

ROUTINE MATTERS AT COUNCIL MEETING

MUCH TIME SPENT ON GENERAL BUSINESS

Petition Asking Referendum Vote on Abolition of Grocery Store Liquor Licenses Is Presented.

A long time was spent at Monday's meeting of the city council in dealing with routine matters, in fact, but for the short debate on the Mayor's new by-law an account of which appears in another column, the meeting was devoted to the transaction of general business. All the aldermen were present and His Worship occupied the chair.

A communication was received from the minister of marine and fisheries stating that the title to the waterfront at the foot of Oswego street had been proved, and asked the city to forward fees. Another communication from the same writer acknowledged the receipt of the life-saving memorial.

Received and referred to city solicitor and finance committee.

The provincial secretary acknowledged the receipt of a copy of the life-saving memorial. This was received and filed.

H. Bowes, secretary of the Union of British Columbia Municipalities, wrote saying that, if the council had any matters which they wished to submit in the form of amendments at the next session of the legislature, such amendments should be forwarded to him on or before December 20th.

This was referred to the legislative committee for report.

J. R. Tabo, a real estate broker, offered \$5,000 for the 15th block 50, James Bay, owned by the city and enclosed a cheque for \$100. The terms he desired were to extend over three years.

After some discussion the letter was laid on the table for a week.

McPhillips and Heisterman wrote asking that the Catholic cemetery be surveyed. Referred to cemetery committee.

George A. Morphy wrote as follows: On behalf of Jas. Hillson, W. L. Dugan, O. Vaughan, Wm. Nell and Gustave Morahan, I beg leave to submit to you the following facts: These gentlemen have all received notices, a copy of which is enclosed herewith, demanding payment of road tax for which each of them hold a receipt, and which I am prepared to produce at any time. It is, therefore, apparent that incompetency exists somewhere, or that there are some irregularities going on at the city hall, or, as has been suggested, the notices may have been issued for political purposes. In all events it is "up to" your honorable body to investigate.

This communication was referred to the collector for a report.

Martin & Robertson, solicitors for Wm. Grant, wrote asking that the council raise its previous offer of \$150 to Mr. Grant as compensation for injuries he had received through a defective sidewalk, as he has not yet recovered the use of his arm.

Mr. Grant will be asked to submit to a medical inspection at the hands of the city health officer.

The following long communication, dealing with the cost of permanent sidewalks, from Thomas Sorby, was read:

Victoria, B. C., 20th Nov., 1906.

To His Worship the Mayor and Board of Aldermen:

Gentlemen:—I beg to acknowledge receipt of your letter transmitting the city engineer's reply to my communication of the 26th ult., re cost of permanent sidewalks.

The city engineer accuses me of misrepresentation in the matter of the sidewalks. Allow me to quote my authority: I said in my letter that the price charged for sidewalks "varied from 14.38 cents to 25.81 cents per superficial foot, and even, according to By-Law 432, to a sum of 32 cents on that section of Douglas street from Port to Kane."

I merely quote the by-law, but make no assertion whatever as to the actual cost.

Now, By-Law 438 says: "The said city engineer has made an estimate of the expense and cost of the sidewalks, and has determined the proportion in which the assessment for the city of the said work is to be made on the real property so benefited."

On page 15 this is set out against part 56 and 57, block 23, as \$3 per foot for a sidewalk that is 12 feet 6 inches in width, and \$2 for a sidewalk that is 8 feet wide. This is the city engineer's own deliberate estimate of two-thirds of the cost of this work (that is, the proportion to be assessed against the property), the total value (\$231.3) according to his estimate would therefore be \$150 and 33 cents per foot frontage. This represents about 37 cents per foot super.

According to the width of the sidewalk, the yet Mr. Topp admits the cost was 18 1/2 cents. It is also a fact that By-Law 432 was so far in error in the matter of laying out and estimating the cost of Douglas street sidewalks that By-Law 432 had to be passed to make up the deficiencies. Who is responsible for these misstatements? I will venture to say that, if this system of carelessness exists in the engineer's office, little surprise will be felt at the excessive cost and defective lay-out of our sidewalks.

