

THE POST OFFICE DEPARTMENT

Sir William Mulock took up the duties of Postmaster-General of Canada under conditions which must have been the reverse of encouraging to a methodical, practical man of affairs. The deficits were chronic, that of the year preceding his call to office amounting to the huge sum of three-quarters of a million dollars. In addition to this the department was seething with discontent and dissatisfaction because of the utter inadequacy of the salaries paid officials. For the financial year in which the late Postmaster-General retired from office it is announced that the Post Office Department has earned a sum of about half a million dollars in excess of all working expenses and improvements in the services. This surplus, let it be noted, has not been gained by starving the service or sweating the employees of the Post Office Department. Sir William Mulock was taught by the experiences of his early days not only habits of personal economy, but his sympathies for all who in the exigencies of circumstances are compelled to earn a livelihood according to ancient decree were broadened and deepened. He never lost sight of the interest of those who served under him. Instead of telling those who were dissatisfied with their lot, as did his predecessors, that if they were not satisfied they could get out of the service and make room for others who would be content with conditions as they existed, Sir William set himself to the task of reducing the affairs of his department to a strictly business basis. In this he was eminently successful. After the necessary reforms had been accomplished the grievances of the employees of the post office were redressed, with the result that to-day the successor of Sir William enters upon his duties supported by a thoroughly loyal and well satisfied staff. Mr. Aylesworth will find plenty of problems to engage his attention as an administrator. The work of reform and of readjustment in accordance with the requirements of the times has merely commenced. The adjustment of the relations between the public and the telephone monopoly, the preliminary steps of which were taken by Sir William Mulock, must be presented until satisfactory arrangements have been made, even if it involves the taking over of the telephone business by the state. After that work has been accomplished, the relations of the people with the telegraph companies will be due for consideration. But the important task of reducing the Post Office Department to a business basis, operating it upon strictly business principles and making it pay at the reduced rates of postage which have been in force for half a dozen years has been accomplished, and will remain for all time a fitting memorial to the first of Canada's efficient Postmaster-Generals.

ADMIRAL LORD NELSON.

One hundred years have elapsed since the naval battle of Trafalgar was fought and the supremacy of Great Britain upon the seas was established. For weeks preparations have been going on for the celebration of the centenary of the supreme event in British naval history. Orators have been expatiating upon and writers in the press discussing the character and the achievements of the central figure of that time of national strife and unhalloved personal ambition, so that the subject has become somewhat tiresome and hackneyed. But of Horatio Nelson, the man, very human in his weaknesses, frail of figure and intensely sympathetic in disposition, bold of heart and imbued with unbounded patriotism, fearing no foe of his beloved country—the man who for a hundred years has held the chief place in the hearts of his countrymen, who was best beloved by those who knew him best, and a hero in the eyes of all Britons, of him the empire-builders of the present day cannot hear too much. To one of speculative turn of mind the question must have presented itself when studying the history of Lord Nelson whether the glory attaching to his name and achievements depended to any extent upon the successes he gained over the enemies of his country. If the admiral had failed in that final engagement when the forces he encountered were so superior in strength of ships and armament, would he have held the place he holds to-day as the embodiment of all the qualities a British sailor should possess? Although, probably by reason of the frailty of the frame in which his intrepid, fearless heart beat, it is said that Nelson was frequently ill during rough weather—in fact he himself admits as much in a letter which is still in existence—although constitutionally he was not well adapted for the profession he had chosen—although he had suffered the loss of an eye and an arm in encounters with the enemy and knew by experience the dangers of naval warfare as he himself usually practised it, although the delicate features and the sensitive mouth indicated that a tender heart beat within his breast—when the foe was reported the admiral made a point of hastening to meet it. He established the precedent which still obtains in British naval policy—to attack; never to wait to be attacked. In every engagement of importance fought by Nelson the enemy chose his own position. The foe was met in that chosen position and driven from it. The closer he could get to the adversary the better for his purpose. And there never appears to have been the slightest misgiving in his mind as to the ultimate outcome. Nelson had the most implicit confidence in the valor and the stubborn adherence to duty of his sailors. They in turn, al-

though they were probably for the greatest part men who had been impressed into the service against their will, honored, revered and loved the commander who was in person so different from their ideals of a sailor and yet in mind and heart was all that an ideal sailor should be.

From whatever aspect we view the career of Admiral Lord Nelson, he was one of the most remarkable characters England has produced. In disposition and in person he was the exact antithesis of the great soldier who completed the work he had so well begun, brought the great Napoleon to his knees and landed him in his place at St. Helena. And it is perhaps largely because Nelson was not a man of iron either physically or mentally, because probably he had to fight the natural promptings of his nature as determined as he fought his country's foes, that he to-day occupies the larger place in the hearts of his countrymen.

HYPOCRISY AND HUMBUG.

