

"He laughs best who laughs last," is written in the case of the pilotage of the Port Victor. On Sunday The Colonist published Capt. Bird's denial of the statement imputed to him in the columns of the News-Advertiser, and the editor of the latter paper rendered himself supremely ridiculous by again referring to the question on the same date. Our statements regarding the conduct of the pilots have been simply verified, and we would advise our Burrard Inlet friend not to hallow his name until he is out of the woods.

A Government regulation has been issued by which employes of the Intercolonial railway are empowered to refuse to transport certain kinds of fish, among them salmon, hake, and smelt, unless the shipper presents a certificate properly attested by the local fishy overseer that the fish have not been caught out of season. The difficulty has hitherto presented itself in regard to transportation of fish out of season that railway employes had no guarantee that the fish had been legally caught. Salmon and other fisheries are often kept on ice until long after the close season has commenced, and now, when parties desire to ship, they will have to secure the necessary certificate.

Dr. Barnard, the philanthropist, has secured two thousand acres of North-West land from the Dominion government, and has purchased three thousand acres more, intending to make of the entire block an industrial farm upon which lands of seven years of age and upwards will be educated to become farmers. A grant of £20,000 for the purchase of the land was made by the Dominion government. The purchase was completed on the 28th inst. and the Dominion people who form no employment can be found. But Dr. Barnard's new enterprise is practical. It is designed to give a Canadian experience and a Canadian home to the young immigrants before they are cast adrift.

An important document regarding the law governing copyright in lectures has been recently rendered by the English court. The case was that of Caird vs. Syme, which was originally brought by Professor Caird, the well-known professor of moral philosophy in the University of Glasgow, to restrain the defendant, a bookseller and publisher in Glasgow, from publishing the substance of certain lectures delivered by him to his class in the university. The house of lords, on appeal, sustained the plaintiff, holding that the delivery of the lectures in the ordinary course was not publication and that the professor was entitled to restrain any and all persons from publishing them without his consent.

Boston Journal. The new route to China via the Canadian Pacific is developing quite a traffic in manufactured cottons from New England points. Last week a shipment of 3,044 bales of cotton cloth to China was made via Boston and Lowell to Newport, Vt., and Canadian Pacific railroad, Vt., to Vancouver, British Columbia, and thence by steamer to Yokohama and Hong Kong. The shipment makes a train of twenty-six cars, which run through to the ship's side at Vancouver, a little more than 3,200 miles from Boston. By this route cotton goods can be shipped from New England even without the expense of the dressing which English manufacturers apply to their packages shipped through the Suez canal. Instead of that we can ship the cloth in ordinary bales or boxes because the voyage being a short one and wholly in a northern latitude, the condition of the goods on arrival will be the same as when they left the factory. The time required for the shipping of the goods from the New England mill to Shanghai is about thirty days; time from England via the Suez canal to the same port is about fifty-three days.

Halifax Herald: A number of our contemporary are unnecessarily worried over the decrease in the values of Canadian exports in recent years. In the first place, all kinds of food products, with the exception perhaps of beef, are cheaper now than they were four or five years ago, and more people can afford to consume more of our home production than formerly. In the second place the extension of Canadian industries has increased the number of workmen whose families can afford to eat more of better food. For instance, Canada exported more goods in value in 1882 than in any other year before or since. In that year the value of exports was nearly \$17,000,000 more than in 1886. If an examination of the values of export is made, it will be found that \$10,000,000 of this increase in 1886 was in flour, wheat and other breadstuffs; \$2,000,000 more of the decrease was in butter; \$500,000 more in bacon. So that in these three items of bread, butter and bacon, of which we now consume large quantities at home, and which also fall in price, we can account for \$12,500,000 of the total decrease in exports. That the people of Canada could afford to consume more bread, butter and bacon in 1886 than they could in 1882 is no reason why grist editors should fret themselves into early graves.

THE GRAVING DOCK SUPERINTENDENT.