Mr. Topp says: "It is absurd to make comparisons with Eastern cities." Why ignore my statement that in Los Angeles the cost is 12 cents? In San Francisco, before the earthquake, the cost was 10 cents. A Los Angeles writer on the matter says that on a sandy foundation the probable cost would be 7 cents, and that the maximum charge should be from 12 to 14 cents. In Vancouver, the cement sidewalk alone costs about 13 cents. The balance of the average of 17 cents goes into labor, etc. The value of the finished product is no greater in Victoria than in the East generally, and the average price to the owner here should not exceed 12 cents per superficial foot.

The city engineer pleads the excessive cost of unskilled labor, and the excessive cost of gravel and cement. The simple truth is that the city is paying more for the same fair market value of the goods than the same material can be purchased for 31 or less. A most unnecessary amount of skilled labor is spent in finishing the work to a polished surface, when a gritty surface would be both cheaper and better.

It is also another element of overcharge, namely, water pipes and covers on water services. This is a waterworks asset, and the cost would appear to be

Included in the statement of waterworks maintenance, under the item, "drinking services, etc., under paved streets, \$2,005.02." If this is not the case, why is it not charged against waterworks surplus revenues?

I beg to deny Mr. Topp's assertion that I have made any misrepresentations, and maintain that the majority of the adjacent owners are systematically charged in excess of the fair market value of the goods delivered. I beg to repeat the previous suggestion that expense should be reduced on the following items:

1. Mechanical, in lieu of hand-mixing of concrete.
2. The price paid for gravel to be \$1 instead of \$1.50.
3. A reduction of labor on the extra surface finish of the surface.
4. Cost of meter covers and manholes to be charged to waterworks, less saving in concrete to be charged to owner.
5. Removal of telephone posts to be charged to general revenue.
6. Adjacent owner's liability to be limited to one foot below the finished level of sidewalk.

I have the honor to remain, Your obedient servant,
THOS. C. SORBY.

This communication was received and filed.

Mrs. Howatson stated, in a letter, that she had lost considerably through the hindrance to her business caused by the city workmen tearing up the sidewalk in front of her store, and that she intended to ask for compensation.

Received and filed.

The city clerk reported the receipt of communications from the following: Mrs. H. Halpin, S. Shears, E. J. Baynton, T. Campbell et al.

A petition was presented to the council signed by J. McCallum and 380 others asking that a referendum vote be taken on the question of abolishing liquor licenses in grocery stores at the next election.

There was some discussion on this matter and the petition was finally referred to the city solicitor to report whether it was possible for the city to abolish these licenses.

The city solicitor reported that permission had been granted by the provincial government to extend Richardson street, through the government property of Mr. Charles Street.

Referred to streets, sewers and bridges committee.

The city solicitor also reported that he had examined the titles to the property, which was purchased for the 15th block 50, James Bay, and found same complete. He requested that the clerk be handed a cheque to pay for same. Adopted.

The same official reported that he had examined the deed of property submitted by R. Jackson, and had found same complete. He recommended that it be accepted.

This report was also adopted.

The residents of North Pembroke street petitioned for a light to be placed in the neighborhood of the W. C. T. U. home. Referred to the electric light committee.

The finance committee presented a report containing accounts totalling \$3,024, which were ordered paid.

Following is the report of the streets, sewers and bridges committee, which was adopted:

Your streets, bridges and sewers committee, having considered the undermentioned subjects, beg to report and recommend as follows:

Recommended that a culvert be put in at Speed avenue, at an estimated cost of a sum not exceeding \$100.

Re complaint of Mr. C. J. Brown, Hereford street. Recommended that a pipe drain be laid at a cost not to exceed \$20.

Recommended that an extension be made to drain on Esquimalt road from Rothwell street to the city limits. Cost not to exceed \$20.

Recommended that a sidewalk be put in on Cedar Hill road, near Oakland avenue, at a cost not to exceed \$5.

Recommended that a sidewalk be laid on Shakespeare street, east side, from North Pembroke street north, at an estimated cost of \$16.

Recommended that a sidewalk be laid down on Esquimalt street, north side, at an estimated cost of \$16.

Recommended that the amount paid for the lots (portion of the Cameron property) by R. Jackson be expended on grading and macadamizing Government streets between Michigan and Toronto streets; also that the sewer be laid, and that a report for permanent sidewalks be prepared.

Recommended that portion of Pembroke street, east side, be macadamized to connect with Maple street, at a cost of \$125.

