



Advertisement for a clothing store, including 'Cloth, CO.,' 'FANCY OIL CLOTH CO.,' and 'H. BOWES, CHEMIST, 425 AND 450.' The ad lists various goods like shoes, socks, and hats, and mentions 'GRAPHERY' at the bottom.

ATROCITIES BY TURKISH SOLDIERS

REPORTS OF MASSACRES HAVE BEEN CONFIRMED

Mutilated Bodies of Women and Children Thrown Into the Streets of Krushevo.

Sofia, Aug. 24.—With the rumors of massacres and the murder of prisoners in Monastir now authenticated, the general situation is considered here as fast becoming intolerable.

It appears that the Turks have obtained the upper hand in the vilayet of Monastir, and the insurgents are planning to remove the centre of their activity to near the Bulgarian frontier.

Anarchy exists at Losengrade. Eight villages to the north of Losengrade have been burnt by Bushi-Bazouks, while the insurgents attacked two Turkish posts in the vicinity of the same town and killed their entire garrisons.

The town of Bunar Hisar has been burnt and a part of the Bulgarian population was massacred. At Burgas Mahira, after eighteen hours' fighting, the garrison was killed by rebels.

Salonica, European Turkey, Aug. 23.—An insurgent movement is afoot in the vilayet of Salonica. It is feared that it threatens Volosna, 46 miles from here.

London, Aug. 23.—According to a Sofia telegram to the Times the Turkish repressive measures in Macedonia have

RELICANCE TAKES THE SECOND RACE

CLOSE FINISH OF AN EXCITING CONTEST

Sir Thomas Lipton's Challenger Was Defeated by One Minute and Nineteen Seconds.

New York, Aug. 23.—The prospects for another good contest between Reliance and Shamrock III. to-day were encouraging at 7 o'clock.

London, Aug. 23.—The prospects for another good contest between Reliance and Shamrock III. to-day were encouraging at 7 o'clock.

Mr. Iselin went aboard Reliance, while his crew was at breakfast on the tender. Sir Thomas, on the deck of the Erin, was inclined to be less communicative.

London, Aug. 23.—In taking more energetic measures for the suppression of the revolution Turkey is acting in accordance with the advice of the powers.

London, Aug. 23.—Another hundred men were put to work to-day at Cumberland—Union Officers.

Ottawa, Aug. 26.—Robert Redford, of Montreal, has been appointed chairman of the transportation commission.

THE COLONIAL CONFERENCE

Reply of Canadian Government Regarding Question of Publishing Proceedings.

Ottawa, Aug. 25.—Sir Wilfrid Laurier in the House to-day presented the following correspondence regarding the publication of the proceedings of the colonial conference.

Sir Wilfrid Laurier stated in the House to-day that the government had offered the chairmanship of the transportation commission to another gentleman.

They Attacked Three Bulgarian Villages and Massacred the Inhabitants.

Constantinople, Aug. 25.—Three Bulgarian villages near the Scherkeskoj, vilayet of Adrianople, are reported to have been attacked by Circassians and their inhabitants massacred.

London, Aug. 25.—A deputation left Sofia last Friday to visit Prince Ferdinand, who is in Hungary.

London, Aug. 25.—A special general meeting of the shareholders of the Grand Trunk railway of Canada to-day unanimously approved of the recent act of the Canadian parliament.

Highlands, Aug. 25.—7 a. m.—The wind is seven knots.

DARING ROBBERY OF GOLD IN ATLIN

FOUR MEN CARRIED OFF DUST AND NUGGETS

Valued at Over Twelve Thousand Dollars—Supposed to Be Hiding in the Mountains.

Vancouver, Aug. 26.—A dispatch from Atlin says: "The boldest robbery of gold that has ever occurred in the North took place on Monday night when between twelve and fifteen thousand dollars' worth of nuggets and dust was taken from the sluice box at Fetherstonehaugh's mine.

The Transfer barge from Logysmith yesterday got in a gale coming across. Two cars loaded with lumber were upset on the middle track, but none of the cargo was lost.

All work on the Great Northern extension into Vancouver was stopped this morning on an order sent by the mayor. Police insisted the head-quarters works and told the foremen they must quit immediately.

By-Election in Scotland Where it is the Principal Issue of the Campaign.