It will be a grand day in the history of Canada when her public men and the newspapers which deal with public questions arise above the pettiness and the miserable prejudices which they are too prone to appeal to and discuss in the broad and generous spirit which should pervade all the utterances of read men the political issues which divide the people. When that day comes we shall have a united Canada and the potential elements of which great nations are made. It is interesting in looking back to old days to observe the new spirit which has taken possession of the Premier of Ontario. Mr. Whitney has opened his great heart to the people of Quebec, and has informed them in a speech publicly delivered that whatever his constituents in their narrowness may have thought of the French-Canadians he has always had the greatest love for them personally and has ever been animated by a grim determination to do them the fullest justice when he had the opportunity. He has had his opportunity and he has profited by it. In days gone by the Conservative party of Ontario, led by Mr. Whitney, saw strange things; the works of the government which Mr. Whitney and the Conservative party opposed with great bitterness and determination. One of the strange things Mr. Whitney observed was a cross (inspired by some mysterious process into the walls of the parliament buildings erected by the Mowat government in Toronto. How that cross came there was a mystery. It was not visible to the eyes of any politician who was not of the true political faith. But it was there, and we were told with great solemnity and earnestness. It was suspected that the emblem was wrought into the walls at the instigation of the one Catholic representative in the Mowat government. It was the most convincing evidence that could be brought forward of the pernicious influences of Roman Catholicism and of the necessity of guarding against the entrance of men of that faith into any of the future governments of the province. That was a fair sample of the nature of the arguments brought by the party of purity, tolerance and Toryism against the late government of Ontario. The zealous defenders of the Protestant faith at large gained the long-deferred desires of their hearts. They were called to power in Ontario, largely as a consequence of extraordinary appeals to fanaticism and prejudice. What does Mr. Whitney do to preserve the beloved province from the machinations of the hierarchy which had so much influence under Mowat and Hardy and Ross? As he told the French-Canadians in Montreal the other day, he was resolved to deal generously with them and with all who professed the ancient religions faith. Mowat and Ross called to their councils one Roman Catholic. Whitney gave them a measure full and overflowing by introducing into his government two Catholic representatives. Which may have been quite right and fully justified. But what of the sincerity of the campaign that was for so many years carried on against the priests and governments? And what of the appeals that to-day are the principal stock in political trade, those who are in opposition of Sir Wilfrid Laurier?

THE CAREER OF A SCOTCH BOY WHO BECAME HON. JOHN TOD

An Unfashionable True Story—By Gilbert Malcolm Sproat.

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CHAPTER III.

The most striking difference next to the uniform low terrain—between the land I was now in and the hilly Scotch countryside which I had lately left, was in the sudden coming and the coldness and length of winter. "Nine months' frost and snow, and three months' mud and water," was the usual description by residents of a year's climate in the York Factory region. Another saying was that there were in four months three seasons—June, spring, in July and August, summer—in September, autumn—but liable to be cut short. It was this hard climatic condition, together with the attention necessary to appreciate at least some ordinary phases of the Indian's character and to master the rules and details of trading with them that I have referred to as the stage I now had reached to retire from a service which they had entered with hope. That was the case of the companion I have referred to as the "beaver." I was free from certain conventions, but not as free, otherwise as a novice might have prepared in his mind. Discipline and military rigor, though almost with military rigor, though with less formality in the social intercourse of the commissioned ranks than probably existed in the army. I might be ordered to go elsewhere on duty at any time, the change perhaps involving 1,000 miles of travel, and he might be sent suddenly from a comfortable to a miserable cabin. These were incidents of the service. As a rule in such changes the company's interests were solely regarded, but not invariably so. For the officers were men with human likes and dislikes. The governing body was well composed of experienced officers, but in all such matters one or two men were either directly or indirectly. Promotions were made by the company on the nomination of the chief factors in council, but this rule was not always adhered to. Perhaps the most curious incident of the "coalition" of 1821 with the rival North-west Co., was the long tenure of office by the "governor in chief," which tended to make him practically a monarch. The first governor of the combined concern in America held office for 27 years. He might, and should, have been sooner relieved by the company, but the general oversight in the case of an officer of such long service seemed to have withheld the exercise of that power by the governing body in London. The winter with which I was familiar as a youth in Scotland was gloomy enough, but nature there did not seem to die as it did in winter where I now was. The open air was not so cold. Bay gave the idea of a sort of rising from death to us, who had dwelt so long in frozen up quarters. Suddenly everywhere we saw signs of life. The general condition, an animation that gave delight to our hearts. The quickening of the twice caused a slight smell in the remaining air. The snow was now broken fishing holes showed on the underside signs of a wear or honey-combed by warmer water, though how heat could reach water fended from the sun was not explained. The snow was now headed edge (the latter cowardly and thievish bird strangely chosen as the American emblem), these heralds of the spring came in by flocks and were the most numerous then of the Northwest tribes the company had to do with. There were two branches of the Cree country, the one to the north and south coast of Hudson's Bay, and for a considerable distance thence inland, known as the "Swampy" Cree from the fact that the Indians there were called the "Crane," a wild, ferocious tribe. Something prevented Mr. Snooks from himself going, and I was selected for this expedition, and nominally commanded it, but in view of my inexperience and youth, being then hardly of age, I was instructed not to undertake anything of importance without consulting an old Indian, "Archie," who was assigned to the party as interpreter and boat foreman. The general guide was an Indian, who, alone in the party, knew the country. I had three other Eskimoes and two medium sized canoes—the Indian guide occupying a bark canoe by himself. I started in the beginning of October, and did not return until the end of the following summer. Our experience was very hard, and the business result of the expedition, apart from topographical information, rather unsatisfactory, as the Cranes were at war with another tribe and indisposed to communicate with us; nevertheless, the proceeds of the hunt more than paid expenses. It took us seven days to reach what we deemed to be the lake sought, the last day being on a considerable river, which we came to after making a portage of some 15 miles. The water was very shallow, and as our boats were at a loss to know where to camp. The spot, with wintering, had to be where falling under the ice was good. As strangers we could not know in advance, such a place, and, now, with the winter on us, could not easily search for a suitable place. Thus, after erecting a log house for quarters we were confronted by the question of food. Our