Recommended that a pipe drain be laid on Wharf street, east side, between Bastion and Port streets. Estimated cost, \$18.

All expenditures contemplated in the foregoing to be subject to a favorable report thereon by the finance committee, and the adoption of said report by the council.

It was moved by Ald. Davey: "That the council shall determine that it is advisable to open up, grade, gravel and lay a permanent sidewalk on Dunedin street, as a work of local improvement."

Referred to the city engineer.

The meeting adjourned at 11 o'clock.

ST. JOHN'S BAZAAR.

Successful Event Took Place Tuesday Afternoon—Large Attendance.

Tuesday the annual bazaar, held under the auspices of the senior and junior guilds of St. John's church, took place in the schoolroom, and was well attended. The room was tastefully decorated and stalls were neatly arranged along the sides on which dainty feminine creations, toys, wearing apparel and a host of other wares were displayed for sale. There was a toy emporium and a fishing pond, and, of course, a candy booth. Everyone was well patronized, and, as evidence of the liberal spirit displayed by patrons, it may be noted that very little was left when the bazaar closed. An enterprising committee of ladies served afternoon tea, which considerably added to the success of the event.

In the evening a most successful musical programme was rendered, among those contributing being George Jennings Burnett, piano solo; Miss Palmer, song; Rev. Baugh Allen, song; Miss Todd, song; Miss Phyllis Jay, song; Mrs. Martin, piano solo; Mrs. George Jennings Burnett, song. The chair was occupied by B. C. Mess.

Following are the names of some of the ladies who were associated with the arranging and conducting of the bazaar: Mrs. Towndley, Mrs. Ker, Mrs. Brett, Mrs. Jay, Miss Ard, Miss Graham and Miss Sorby.

VETERINARY COURSE AT HOME.

A 1200 hour course at home during spare time, taught by a specialist, and giving credit for a diploma, is now being offered. For successful students cost with each of all expenses is \$100.00. For further particulars apply to the Correspondence School, London, Ontario.

DEAL IN ISLAND COAL PROPERTIES

A. C. FLUMERFELT IS INTERESTED IN IT

Lands Near Nanaimo Have Been Taken Over And Will Be Fully Exploited.

(From Thursday's Daily.)

"A deal was practically completed in the city yesterday whereby about 2,000 acres of valuable coal lands in Cedar district, owned by Dr. R. O'Brien, E. Quennell, T. D. Jones and a number of other individuals, there being altogether about the thirteen interests, large and small, was sold to A. C. Flumerfelt, the Victoria capitalist, who has lately made large purchases of coal lands in Alberta."

"Mr. Flumerfelt was represented by Albert Martin, of Victoria, who will leave for home this morning, well satisfied with the properties which are to be taken over by Mr. Flumerfelt."

"The property is to be immediately turned over to the Flumerfelt people, who have also deposited in the bank a comparatively large sum of money, binding themselves to commence boring operations within sixty days, the work to be continuous, or the parties forfeit the escrow money. The price agreed upon for the properties is about \$200,000, and from the fact that there is known to be good coal on the properties, and that land adjacent thereto has been prospected and found to contain very valuable coal measures, it seems likely that the properties just bonded will be found of great value, and when fully developed will prove beneficial to the district in which they are located and also to the surrounding districts as well."

The properties are situated about two miles west of Boat Harbor, and are only about 12 miles distant from the city and about six miles from Ladysmith.

"Should they prove up equal to expectations, the coal measures will be developed, the shipping point being at Boat Harbor and the North Ward parking and wharves situated somewhere in that vicinity."

Mr. Flumerfelt, when seen to-day by a Times reporter, refused to say anything regarding the transaction.

In addition to those mentioned by the Herald as interested in the lands, there are also Geo. Cassidy, of Ladysmith, and D. McDougal, of Nanaimo.

As the lands within this block are held under a title granted prior to the passing of the Act of Settlement and the title being made to the E. & N. railway, the right to the coal goes with the land. For that reason the owners of the property have for many years held on to the property in the hopes of realizing a good thing for it. Lying close to the coal fields of the Nanaimo Company, and also the Western Fuel Company, and also the Dunsmuir beds worked at Extension, it has been felt that one of these corporations would eventually secure them.

This has not been done, and on several occasions within the past few years negotiations have been on for the acquisition of the lands by various syndicates.