We understand that Capt. Devereux, the newly appointed dry dock superintendent, is in receipt of letters from several Dominion cabinet ministers congratulating him on his appointment, and praising his deep sense of the arduous and important services he has rendered the country, and how faithfully and well he has at all times performed his duty as an officer and an intelligent, courteous gentleman. The late commander of the Douglas is thoroughly deserving of all the public eulogies that have been bestowed upon him during his fifteen year's career in the public service he has rendered the country, and how faithfully and well he has at all times performed his duty as an officer and an intelligent, courteous gentleman. The late commander of the Douglas is thoroughly deserving of all the public eulogies that have been bestowed upon him during his fifteen year's career in the public service he has rendered the country, and how faithfully and well he has at all times performed his duty as an officer and an intelligent, courteous gentleman.

The demand for lumber for export is the best ever known in the world. The railroad ties to be sent to South America have been placed. Shipments to the Sandwich Islands are an important item in the business. The local demand is a break on account of active building operations and railroad construction. The lumber trade journals are discussing with much seriousness the possibility of shipment of considerable size from Oregon and Washington across the Rocky mountains to Utah, Colorado, and even to Nebraska and Dakota. The Tacoma Mill recently sent out of 200,000 feet to Colorado. The Mississippi Valley Lumbermen consider it demonstrated that "wharf things can be shipped from Puget Sound to St. Paul, and even to Chicago, and compete with the local product. The Puget Sound cedar shingle is not open to all the objections which are urged against the cedar shingles of Minnesota and Wisconsin, against which there is still a deep-seated prejudice. The Puget Sound cedar is large, runs to cleaner and wider material, and it is every way a desirable article, and its presence in the eastern market is presumably only the beginning of the trade sooner or later to be established with the mill men out on the coast. It appears that several shipments of long bill stuff have recently been made into the territory which is tributary to St. Paul and Minneapolis. It is claimed that long and heavy timbers, such as are used for bridges, are getting very scarce in Michigan, and the supplies are likely to be sought hereafter in Washington. The northwestern mills will naturally supply the market, and it is not unlikely that the timberlands of Idaho, Montana and Utah, and the outlook for a rapid and sustained development of the industry is bright. It is claimed that the greatest value of the timber standing there is recognized on every hand. Purchases for a time are becoming frequent and important. It is expected that hundreds of thousands of acres of the best timberland in Washington are controlled by the mill owners also controlled extensive tracts, as for example, an Iowa syndicate which long ago bought up 70,000 acres of timber land. In view of the possibility of the repeal of the duty on foreign lumber northwestern capitalists, it is not unlikely that they will attract attention somewhat to the timberland of British Columbia. After lumbering in this country for 1860, and by the Canadian government railways, Mr. Collingwood Schreiber, shows that the total railway mileage in operation in Canada at the end of last year was 10,697 miles, an increase of 548 miles during the year. The report states that the total miles of railways on which trains had been laid, although not in operation, were 13,223 miles at the end of the year, was 11,923 miles. In 1837 the railway system of Canada was represented by 16 miles, and it was not increased for ten years until 1847 it had grown to 89 miles and ten years later, 1857, had reached 1,428 miles. The rapid growth of the railway in this Dominion, however, was really inaugurated in 1875, when the mileage was increased from 2,645 miles to 4,826 miles, and in the eleven years which have intervened it has been increased nearly two and a half times. The capital stock of the Canadian railways averages \$29,610 per mile, which is only one-half more than the average of the railways in the United States. The funded debt per mile of the Canadian railways, however, is a little over one-half that of U. S. railways, averaging \$15,852 against \$29,062 in the United States.

SMELTING WORKS.

About a year and a half ago the provincial government passed an act authorizing the payment of a bonus of \$7,000 to any person or company that should establish a smelting works in this province. This offer was supplemented by the corporation of Victoria with the offer of a bonus of \$5,000 to any person or company that should establish a similar work at or within four miles of Victoria. At the time it was anticipated that with the combined subsidies little or no difficulty would be encountered in bringing about the desired result, but experience has proved the contrary; and no demand has ever been made on either city or government for the money. It is stated that the amount is too small to tempt capitalists to take in hand an enterprise which will involve the additional outlay of a very large amount of private means. The project has lately had recent discoveries of iron on the mainland have revived interest in the matter, and it would now seem as if moneyed men will come forward with the necessary funds if they should be met in a liberal spirit by this city and the provincial government.