London, Aug. 26.—The first parliamentary by-election fought on the fiscal question raised in Argyleshire, Scotland (containing a large number of islands), where there is a vacancy, caused by the death of D. N. Nicolas, who was a Conservative.

Buda Pesh, Aug. 24.—Fire broke out this evening in a four-story building and spread rapidly to adjoining houses, in which were 200 work people.

ON FISCAL QUESTION

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Another Convict Taken.

Reno, Nev., Aug. 24.—Convict Joseph Murphy, who escaped from Polson prison, was captured last night by Deputy Sheriffs Sharkey and Maxwell at the Virginia street bridge crossing the Truckee river in Reno.

Sharkey fired at him, the shot probably taking effect. Sharkey and Dwight Jones followed Miller. Three more shots were fired at him, but he escaped in the darkness.

Murphy had a 48-calibre revolver on him when searched at the jail.

Columbus, Ohio, Aug. 26.—Mayor Johnson, of Cleveland, has been nominated by acclamation for governor.

YACHTS AGAIN FAILED TO FINISH

WIND GRADUALLY FELL DURING THE RACE

Reliance Led by Over a Mile and a Half When Time Limit Expired.

New York, Aug. 27.—It was dark and lowering this morning when the crews of the two big yachts began to prepare for the third contest. The sky was overcast and at 7 o'clock light showers of rain were falling in many places in a radius of 30 miles off Sandy Hook. The southeast breeze, which blew all day yesterday, had blown itself out by dawn this morning, and although there were faint breaths of air from that direction there were many calm spots over the ocean. Yesterday's southeaster had left something of a ground swell and the surface along shore was fairly heavy.

About 7:30 the wind began to breeze up from its little northeast, thereby carrying out the predictions of the weather bureau. Still at this hour the air did not have strength enough to warrant the starting of a race, and three and a half hours before the time set for the yachts to cross the line, the chances for a postponement seemed better than for a race.

At 8 o'clock the wind had freshened some and was blowing about four miles from the east.

On the "Reels", instead of putting their foreails in stops and stripping the covers off mainmasts before going to their breakfasts, the crews idled about the decks of their yachts looking with some degree of apprehension at the weather signs.

Mr. Herreshoff, the designer of Reliance, who is aboard his steam yacht Roamer, predicted that while the yachts might start they would hardly be able to finish within the time allowance unless there was a great change in the weather.

Shortly after 8 o'clock the crews on the two yachts, encouraged by the appearance of a few scattered rays of sun, put up their staysails and jibs in the stops and took the covers off their mainmasts. The Irish boat used her mainmasts, the same as she used in the triangular race. It set just as badly on its first run, but as the light breeze filled it, it belled out and looked to be a splendid fit. Reliance raised her mainmast, the same she had used throughout the series of races. She wore the new gear that was measured yesterday. It is similar to that of the "Reels", but is considered a trifle stronger in case of a stiff breeze.

The wind had freshened to the south, and the clouds began to break near the horizon, with promises of clear weather and a fair breeze. At 8:45 o'clock the breeze from south to east was freshening and Shamrock was ready to go out, while Reliance was preparing to take a tow.

Mrs. Martin went aboard Reliance at 8:35 and a few minutes later a line was taken by the tug Guiding Star, and the cup defender started out from the dock for the lightship. She had her mainmasts and forestaysails in stops.

Sir Thomas, aboard the Erin, hoped for more wind, but said: "We are going to do our best to-day, that is as much as anybody can do."

Stories that there were friction between Capt. Wringe, of Shamrock III, and Mr. Fife were rife last night. In an effort to learn the truth, Sir Thomas was approached on the subject. "You two men," he said, "occupy entirely distinctive positions. If they had been criticizing each other, I do not know it. Mr. Fife advises about the sails, the trim of the boat and other details of that character. The captain is in the absolute command. I, the owner, have not criticized him."

It was further said on the Erin that Sir Thomas is deluged with anonymous letters and telegrams informing him that members of the crew are traitors to the interests of the boat. Sir Thomas said: "I throw such letters and telegrams overboard. I am not changing my crew."

At 9 o'clock the prospects for a race were brighter, the wind had freshened to five knots at Sandy Hook and the sky was beginning to clear.

The Cruiser passed a line to the Shamrock, and at 9:05 started out with mainmasts and club topsails set. At that hour Reliance was about a mile out to sea, headed for the lightship.