One reason or another these have always fallen through. Only last year Eastern capital was interested in the lands, and an expert came out to examine the indications. Nothing came of that, however, as far as known, unless the present deal is in some way allied to that one.

Before the deposits are proved there will require to be a good deal of prospecting work done on the lands in order to ascertain the character of the underlying bed. This work will be begun at once it will seem and be carried on for some months.

If the coal is found in the quantities expected, the output will become a rival of the Wellington Company and that of the Western Fuel Company. The opportunities of getting good shipping facilities are excellent.

TRANSFER OF MINES.

British Columbia Copper Company May Acquire Property of Denoro Corporation.

"Smith Curtis, secretary-treasurer of the Denoro Mines, Ltd., owner of the Oro Denoro mine in Summit camp, and other properties, by order of the board of directors, has sent an important notice to the shareholders of the company regarding the sale of the mine to the British Columbia Copper Company," says the Phoenix Pioneer.

"On the 30th of June last the sale of the Oro Denoro mine was authorized at a shareholders' meeting, the consideration being 15,000 B. C. Copper Company shares. After payment of expenses the distribution of B. C. shares will be at the ratio of one B. C. share for about 100 (probably 97) Oro shares. As several of the shareholders of the old King Mining Company, succeeded by the Denoro Mines, Ltd., have never had their shares transferred, the exact proportion cannot be determined until an official audit is made. The following suggestion is made regarding the transfer: Holders of Oro shares entitled to five or more B. C. shares will receive the same in due course on depositing their Oro shares with the secretary of the Oro company. Fractional shares, above or below five, can be turned into cash, through the Oro company, the secretary of which will have them, or their combined equivalent, sold on the New York curb, the charges for such sale in considerable lots being much less than if each fractional shareholder sold himself. No sales will be made until reasonable time for all interested to respond to the secretary's notice."

"There will be a charge of 25 cents for each British Columbia certificate issued, together with the New York state tax of two cents for each B. C. share, to be deducted from the cash distribution. B. C. shares are now selling around \$14 in New York, which gives a total valuation of the B. C. Copper Company's property of nearly six million dollars."

RAILWAY EXPENDITURES.

Company Will Adopt Policy of Economy—Will Spend Less Than Formerly.

Chicago, Nov. 21.—The railroads of the entire country have decided to inaugurate an era of most rigid economy, according to the Record-Herald. The plans which have been decided on will result in a decrease in expenditures during the next twelve months of between \$80,000,000 and \$120,000,000, as compared with the sums spent during the year just closing.

The railroad presidents declare they

have been forced into the adoption of this policy in self-defence.

The subject of expenditures has been the topic of discussion at gatherings of executive officials in Chicago and in the East for the last three months. The subject was again discussed here to-day at a meeting of the officials, when every railway represented approved the expenditure plan for the coming year.

Among railways having headquarters in Chicago the decrease will be fully \$60,000,000. The expenditures referred to are what are known among the railways as "extra" and embrace the building of spurs, side tracks, new engines and the betterment of roadbed and tracks.

The reasons assigned by the railways for this move in economy are: Increased demand for labor, which will cost the railways between \$30,000,000 and \$100,000,000 in excess of the wages paid last year; increased cost of all supplies and material; scarcity of labor, making it almost impossible to secure men for extension of old lines and the construction of new; the general tendency of freight rates, which it is claimed is downward, while the price of everything else is upward; uncertainty as to the effect of the new rules of the Interstate commerce commission increasing the difficulty in securing money to invest in railway ventures, with which to carry on improvements.

The plan of economy, which is alleged to be hostile to corporations and to railroads especially.

MEXICANS SIGN
STEAMER CONTRACT

FOR ESTABLISHMENT
OF PACIFIC LINE

Company Has Now Subsidies From Two Governments For The Projected Service.

(From Thursday's Daily.)

Secretary Elworthy, of the board of trade, received a telegram from Frank Turner this morning, sent from Mexico city and dated the 22nd inst., stating that the Worsnop, Victoria and Mexico steamship contract was signed and approved by the Mexican government to-day.

It places the company of which Capt. Worsnop is promoter in a position to lay claim for a total annual subsidy of \$100,000 a year, half of which will be contributed by the Canadian and half by the Mexican government.

Mr. Turner, who sends the news is a former Victorian.

