

ARTER'S LIVER PILLS.

CURE SICK HEAD

Headache and relieve all the troubles that
attend a bilious state of the system such as
nausea, indigestion, drowsiness, distress after
eating, pain in the side, &c. While their most
marked success has been shown in curing
headache, yet CARTER'S LITTLE LIVER PILLS
equally valuable in Constipation, curing
preventing this annoying complaint, while
they also correct all disorders of the stomach,
regulate the liver and regulate the bowels,
as if they only cured.

ACHE

the cause of so many ills that there is
a great deal to be said for them. Our pills cure
all other ailments.
CARTER'S LITTLE LIVER PILLS are very small
and very easy to take. One or two pills make
a dose. They are strictly vegetable and do
not grip or purge, but by their gentle action
they will regulate the bowels in many ways that
will not be willing to do without them.
At all drug stores.

CARTER MEDICINE CO., New York.
Small Pill. Small Dose. Small Price.

DISABILITIES

Do you feel more tired in the morning
than on going to bed? Do you feel
depressed, want to be alone, irritable? If you
feel so you suffer from Nervous Debility.
You are treated now you can be cured.
You wait you may wait a little too long.
Who wait become nervous wrecks.
Don't wait. The sure, speedy cure is
GREAT.

"HUDYAN"

HUDYAN CURES.
OST MANHOOD.
FAILING POWERS.
NERVOUS DEBILITY.
HORRIBLE DREAMS.
CONSTIPATION.
LOSS OF POWER.
LOSS OF CAPACITY.
LACK OF ENERGY.

Call or write for
Circulars and Testimonials.

Good Poison
Good Poison
Good Poison
Good Poison
Good Poison

10 - DAY - CURE CIRCULARS.

HUDSON MEDICAL INSTITUTE.

Stockton, Market and Ellis Streets,
SAN FRANCISCO, CALIFORNIA.

LAXA-LIVER PILLS.

CURE
BILIOUSNESS
CONSTIPATION
SICK HEADACHE
AND ALL LIVER TROUBLES

As a laxative, one pill acts perfectly,
and if a stronger action is
desired a cathartic effect is produced
by two pills. In obstinate cases,
where a purgative is necessary, three
pills will be found sufficient. These
pills leave no unpleasant after effect.
One pill taken each night during
thirty days will cure biliousness.

PRICE 25c. OR 5c. PER BOX.

PAINT YOUR BUGGY FOR \$1.00

J. W. MELLOR

Paints, Oils, Wall Paper, Plaster,
Glass, Putty, &c., above Douglas
street.

was specially built for this trade by her
captain, and used to make a straight
run from Victoria to Glenora Landing,
on the Stikine river, which landing is
only twelve miles short of the mouth of
Telegraph Creek. There are two particu-
larly strong riffles on the river, the
first, continued Mr. Deasy, "and it was just
about all the little Gertrude could do to
make them." The boat carried about
forty tons of freight and was towed up
from Victoria by the Sardonys, and
used to run for four or five months in
the year. Sometimes when the water
was particularly low and the riffles de-
veloped into small-sized falls, a hawser
had to be run ashore and, having been
made fast to a tree, the winches called
into requisition, and the engine thus
assisted would be able to shove the boat
up the incline. At that time a consider-
able quantity of freight used to be taken
up the river by the Indians in their
canoes, and very expert boatmen they
were.

"Well," said the young man with in-
tense aristocratic ambitions, "that sena-
tor's sugar speculation was pretty bad."
"It was scandalous," was the rejoinder.
"Still it might be worse. He might have
made his money in trade, you know."

Washington Star.

A SAILOR OVERBOARD.

The British Ship "Silberhorn" Ar-
rives With One of Her Crew
Missing.

No Diminution in the "Frico Traffic."
The "Louise" Does Not
go to Dyea.

At 11:35 on Tuesday night the British
four-masted ship Silberhorn, Captain
Gibson, 150 odd days from Liverpool
with general cargo for Victoria and Van-
couver, was towed into Esquimalt by
the Port Townsend tug Richmond Holy-
oke. She has 2,850 tons of cargo, and
her Victoria freight, of which R. P.
Ridley & Co. are the consignees, she will
commence discharging at the outer
wharf immediately. The ship's voyage
was eventful only in minor details, the
most regrettable of which was the losing
of a man overboard off the Cape on
Thursday last. A German named John
Hannes Fort with a number of other
sailors were aloft furling sails, when he
lost his hold and fell. He struck, and
was no doubt stunned, on a yard or mast
in the descent and rebounded into the
sea. This was about 10 o'clock at night;
it was very dark and a heavy cross sea
was running. The unfortunate man
soon hurried to his rescue, a life buoy
was cast out, and as quickly as possible
a boat was lowered. The ship was not
much more than "laying to," and the
volunteers in the boat for upwards of
two hours searched high and low, but to
no purpose, and they reluctantly re-
turned to the vessel without even the
body. The Silberhorn sailed from Liv-
erpool on February 23, and a few days
later put into Barry to repair sails. From
the latter port she sailed on March 10.
She is under charter to Turner, Beeson
& Co. to load salmon for their return trip
and is the third of the 37 salmon ships
now in port. After discharging her Vic-
toria freight she goes to Vancouver.