About the lightship at 10 o'clock there was little improvement in the weather conditions. The sea was a stiff, flat calm, and there was scarcely any movement of the wind, although in shore and off the southeast there seemed to be a little air stirring.

Reliance arrived at the lightship shortly after 10 o'clock, her largest club topsail being sent up on the way out.

Shamrock arrived about a quarter of an hour later with the committee tug Navigator and other executive boats. An hour before the time set for the start there seemed to be little prospect of a finish, of the race should it be started. In fact the conditions were the most discouraging of all the series. The crew on the fleet began to appear at this time, and the revenue cutters steamed in and out preparing to clear the course.

In spite of the light air and the prospect of the boat being unable to finish within the time limit, the regatta committee fired the preparatory gun at 10:45 a.m. At that time both yachts were close together on the leeward side of the line, sailing about with jibs topsails set in order to manoeuvre more quickly. Neither boat seemed to care to go very far from the line owing to the light air. In the preliminary work Reliance seemed to have the better of the life of the Shamrock, although neither boat manoeuvred very fast. Six minutes before the time set for the start, the wind had increased to about five miles an hour. The start for position at the start was very keen in the light air, and was entirely in favor of the American boat.

Four minutes before the starting gun was fired, Shamrock being at the further distance to the south of the committee boat, headed back to the line. Reliance held away about a minute and then started after her. The great sail spread of Reliance enabled Capt. Barr to complete a basket, Shamrock, and from this position Capt. Wringe was unable to extricate his boat. Capt. Wringe, however, was able to prevent Reliance getting down into position on the leeward side of the line, and both boats, when the starting gun was fired, were on the windward side heading over towards the lightship. Reliance then pulled by Shamrock and tomding the lightship headed for the line on the port tack. In the meantime the handicap signal had been fired and Reliance, coming slowly for the line, finally crossed it nearly a minute later. Shamrock was more than a minute astern of the American boat and had a handicap of two minutes and five seconds.

TURKS' BARBARISM KNOWS NO BOUNDS

BURN FORESTS WHERE REBELS ARE HIDING

Austria and Russia May Support Enlarged Reform Scheme—Warlike Movement in Servia.

LONDON, Aug. 27.—The Sofia correspondent of the Times discussing the situation in the Balkans says that between Turkey and Bulgaria is no longer regarded as the only remedy. It seems probable that in order to save appearances Austria and Russia will support an amplified reform scheme. It is quite clear that a new departure must be made. The visit of the Czar to Vienna is expected to mark a new stage in the policy of the two powers.

It is reported from Adrianople that the troops are using petroleum to burn the forests sheltering the insurgents. It is also stated that the Turkish officers have received orders to pursue the rebels into Bulgaria.

Telegrams from Burgas, Turkey, eight miles northeast of Adrianople, state that a Russian cruiser has entered that port. Excitement is increasing in Servia, continues the correspondent of the Times, on Thursday "Times" representative approached the former at the Driard and he confirmed the report that offices had been secured.

"I see me down as lightly as you can," Mr. Stojan said. The offices which are in the Board of Trade building will likely be occupied by an official and clerical staff. Both Mr. Stephens and Mr. Van Arsdol, who are civil engineers, were here in Victoria for a couple of days making the arrangements referred to, and will leave to-night for the prairie metropolises.

Mr. Stephens, while reticent in regard to the purposes for which the quarters have been engaged in Victoria for a couple of days making the arrangements referred to, and will leave to-night for the prairie metropolises.

Hold Bulgaria Responsible. Vienna, Aug. 27.—It is stated that the Porte is preparing an answer to the cent Bulgarian memorandum to the powers by a note declaring Bulgaria to be directly responsible for the rising in the district north of Salonica. The large insurgent success are hailed with enthusiasm. The sixth regiment, notorious for its share in the conspiracy against the late King Alexander, is especially eager for war, and it seems not improbable that King Peter, yielding to military dictation, may eventually place himself at the head of the warlike movement.

The Vienna correspondent of the Times says the Balkan outlook is daily darkening and Turkey is taking precautions for the safety of Constantinople.

Train Destroyed. Sofia, Aug. 27.—The eastbound daily express from Buda Pest to Constantinople was blown up near Kueli, Burgas, about twenty-five miles south of Adrianople, early this morning. Seven persons were killed and fifteen were injured. Dynamite bombs were used. Every car was smashed. Apparently the outrage was the work of revolutionists, who travelled on the train.