The terms under which this subsidy have been given are already pretty well known by the general public, as they have been published from time to time, and the establishment of the line is expected in the near future.

J. H. Greer, the local agent of the company, is daily looking for information regarding what steamers are to be employed. There will be at least two as promised by Capt. Worsnop when here, until the trade of the route grows to an extent where more are needed.

The connection to be given will be monthly, and the ships to be employed will have passenger as well as freight accommodation, although in travel little will be expected from the line until the route has been thoroughly established. It is stated that the steamers will be operating in March next in which event they will come well within the time limit exacted under the terms of the contract.

HON. MR. FIELDING
ON THE TARIFF

MINISTER SAYS SOME
CHANGES WILL BE MADE

Canada Will Deal With Countries Which Adopt a "Dog in the Manger" Policy.

Ottawa, Nov. 21.—Hon. W. S. Fielding was banqueted at Montreal last night. Hon. W. Patterson, Hon. L. P. Brodeur, Hon. R. Lennox, Hon. S. Fisher and Sir Frederick Borden were present. The minister said the Canadian idea should be first, last and all time.

Hon. Mr. Fielding, dealing with the tariff, said Canada had prospered as never before. He had labored to persuade the manufacturers that it would be a mistake to enter upon a policy of high protection. Canada, by adopting such a policy, would antagonize the agricultural interests, and a high tariff would never be safe, and the manufacturers would spend time at Ottawa log rolling as they did in the past years past was better to keep what had been granted them. The best policy for the manufacturers was one that would fill the Northwest with prosperous and contented settlers. Farmers, as well as manufacturers, should be reasonable and moderate. Sir Wilfrid Laurier spent his time reconciling the difference between races, and the next thing would be reconciling any difference between the growing west and the older east. There would be changes in the tariff, but not changes in its general character. The tariff would give reasonable and moderate protection to the industrial classes, but not high enough protection to affect consumers. The British preference which had been a great factor in up building Canada's portion of the empire would be maintained. Canada would have to deal with the world as it was, "You can buy from us, but you cannot sell." The tariff might not please the extremists on either side, but would the great mass of the people.

LIBERALS RETURNED AT BYE-ELECTIONS

WALSH AND MARTIN ELECTED IN MONTREAL

Frank Pedley Tells of Conditions Among Indians in the West—Grain Shipments.

Montreal, Nov. 21.—Bye-elections for the House of Commons held in Montreal to-day resulted in the return of two Liberals. In St. Ann's division, rendered vacant by the unseating of Gallery (Liberal). Walsh was returned by a majority of 202 over Curran (Conservative). In St. Mary's division, Martin (Liberal) defeated Almy (Liberal), by 1,200. The seat was rendered vacant by the appointment of Piche (Liberal) to a judgeship.

Indians in West.

Winnipeg, Nov. 21.—Frank Pedley, deputy superintendent general of Indian affairs, spent yesterday in the city, having arrived from the West, where he has been overlooking the work of his department. He visited a number of the reserves in British Columbia, on which there are over 25,000 Indians. The Northwest provinces, including Manitoba, have 34,000; Ontario, about 10,000; Quebec, 10,000 to 12,000, and the Maritime Provinces, 3,000 to 4,000. There are 10,000 to 12,000 outside the treaty limits. The Indians are gradually emerging into civilization and adopting the ways of the white man. Some of the best farmers in certain parts of the West are Indians. Mr. Pedley instanced those in the Qu'Appelle district, where they raised 35,000 to 50,000 bushels of grain, being possessed, too, of good houses and farm buildings, together with modern machinery. He saw no treaty in British Columbia, nevertheless, the department has agents there, and supplies the Indians with medical attendance, schools, and relief to the destitute, old and infirm.

The deputy superintendent general also stated that he had visited Pike Hills. He summed up the result of his trip by saying that he found that the Indians were being satisfactorily looked after by the government's agents.

Grain Receipts.

Winnipeg, Nov. 21.—The Canadian Pacific grain reports for yesterday show 100,000 bushels of wheat and 11,000 bushels of other grains as compared with 385,000 bushels and 17,000 bushels on the corresponding date of last year. Up to date this season there has been marketed 34,720,000 bushels of wheat and 2,821,000 bushels of other grains, and up to the corresponding date of last year there was received 35,340,000 bushels and 1,744,000 bushels, respectively. On the Canadian Northern yesterday 4,000 bushels of wheat and 9,000 bushels of other grains were marketed. Ninety-eight cars were loaded, containing 99,400 bushels.