HEAVY PASSENGER TRAFFIC.

There has been no diminution in the
passenger business carried on by the
Pacific Coast steamships between here
and San Francisco. It was believed that
the ticket rates would immediately ad-
vance when the steamer Cleveland was
withdrawn from the Puget Sound to San
Francisco route to go on the Northern
run, but no announcement of a change
has yet been received and big passenger
lists as a consequence continue to be
made. The Walla Walla's sailon list for Vic-
toria, leaving San Francisco yesterday
morning, was: F. Belmont, F. H. Strain,
Robert Strain, Walter John Young, C.
W. Stooke, W. H. Seaton, Mrs. Alice
Colton, Miss Alice Colton, Mrs. D. C.
Bessie, Mr. Nixon and wife, Miss M.
Milan, Miss Kate Aiken, Miss Mary
Garmann, N. S. Wright, Mrs. Proctor,
Miss Proctor, Miss Wood, H. R. Fair-
dough, C. D. Blodgett, J. H. Moss,
Miss A. M. Robert, David Stark and
wife, Miss Stella Tucker, L. Cole, Mrs.
Richardson and mother, Miss E. Mar-
ston, A. P. Gilliam, Mrs. Galica, Mrs.
Nye, Miss Nye, Miss Dewitt, Miss Mc-
Collum, Miss Farrell, Mrs. F. O. Stone,
Mrs. Templeman, Miss Jean Dupdale,
Mrs. S. E. Dupdale, W. F. Browning,
Dr. B. H. Scott, J. F. Meyer, J. H. Mc-
Cre, Mrs. L. Dodd, Miss Grannan, Miss
L. Grannan, Miss Campbell, Miss For-
ster, Miss A. M. Miller, Miss A. M. Miller,
C. B. Hoskins, R. Nowell, Miss B. R.
Dewey, John Richardson, Miss M. D.
Vernon, D. W. Cameron, L. West,
W. Dodds, C. A. Payne, J. H. West,
S. M. Vandenberg, T. G. Jones, Miss E.
A. Kennon, S. Taylor, Miss E.
field, J. Gill, L. Fisher, Miss L. Ander-
son, J. D. Yocum, W. H. Jones, James
Holcum and J. McCartney.

PLANS RE-ARRANGED.

Plans for the sailing of the steamer
Princess Louise have been re-arranged,
and the ship, instead of leaving here for
Dyea on the 7th, will get away a day
earlier, but go no farther than the Near
The C. P. N. Co. has no more sending her
out, based their original arrangements
on four inquiries, made from Montreal,
Chicago, Winnipeg and Vancouver al-
most simultaneously. These inquiries
were all concerning the passage of par-
ties to Dyea, but when investigated were
found to be for the same purpose.
For the island leaving later, however,
the company reports that they will have
quite as large a load as the steamer
had on the last trip.

UNBIA SED BY SELFISHNESS.

While the Seattle newspapers are filled
with pro mises of petty persecution
Canadian by Uncle Sam, in return for
the government of the Dominion collect-
ing its own customs duties, it is interest-
ing to note the stand taken by the
representative New York dailies in
reference to the Klondyke, and the re-
quest of San Francisco and Seattle
business men for the withdrawal of the
bonding privileges of Jun and Dyea.
The Journal, for example, says:
"The American transportation inter-
ests on the Pacific are disturbed by the
action of the government in making
Dyea a sub port of entry, thereby en-
abling Canadian vessels to compete
in the trade of the Yukon traffic. They
think that this attractive business
should have been wholly reserved for
themselves. The Canadian element will
be shared, however, by the general pub-
lic. Even with the freest competition
ship owners will clear immense profits,
entirely unexpended a few months ago,
and the bond holders will have difficul-
ty in securing accommodations."

The Sun says: "The complaint of
some of the Seattle business element
against the administration for having
constituted Dyea a sub port of entry
seems to us unreasonable. The Klondyke
region is free to the principal com-
ponents of the boundary and our miners
have not only had free access to it, tak-
ing up large amounts of gold, but, thus
far, seem to have been the principal ob-
stacles to it. To ask that Canada
should be cut off by us from easily
granted facilities, to reach the gold
mines in her own territory, and mean-
while should allow these mines to be
worked by Americans who had refused
her request for such facilities, is rather
too much."

The Tribune says: "There will never

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perity.

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