ABOUT A CROSSING. Section of C. P. R. at Sapperton Torn Up—Criminal Proceedings Threatened. Vancouver, Aug. 27.—Fifty Great Northern construction men, under Manager A. E. Woods, of the Vancouver, Westminster & Yukon railway, tore up a section of the C. P. R. track this morning at Sapperton, and put in a crossing for the new line towards Vancouver. Work started at 4 o'clock, and was completed by 7, when Canadian Pacific officials from Vancouver arrived by special train. Work was then stopped and the C. P. R. men fixed up their track to allow trains to pass. The C. P. R. threaten criminal proceedings, as no signal wires set other precautions taken to prevent a train wreck. They will probably tear out the Great Northern crossing this afternoon.

The new company has an order from Ottawa for a crossing, but this has been appealed, and the company has taken no steps to proceed legally on the C. P. R. property.

Justice Hunter will hear an application for an injunction brought by the C. P. R. to-morrow.

The city is applying for an injunction to stop men working in the east end of Vancouver. The police stopped work yesterday, but the company resumed this morning in spite of all interference.

BARN DESTROYED. Carelessness of Tramp Caused Fire—Crop and Implements Burned. Nanaimo, Aug. 26.—The carelessness of a tramp yesterday caused serious loss to Samuel Waddington, a farmer residing in the outskirts of Nanaimo. While loitering in a barn he set the place on fire, the building, newly stored with crops and implements being lost, and the house having a narrow escape. There was no insurance. The flames spread into the bush, and the high wind drove them down towards Newcastle townsite. For hours men worked to prevent further disaster, and the wind falling, the fire got under control at a late hour last night. The police are looking for the tramp.

A REIGN OF TERROR. King Peter Tries to Suppress Military Malcontents—A Plot Frustrated. London, Aug. 27.—The Daily Mail correspondent at Belgrade says: "King Peter is determined to suppress the military malcontents with an iron hand. On Tuesday, three army colonels, two captains and a newspaper editor were condemned to death for participating in a plot, which was discovered and removed above."

"Despite this, however," says the correspondent, "the King is evidently in the hands of the recent regicides, who are causing a reign of terror."

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HEART DISEASE RELIEVED IN 30 MINUTES.—Dr. Agnew's Care for the Heart gives perfect relief in all cases of Organic or Sympathetic Heart Disease in 30 minutes, and speedily effects a cure. It is a peerless remedy for Palpitation, Shortness of Breath, Smothering Spells, Pain in Left Side, and all symptoms of a Diseased Heart. One dose convinces. Sold by Jackson & Co. and Hall & Co.—58.

PROVINCIAL SHOTS.

Winnings of British Columbia Rifemen at the Ontario Meeting.

Long Branch Rifle Range, Ont., Aug. 27.—In the Canadian club match to day Pte. Perry, of Vancouver, won the second individual prize with a score of 48. His prize was \$15. Forrest was thirteenth with 46, winning \$5.

Pte. Perry, of Vancouver, has twenty-four points, and an Associated Press representative of Victoria, was thirty-fifth, with 43, his prize being \$4.

Col. Sergt. Moscrop, of Vancouver, was fifty-fifth, with 42. His prize was \$3.

Capt. McHarg, of Vancouver, got fifty-seventh place and \$3 with 42.

Sergt.-Major Richardson, of Victoria, has a possible on the rapid firing competition.

On match Sergt.-Major Richardson, of Victoria, was first, with 35, winning \$15.

Seventh, Corpl. Grant, of Vancouver, 32; value, \$5.

Fifteenth, Sergt. Moscrop, of Vancouver, 30; \$4.

Thirty-fifth, Capt. Tite, of Vancouver, 30; \$4.

Forty-fifth, Lieut. Bout, of Vancouver, 29; \$4.

HAVE ENGAGED OFFICES HERE.

Grand Trunk Pacific People Will Have Quarters in This City. Offices have been engaged in this city on behalf of the Grand Trunk Pacific people, the arrangements having been made by Messrs. J. R. Stephens and C. Van Arsdol, of Winnipeg, who are here in the interest of the company. On Thursday "Times" representative approached the former at the Driard and he confirmed the report that offices had been secured.