The nearness of this port to the coal measures of Nanaimo and Departure Bay, and the vast iron and copper deposits of the east coast and Sooke, the easy mode of connection by water and rail with the mainland, and the sure and constant supply of labor that can always be depended on here, point to Victoria as the most available and least expensive place for the erection of the desired works. From the illustration of nine two carloads of silver and lead ores have been shipped weekly to Denver and California for reduction. The cost of freight on the ore to great distances is a heavy burden and cuts largely into profit. Why should not British Columbia reduce her own ore? And why should not Victoria, with her unrivalled natural advantages, bid high for the establishment in her midst of works of sufficient magnitude to handle all the ore that may be lifted in her vicinage and a large proportion of the mainland ores as well? Portland has recently had erected an extensive smelting establishment and finds that it pays. There is to have put on the largest works of the kind on the coast; and the young town of Vancouver has just authorized a loan of \$25,000 towards the same end. While our neighbors are moving, it will not do for this beautiful city of ours to stand still. If \$5,000 is insufficient to tempt capitalists to erect works of \$50,000 worth. The mayor and councilors should see to it that Victoria is not left behind in the race for greatness. Apart entirely from the impetus that should be given to the development of the mining interests of the country at large, the employment of labor would be great, and local business would be largely increased by the constant presence of mining men with ore to be tested or reduced. We look upon the establishment of reduction works in this city, as an additional guarantee of permanency and a sure and early source of profit to all who may be concerned.

PACIFIC COAST LUMBER.

Bradstreet's last number contains a lengthy article in reference to the timber wealth of the northwest coast of the Pacific. As will be noted from extracts reproduced below, the products of the forest from this portion of the continent are growing in favor in the east, and as the supply in some lines grows less there, so will the market for our lumber increase. Already large shipments are being made to the east from Westminster and Vancouver, and from various small mills in the interior, where there is abundance of excellent cedar. The attention of eastern lumbermen has long been directed towards the inviting field here offered for the mining, and there can be no question that in a short space of time the valuable resource of the Province will receive a greatly enhanced development. The legislature last session recognizing this, with commendable foresight, passed measures for protecting the timber lands of the crown, so that they will now benefit the Provincial treasury instead of the pockets of a few speculators, who were rapidly absorbing the finest limits on the island and mainland. The remarks concerning Puget Sound timber and shingles apply equally to the products of Burrard Inlet and other portions of the Burrard Inlet and island coast, and the lumber placed on the free list of the United States is intended to be given to the industry never before experienced, and which will necessarily result in the great advantage to the Province. Following are Bradstreet's remarks:

"The demand for lumber for export is the best ever known in the world. The railroad ties to be sent to South America have been placed. Shipments to the Sandwich Islands are an important item in the business. The local demand is a break on account of active building operations and railroad construction. The lumber trade journals are discussing with much seriousness the possibility of shipment of considerable size from Oregon and Washington across the Rocky mountains to Utah, Colorado, and even to Nebraska and Dakota. The Tacoma Mill recently sent out of 200,000 feet to Colorado. The Mississippi Valley Lumbermen consider it demonstrated that 'wharf things can be shipped from Puget Sound to St. Paul, and even to Chicago, and compete with the local product. The Puget Sound cedar shingle is not open to all the objections which are urged against the cedar shingles of Minnesota and Wisconsin, against which there is still a deep-seated prejudice. The Puget Sound cedar is large, runs to cleaner and wider material, and it is every way a desirable article, and its presence in the eastern market is presumably only the beginning of the trade sooner or later to be established with the mill men out on the coast. It appears that several shipments of long bill stuff have recently been made into the territory which is tributary to St. Paul and Minneapolis. It is claimed that long and heavy timbers, such as are used for bridges, are getting very scarce in Michigan, and the supplies are likely to be sought hereafter in Washington. The northwestern mills will naturally supply the market, and it is not unlikely that the timberlands of Idaho, Montana and Utah, and the outlook for a rapid and sustained development of the industry is bright. It is claimed that the greatest value of the timber standing there is recognized on every hand. Purchases for a time are becoming frequent and important. It is expected that hundreds of thousands of acres of the best timberland in Washington are controlled by the mill owners also controlled extensive tracts, as for example, an Iowa syndicate which long ago bought up 70,000 acres of timber land. In view of the possibility of the repeal of the duty on foreign lumber northwestern capitalists, it is not unlikely that they will attract attention somewhat to the timberland of British Columbia. After lumbering in this country for 1860, and by the Canadian government railways, Mr. Collingwood Schreiber, shows that the total railway mileage in operation in Canada at the end of last year was 10,697 miles, an increase of 548 miles during the year. The report states that the total miles of railways on which trains had been laid, although not in operation, were 13,223 miles at the end of the year, was 11,923 miles. In 1837 the railway system of Canada was represented by 16 miles, and it was not increased for ten years until 1847 it had grown to 89 miles and ten years later, 1857, had reached 1,428 miles. The rapid growth of the railway in this Dominion, however, was really inaugurated in 1875, when the mileage was increased from 2,645 miles to 4,826 miles, and in the eleven years which have intervened it has been increased nearly two and a half times. The capital stock of the Canadian railways averages \$29,610 per mile, which is only one-half more than the average of the railways in the United States. The funded debt per mile of the Canadian railways, however, is a little over one-half that of U. S. railways, averaging \$15,852 against \$29,062 in the United States.