Coal Situation.

Regina, Sask., Nov. 21.—The government is sending circulars to coal agents throughout the province advising them to send in their orders for coal to Fort William, accepting William Whyte's statement that there are large stocks there, and that the company is prepared to handle it with exceptional expedition.

The Wreck of the Theona.

Fort William, Ont., Nov. 20.—In the terrific gale which has raged on Lake Superior for two days, the Canadian steamer Theona, Captain George Pearson, struck a rock four miles east of Thunder Cape and was totally wrecked. The American steamer Philip Minch and the Canadian steamer Strathcona, were also blown ashore during the storm, and the former may be a total loss. The crews of all three steamers are safe. When the Theona struck the wind was blowing fifty miles an hour, and the blinding snowstorm caused the ship to run north of the entrance to Thunder Bay. The steamer struck bow on, and the stern swung around against the rocks, crushing in the steel sides of the ship like paper. The crew, numbering twenty, remained on the vessel for two hours after she struck, but were compelled to take to the lifeboats for safety. A few moments after the crew had abandoned the wreck, the boilers exploded, and the shattered hull slid off the rocks into deep water. Almost overcome by exposure, ten of the crew reached Port Arthur on Sunday, after being buffeted about by the storm for half a day in an open boat. The lifeboat in which the remainder of the crew had sought safety was picked up by the American steamer Theona, and was valued at \$80,000. It was owned by the Algoma Central Railroad Company, and was bound for Port William with a cargo of steel rails.

ADVOCATES LARGER NAVY.

New Yorkers in Favor of Building More Ships.

New York, Nov. 21.—A meeting of the maritime section of the Naval League was held in the board room of the Produce Exchange this afternoon to arrange an improvement in the condition of the naval reserve and a greater navy for the United States.

Capt. C. B. Parsons, of the Maritime Exchange, was chairman, and the principal speakers were former Police Commissioner McAdoo and Gen. Horace E. Porter.

Commissioner McAdoo advocated enlarging the navy. He declared that the country was on the firing line between Asia and the new world, and that it was absolutely necessary to have a large navy to protect the United States and the Philippine interests. The speaker asserted that the Japanese, the leading power of Asia, would soon be ready to attack the Philippines. Under the Monroe doctrine, he said, the United States has 15,000 miles of coast to protect, which could not be done with half a navy.

Can Consumption be Cured?

There is plenty of indisputable evidence to prove that Consumption has been cured even after the symptoms were well defined and the lungs actually involved.

On the other hand, there has always been a point beyond which the disease has been considered incurable. Until a comparatively recent date this point had a place at a very early stage of the malady, but modern scientific discovery and common-sense methods of treatment have gradually moved the hopeless point further and further back, until now the Consumptive is not "given up" until the very last stage of the disease is reached.

Nothing in recent years has done so much to improve the chances of Consumptives as the advent of

FERROL

In fact, it is claimed that, with plenty of fresh air, sunlight and comfortable surroundings, FERROL has pushed the hopeless point to the limit, that is to say, where these fail the chances of cure are very slim indeed.

FERROL does not kill the germs of Consumption (anything that will do that will kill the patient), but FERROL does the work by repairing the waste tissue, enriching the blood, toning the nerves, in short, by building up the whole system and thus enabling nature to expel the disease.

The only possible chance of curing Consumption is by proper nutrition, and FERROL is the only perfect nutrient, because it combines in palatable and easily digested form the very essentials of life—Oil, Iron and Phosphorus.

We feel some diffidence in claiming that FERROL will cure Consumption, lest we be misunderstood, but we have not the slightest hesitation in stating that it is an infallible cure for BRONCHITIS, CHRONIC COUGHS, CROUP, WHOOPING COUGH, CHRONIC RHEUMATISM, NEURALGIA, NERVOUS EXHAUSTION, SCROFULA and all wasting diseases.

For restoring lost weight and building up the rundown system FERROL is absolutely without an equal.

FERROL is not a patent mystery. The formula is freely published. It is prescribed by the best Physicians. It is endorsed by the most eminent Medical Journals. It is used in the prominent Hospitals, Sanatoriums, etc.

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