"I see me down as lightly as you can," Mr. Stojan said. The offices which are in the Board of Trade building will likely be occupied by an official and clerical staff. Both Mr. Stephens and Mr. Van Arsdol, who are civil engineers, were here in Victoria for a couple of days making the arrangements referred to, and will leave to-night for the prairie metropolises.

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EMPERESS PASSED THROUGH TYPHOON

ARRIVED FROM THE ORIENT EARLY TUESDAY

Princess May Returns From Skagway—Plans Have Been Completed for the Jefferson.

Keen interest was manifested among the passengers of the R. M. S. Empress of China when they arrived here Tuesday morning from the Far East over the outcome of the international yacht contest. The ship reached port from China and Japan at nine. She had a smaller list of voyagers than she has recently been carrying. Included in the number was Martin J. Eagan, formerly city editor of this paper, whose position as Associated Press representative in the Philippines another Victoria newspaper man has just left San Francisco to fill.

Mr. Eagan has been seriously ill, and on this account was obliged to abandon the voyage. He was in the hospital in the Orient. "There is a lot of talk in the Orient about war," said Mr. Eagan this morning when questioned as to what the situation looked like, "but the fact of the matter is that on the treaty ports very little is known about it." And what Mr. Eagan thus summarized is the opinion of other arrivals on the big white liner. The popular press representative goes from here to San Francisco, and will there remain until he has thoroughly recuperated.

The Empress of China carried 40 saloon passengers. Among those aboard were Mrs. Biddecombe and Miss Biddecombe, tourists from Hongkong; Hon. Robt. Shevan, a member of a big Manila shipping firm and an M. P. for a division in Scotland, who has been making a visit to the Orient; Lieut. L. B. Eicke, a prominent football and basketball enthusiast in the army; Miss Russell, a missionary who passed through the siege at Pekin, and General S. S. Sumner and his aide-de-camp, Major E. C. Eicke. The latter has been in British Columbia before, and he and the general will now remain over here for a few days prior to the latter proceeding to his home in Iowa. General Sumner is the officer who had charge of the operations directed against the Moros.

Among still other arrivals on the Empress were: Lieut. H. Bowie, U. S. A.; H. J. Bradley, Miss Cholmondeley, Geo. Clark, Mrs. Geo. Clark, N. Cross, Madame von Fischer, Judge W. W. Foster, C. S. Fowler, Mrs. C. S. Fowler, Major G. A. French, Mrs. W. C. Gardenshire, H. K. Hemans, J. L. Hess, Baron H. Iwasaki, Sub-Lieut. C. E. Kennedy, Purvis, R. N.; Mrs. P. J. Koester, Miss H. Lewis, Commander Chas. B. Miller, R. N.; S. Mogi, Mrs. S. Mogi, C. S. Moody, R. Morris, Mrs. R. Morris, H. Oishi, Sub-Lieut. J. F. C. Patterson, R. N.; Master A. Russell, D. C. Rutherford, Henry Southall, Mrs. Henry Southall, Miss K. B. Stayner, Sub-Lieut. H. B. Taylor, R. N.; Major E. T. Tudor, R. E.; Mrs. E. T. Tudor, Miss Underwood, K. Yoshitomo.

The Empress carried in addition to the above 13 intermediate and a number of Chinese and Japanese passengers. Her cargo consisted of 1,701 packages of raw silk goods, 105 packages of silk goods, 32 packages of linen and cotton goods, 82 cases of seal, bear and other skins, 6 cases of opium, 6,337 packages of rice and beans, 4,665 packages of tea and 6,833 packages of general merchandise.

The voyage of the Empress was somewhat exciting in the early stages. She left Hongkong on the 5th inst., and Yokohama nine days later. After leaving the latter port a typhoon was encountered, which lasted for twenty-four hours and drifted far away. The following day after their rescue by the McCulloch the cutter overhauled the Sifu and put her three sailors aboard. The McCulloch also found an omiak (rowboat) forty miles south of St. Lawrence Island, containing five guns and a piece of ivory, doubtless the property of St. Lawrence Island natives.

DETAILS OF COLLISION. Advice from Hongkong to American papers on the subject of the Empress of India-Huang-Tai collision contain the following interesting details: "The accident took place while the Empress was running at full speed. There was a slight fog and before the captain of the vessel was able to alter his course the two ships came together with a tremendous crash. Under the belief that the ship was sinking, the passengers of the Empress rushed up on deck, and it was only the coolness of the officers that prevented a serious panic. As it was, order was soon restored, and it was seen that the Chinese ship was in a sinking condition.

