to attend will be Jones (Tacoma), Essary (Seattle), Allen (Spokane), Morgan, Ambroth, Mackay, Mitchell and Nichol (Portland), among (Aberdeen), Davies (Everett), Lee and Rucker (Portland), Campbell (Spokane), and Freeman (San Francisco) among the "pros." The attendance of Staver, another member of the fast California company that made the sport at the last of the club's races, is also promised in the event of his returning to the Northwest in time.

"KILBRANNAN" TO BE SOLD.

All question of insurance having now been settled between the underwriters and Korr, Newton & Co., the owners of the Kilbrannan, Captain McCollum, the master of that vessel, has received instructions to dispose of the ship with all her appointments as she now lies in Esquimalt harbor. He in turn has retained the services of Mr. George Byrnes, and the Kilbrannan will be sold at auction the last of this month. It was early in February last that the Kilbrannan met with the mishap which has since retired her from active service. She was sailing into Puget Sound before a gale of wind when trying to enter Port Townsend harbor was blown ashore on Point Wilson. There she remained for some time, until with considerable exertion and the assistance of an extra high tide she was finally released from the deep sand in which she had become embedded. Soon afterwards she was beached at Port Hadlock, where several holes in her hull were plugged and she received temporary repairs, coming later to Esquimalt, where she entered the naval dock for survey. Tenders for her repair were called for after the examination but were not acted upon.

THE "TOPEKA" FROM ALASKA.

THE STEAMER City of Topeka, from Alaska, reached Victoria at 6 o'clock yesterday morning, and left for the Sound an hour and a half later. She was simply crowded with passengers, the majority of them miners returning from the northern territory—unsuccessful gold-seekers who had found it easier to "go broke" than to get rich. One party of four young men had, after a month's prospecting, amassed the sum of six cents, and concluded that more money was to be made nearer home, a good many disappointed ones come from Cook's inlet, glad to get back South before the winter. Only two passengers landed at Victoria, Miss F. E. Short and Miss E. L. Loder, of Reno, Nevada, who have made the round trip to Alaska for pleasure. They will stay in Victoria a few days, and also visit Vancouver, before proceeding home.

MARINE NOTES.

AFTER TWO days' delay in the Straits through calms and very light winds, the schooner Queen City arrived in port yesterday. She is in ballast from Kobe, which port she left 34 days ago.

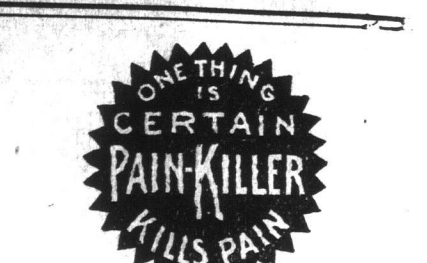
YUKON NOTES.

THE FOLLOWING items from the far North which may prove of some interest to the mercantile community and others, as showing the increased volume of trade in that region have been furnished by Capt. William Moore. Last year the Alaska Commercial Company added to their fleet of river steamers by the construction of a fine 400 ton vessel with compound engines. This year further additions will be made by the completion of five more vessels which the company have under construction, namely, the powerful steamer Bella, with compound engines; the steamer Beaver and three large barges, each having a carrying capacity of over 300 tons. The addition of these vessels will double the carrying facilities already possessed by this company, who are putting forth their best efforts to meet the requirements of the large share of trade enjoyed by them.

Messrs. Newman & Schloss, the managers of the company, are now in the district on an inspection tour of the activity displayed by these gentlemen is of any significance, there should be no danger of a shortage of supplies overtaking the large number of miners who intend to remain in the district this winter. The latter have found out by experience that they can get their deeper ground more cheaply in the winter season than in the summer, as they then have no surface water to contend with.

The North American Transportation and Trading Company are also increasing their steamboat facilities by the construction of a large and powerful river steamer. New gold discoveries are continually being made in the district, and the older workings show no signs of exhaustion.

The Yukon Press, published at Fort Adams, Alaska, states that the steamer Arctic, commanded by Capt. Moore (son of Capt. William Moore), has been overhauled and the housing on the passenger deck has been extended the entire length of the boat. The Yukon Arctic made five trips last summer the record which has not been equalled. Much of this success was due to Captain Moore, an old navigator who comes from a family of steamboat men."



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It has real merit, as a means of relieving pain, no medicine has equalled it. It is the only family medicine now in use. It is the most valuable family medicine now in use.

No. 237. CERTIFICATE OF THE REGISTRATION OF A FOREIGN COMPANY.

"Companies Act," Part IV, and Amending Acts. "Cariboo Mining and Development Company" (Foreign).

Registered the 27th day of July, 1896. I HEREBY CERTIFY that I have this day registered the "Cariboo Mining and Development Company" (Foreign) under the "Companies Act," Part IV, "Registration of Foreign Companies," and Amending Acts.

The head office of the said Company is situated at the City of Seattle, in the State of Washington, U.S.A.

The objects for which the said Company is established are—To carry on the business of mining in all its stages and in all its branches to acquire in any lawful way mines, mining claims, prospecting, mills, machinery, smelters and reduction works, mill sites, real estate, tools, processes and appliances necessary, useful or convenient in and about the aforesaid business, and to operate and maintain the same; to lease, sell, mortgage or otherwise dispose of or encumber in any lawful manner all or any part of the property of the Company, real, personal or mixed, and generally to do all things of every kind of nature necessary or convenient to the promotion of the objects of the Company.

The capital stock of the said Company is three hundred thousand dollars, divided into three hundred thousand shares of the par value of one dollar each.

Given under my hand and seal of office at Victoria, Province of British Columbia, this 27th day of July, 1896.

Y. WOOTTON, Registrar of Joint Stock Companies.

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NOTICE.

STOCK CERTIFICATES STOCK LEDGERS, STOCK JOURNALS, MINERS' PAY SHEETS, MINERS' CASH ABSTRACTS, MINING REPORTS, MINING MAPS AND PLANS, SEALS.

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