ANOTHER VIGILANCE COMMITTEE WANTED.

San Francisco is in the throes of a great, but as yet suppressed, popular excitement. The grand jury have made some startling discoveries which affect the honor of more than one superior court judge and several local political lights. Documents have been brought to light which prove beyond a doubt that justice is systematically bought and sold in that great city. Whoever possessed the wherewithal to effect a trade could secure a verdict in any of the courts. When the rare case of an incorruptible judge stood in the way of the schemer then the jury was corrupted. When neither jury nor judge was approachable, a straw ball was furnished and the freed criminal led no time in putting himself beyond the reach of the arm of the law. When his case was called on the benches were ascertained to be fictitious or irresponsible, and justice was again cheated. The head centre of all this villainy is one Cass Buckley, a foreigner. Formerly he was a gambler and went suddenly blind. Then he embarked in politics and sought the honor of 'boss,' who in turn corrupted the judge or the jury, or procured bogus bail, and the thing was done. When a scandaler became troublesome or no longer useful and Buckley desired to get him out of the way he was accused and convicted of some crime or other and consigned to the state prison for a long term. In this last phase how like the doings of the Council of Ten in the time of the Doges of Venice is the conduct of the San Francisco Boss. In Venice you had but to slip a little paper with a violation of some law on it into the hands of the chief clerk in the court and the man described therein into the carved iron mouth and forthwith he was apprehended and hurried off to a 'dungeon cell,' where he was tortured with the refinement of cruelty to bring from him a confession, and where he was at last put to death by the guillotine. Buckley did not torture the fish, or kill the snail, but he certainly tormented the mind and consigned those he had marked for destruction to a living death. One of the boss' most complained judicial friends is Judge Tooley, also a foreigner. When first elevated to the bench by the popular vote he was controlled and directed by Buckley

SCRAVED 28 YEARS

A Sealy, itching, skin disease with endless suffering cured by Cuticura Remedies.

It is now known that the deceased relative was a myth—a case of a corrupt mind. In the safe of a Chinaman convicted of felony in another court was lately found an account of the disbursement of the sum of \$10,000 raised by subscription among Chinese citizens with the object of defrauding justice. Among the items is one of \$600 paid Judge Tooley, and another of \$2,000 paid the 'white devil,' as Buckley is known among the Chinese. The source of much of Tooley's wealth is apparent, and people now understand how Buckley, whose business is that of a "bit" whyseller, happens to be the possessor of \$1,000,000. No wonder that respectable San Franciscans are discussing the propriety of forming another vigilance committee to drive Mr. Buckley and his wicked gang from the city and punish the corrupt judges—for Tooley is not the only malic man who wears the ermine there. A thorough reform must be instituted, and it is not unlikely that Victoria, like Montreal, will become the scene of a similar movement.

A "SEA TELEPHONE."