"In the crew of the Empress at once went to work with a will to rescue the unfortunate Chinese, and were successful in saving no fewer than 170 of the officers and crew. The work was all done from the ship's boats, and was of a very dangerous nature, and several times they nearly capsize as the frenzied Chinese, throwing caution to the winds, jumped to them from the deck of their own ship. The Chinese captain behaved with splendid courage, and after doing all in his power to assist the rescuing

AT THE TOP.

It is a laudable ambition to reach the top of any success. But many a man who reaches the top most rugged and storm-tossed mountain peaks, only to find himself at the bottom of a precipice. He has succeeded in his business, but he has lost his health, his peace of mind, and his happiness. He has become a slave to his passions, and he has become a prey to the enemies of his soul. He has become a man who is not satisfied with his success, but who is always looking for more. He has become a man who is not content with his position, but who is always looking for a higher one. He has become a man who is not satisfied with his life, but who is always looking for a better one. He has become a man who is not satisfied with his death, but who is always looking for a more glorious one.

For about two years I suffered from a very obstinate case of dyspepsia, writes R. E. Record. I had tried all the remedies I could find, but I got no relief. I was very thin and my appetite was gone. I was very nervous and I was very irritable. I was very tired and I was very weak. I was very unhappy and I was very miserable. I was very lonely and I was very sad. I was very angry and I was very resentful. I was very bitter and I was very spiteful. I was very cruel and I was very wicked. I was very evil and I was very vile. I was very filthy and I was very obscene. I was very vulgar and I was very coarse. I was very crude and I was very uncouth. I was very uncivilized and I was very unrefined. I was very uneducated and I was very ignorant. I was very stupid and I was very foolish. I was very silly and I was very clownish. I was very ridiculous and I was very absurd. I was very ridiculous and I was very absurd. I was very ridiculous and I was very absurd. I was very ridiculous and I was very absurd.

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SENATE COMMITTEE REACHES VICTORIA

HAVE INVESTIGATED ALASKA CONDITIONS

Thoroughly Familiarized With Affairs of the Country—Will Submit Report at Next Session.

(From Wednesday's Daily)

The United States senatorial committee to whom was delegated the commission of inquiring into conditions existing in Alaska, returned to-day after a two months' visit to the great North. They made the journey south on the revenue cutter McCulloch, which arrived at the ocean docks this morning. The party on debarking proceeded to the city, and will spend the day in sight seeing. They will leave this afternoon for Seattle.

The committee consists of the following: Senator Dillingham, of Vermont, chairman; Senator Nelson, Minnesota; Senator Burnham, New Hampshire; Senator Patterson, Colorado; Col. Ransdell, sergeant-at-arms in the United States senate; the stenographer, Mr. Hays, and three newspaper representatives, whose presence on the tour affords additional testimony to the fact that gentlemen of the Fourth Estate generally see everything "that's going on." They are J. Scudler Melzer, editor-in-chief of the Minneapolis Journal; A. C. Johnson, Washington correspondent of the Rocky Mountain News, of Denver, and private secretary of Senator Patterson; W. H. Brill, special representative of the Senate; and J. T. Blaine, special representative of the Minneapolis Journal. The committee also includes a stenographer, Mr. Hays, and three newspaper representatives, whose presence on the tour affords additional testimony to the fact that gentlemen of the Fourth Estate generally see everything "that's going on."

THE KLONDIKE OUTPUT. Owing to Dry Weather It is Not Expected to Exceed Ten Million Dollars.

Vancouver, Aug. 25.—A Dawson special to the Province says the creeks drying will make the output much smaller than the Klondike than otherwise would have been the case. The latest estimate may fall considerably below the ten million mark. Heavy rains now would mean millions in the pockets of miners. The water is exceptionally low in the Yukon, and prospects are for an earlier closing of navigation than usual. James Dunsmuir's mining engineer, W. J. Sutton, who is at White Horse, says the copper strike there is the finest he has ever seen. The new strike northeast of White Horse is turning out well. Mine Recorder Burwash arrived yesterday with news that several claims are paying twenty-five cents to one dollar per pan.