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supplies of flour, etc., for the actual travel were soon exhausted. The rule of the company, as to such expeditions, was not to cumber a party with more supplies than might be needed to reach a certain destination. It had been proved to the company, by experience, that no matter what supplies were issued to a party, supplies were never brought back. The above rule presupposed that traders should be able to live where Indians were able to live. Unfortunately, however, where we were, edible game was scarce. We killed minks, martens, foxes, wolverines and others, saving their skins and eating some of their flesh, when forced to do so. Usually the others were, and the others were trapped. As to the fishing, ice had formed on the lake, immediately upon our arrival, in fact, our fisherman had just experimentally set his nets the day before winter came, and had to break the ice to get them out. He then made, and kept open, a large ice hole through which to lower the net as a newly chosen place. The net was made of poles he passed the net to successive holes in a straight line as far as the length of the net—the "setting" being across a current. The rope attached to the net being drawn through the hole, and a long line tied to it, the net was hauled, daily, to the main opening of the lake, and the fisherman was hauled back to it place by the rope. We never caught more than half a dozen small carp, about one and a half pounds each—much food for a hungry crew of men to live upon. I noticed, first, on this expedition, what many after experiences confirmed, namely, that half starved men become their own enemies, but brace up when there is nothing whatever to eat in the camp. The ordinary man, too, if he can get fish for food is indisposed to undertake the ordeal of the hunt. The pride of youth, commanding the party, kept me from expressed complaint, though I suffered greatly from hunger, which I must say, broiled "beast-of-prey" did not much alleviate. Cleaning my gun and my flint lock occupied much of my time. The three books my father had given me, and which I never traveled without, prevented utter loneliness. Solomon's prayer, in the Bible, for wisdom, which seemed to have been successful, so attracted my attention that I followed his example, with little intermission, daily, during six weeks, but without any result that I could appreciate. I sought in every direction for a moose camp without success. The habit of that animal is to spend most of the winter season in a particular selected spot, where its food of branches is plentiful. As strangers, such spots were unknown to us. There may have been no moose in the district. Roaming one bright day in April, when the sun had just softened the upper skin of the snow, and with nothing from the traps but a lean mink if each were sitting on a hillock of antlers, the flesh of which is excellent, the New Caledonia caribou, I found a caribou here, and, as food, perhaps even better. The impression of the feet in the snow, when a sample was lifted in a lamp, was not frozen, showing that the animal had passed across the snow to Solomon and examined carefully my gun, flint and pan. Moving with the utmost caution for many miles, I followed the tracks, or rather its general direction, as these animals are very rest, make a circuit to command the approach of followers on their track, but I never saw the caribou until it was too soon in the season for the ducks and geese. This passage of the caribou I did not mention to my doleful comrades in the lonely abiding. But enough—I have said that we got back to the fort at Trout Lake.

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NOTICE. I hereby give notice that, 60 days after date, I intend applying to the Chief Commissioner of Lands and Works for permission to purchase the following described land, situated in the Parish of St. John, County of York, Province of Ontario, to-wit: Lots 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

THE FRISCO SERVICE.

Company Operating Protest Against the Imposition of Pilotage Fees at Golden Gate.

Considerable local interest attaches to the case which the Pacific Coast Steamship Company has introduced in the California courts testing the legality of the California pilotage law. The enforcement of this law means to the company something like \$20,000 a year, which they would have to pay in pilotage fees. This sum taken in connection with the Victoria pilotage, which the company have to meet is considered too much to be borne in consideration of what business the company receive from British Columbia, and it is possible that in the event of the company losing in the case they instituted that the present service now given Victoria and Vancouver may have to be discontinued. The question at issue is whether the ships of the company will be given by the pilots of the San Francisco bay.

On Wednesday afternoon, the 10th inst., the steamer "Victoria" left for Victoria, B. C., and will arrive on the 12th inst.

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