A young electrician residing at Fernbank, near Cincinnati, Ohio, has invented what is called a "sea telephone," which, it appears, consists of a sort of trumpet with which conversation in an ordinary tone of voice can be carried on by persons separated by four or five miles. People sitting at their windows or on their porches a mile away conversing in an ordinary tone could be distinctly heard, and in a couple of instances they were told the nature of their conversation and admitted that such had taken place. By listening to the whistle of a train and tracing it to and beyond Fernbank to Lawrenceberg, Ind., it was found that the instrument has a well-defined range of twenty-six miles—that is, a loud sound like a locomotive whistle or the rumbuling of a train can be distinctly heard at a distance of thirteen miles in every direction. Conversation was readily carried on between two gentlemen on high hills on opposite sides of the Ohio river, about four and a half miles apart. Tests made on the water showed that the trumpet was even more available than on land. The instrument will be patented as soon perfected. A name has not yet been chosen for it. Mr. Harvey B. Cox, the inventor, has a great many other curious and valuable devices, both electrical and mechanical, but none as curious as his sea telephone.

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In one minute the Cuticura Anti-Pain Plaster relieves Rheumatism, Neuralgia, Nerve Pains, Sprains, and Weakness of the limbs. Price only 25c per sheet. Sold everywhere.

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For all cases of heart disease, whether the result of over-exertion, exposure, or any other cause. It is a safe and reliable remedy, and its use is recommended by all the best medical authorities.

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This is a quality which can rival Hamburg. They are of a size that suits the palate, and their flavor is of a quality that is not found in any other variety.

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Antwerp Blue, King's Green, Burnt Lake, Lead White, Ultramarine Blue, Emerald Green, Blue Black, White, Yellow, and various other colors listed for sale.

Preston & Merrill's Infalible Yeast Powder. Absolutely Pure. Voids 15 to 20 per cent more gas than other powders.

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TO AGENTS. THE CANADIAN NEEDLE CO. 46 and 48 Front St. E. Toronto. Jersey Bull for Sale. The Thoroughbred Jersey Bull "Ola of Yerca Boma, 273 A.J.C.C. dropped Jan. 29th, 1887.

DR. JORDAN'S MUSEUM OF ANATOMY. 791 MARKET STREET, San Francisco. GO AND LEARN HOW TO avoid disease, and how to cure it. Private office, 31 Geary Street, San Francisco.

Friday, October 14, 1887. Local and Provincial. Reduction works. Mr. Brander, late manager of the Burrard Inlet and Island coast, and the lumber placed on the free list of the United States is intended to be given to the industry never before experienced, and which will necessarily result in the great advantage to the Province.

San Francisco. Chris Buckley, the politician, is in great trouble. He has been arrested on the charge of providing a bonus for the establishment of a reduction works at or near Victoria.

The parade of the local army to attend divine service at church on Sunday was a very successful one. The parade was kept with the utmost fidelity to have music a little more in accordance with the traditions of the British army.

Funeral of Mrs. Robert Anderson. The sudden death of Mrs. Anderson, who expired on her residence, Loch End Farm, near Victoria, on Friday evening, the 10th inst., has caused much grief to her friends. The funeral will take place on Sunday next.

MAIL CONTRACT. CREAKED TENDERS addressed to the Postmaster General will be received at the office of the Postmaster General, Victoria, B.C., on Friday, the 14th inst., at 12 o'clock noon.

Blankets, Flannels, Overcoats. WINTER CLOTHING, BOOTS and SHOES. CHEAP VARIETY STORE. Masonic Building, Douglas Street. N. B.-Ladies' Gum Boots, \$1.50 per pair.

HOLSTEIN-AYRSHIRES. FOR SALE. BEGG TO OFFER FOR SALE A LIMITED number of very well-bred Holstein-Ayrshire milk cows, from four to eight months old.

ST. ALICE HOTEL. Harrison Hot Springs, B. C. Reduction in Rates for Winter Season. \$8.00 AND UPWARDS PER WEEK. Relief for the Suffering. Pleasure for All.

NOTICE. THE PARTNERSHIP BUSINESS HERETOFORE carried on by M. H. Gray and J. G. Drummond, trading as Messrs. M. H. Gray & Co., has been dissolved.