VICTORIAN WEDDED. Mr. W. A. McKeown, Formerly of This City, Now of White Horse, a Beneficiary.

A copy of the White Horse Weekly Star recently to hand contains an account of the marriage of Mr. W. A. McKeown, son of Mr. and Mrs. Angus McKeown, of this city, and Miss E. Davis, one of the most popular young ladies of the northern town. The ceremony was performed by Rev. J. Wright, pastor of the Presbyterian church, and took place at the residence of Mr. and Mrs. Wm. Carmichael, intimate friends of the bridegroom. The house was profusely decorated with flowers, friends of the contracting parties having converted the interior into a veritable Eden of floral effect.

The bride was handsomely gowned in a dress of cream Lansdowne trimmed with cream applique and ornamented with a large bouquet of white chrysanthemums while orange blossoms were in her hair. After partaking of a delicious wedding breakfast the happy couple were driven to their new home on Lambert street amid showers of rice.

The bridegroom is very widely and favorably known in this city, where until a few years ago he has lived since early boyhood. Since moving to White Horse he has built up a flourishing business, which all Victorians who have been there will remember as the White Horse drug store. That he and his bride have the best wishes of his legion of friends here is assured.

WESTMINSTER BRIDGE. Company Seeks Incorporation With Power to Acquire It From British Columbia.

Ottawa, Aug. 25.—Application will be made to parliament this session for an act to incorporate the Westminster Bridge Company, with power to acquire from British Columbia the bridge now being constructed by them across the Fraser river at New Westminster, and any other bridges that may be necessary for the company. Leave was granted yesterday in the House to present a petition.

NANAIMO CONSERVATIVES. Have Nominated Ex-Mayor Quennell as Their Candidate.

Nanaimo, Aug. 27.—Edward Quennell, formerly mayor of this city, was last night nominated by the Conservatives, the attempt to amalgamate the Conservative and labor forces failing.

J. Thicke's dwelling house and contents at Nanose was destroyed by fire last night. The loss is partially covered by insurance.

DISGRUNTLED CONSERVATIVE. Was Prime Mover in the "Mass" Meeting at Dawson.

Vancouver, Aug. 27.—A Dawson special to the Province says: "The Liberals refrained from taking part in last night's meeting. At the close a resolution calling on R. Ross to resign was unopposed. The meeting was conducted mainly by Mr. Clark, the disgruntled candidate, when the Conservatives are now denouncing."

VICTORIA INVAD BY THE WASHINGTON PRESS ASSOCIATION

They Are Here for Their Annual Convention—Held Last Night

(From Wednesday's Daily)

Victoria peacefully welcomed the Washington Press Association, which arrived here yesterday afternoon. The members of the association, a party of 150, and their families, were met at the docks by the steamer. They were received by the reception committee and then proceeded to their quarters. The convention will be held at the Hotel Vancouver, and will last until the 30th inst.

This gathering of the Press Association is its annual convention, held in various hotels, where they discuss the state of the profession, and the progress of the industry. It is a gathering of the pressmen of the Pacific Northwest, and is one of the most important of the kind in the West.

The visitors were formally welcomed by the chief magistrate on behalf of the corporation, and by the mayor on behalf of the city. The gathering was held in the evening, and was a most successful one. The speakers were all of high standing, and their addresses were all of great interest and value.

The Mayor, in his address, referred to the fact that the engineering and construction industry in this city was one of the most important of the kind in the West. He also referred to the fact that the city was one of the most important of the kind in the West.

A. C. Johnson, the newspaperman who is acting as private secretary to Senator Patterson, explained the object of the committee's visit to the Province. "They were appointed," he said, "by the senate to investigate the reports which came in from time to time relative to the conditions of the country. For instance, the reports of the various railroad companies and other corporations for right of way and other concessions required looking into, and this committee was appointed to make the enquiry."

His Worship predicted development in this part of the province, and referred to the fact that the engineering and construction industry in this city was one of the most important of the kind in the West. He also referred to the fact that the city was one of the most important of the kind in the West.

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Asked as to whether he had any idea of the committee's finding in regard to the Alaska representative question, he said he could give no inkling. At the Pribiloff Islands, they were invited to the method of dispatching seals, five hundred of the little fur-bearing animals being killed while they were there. The mission of the committee, Mr. Johnson further said, had nothing to do with the Alaska representative question. This had been left altogether in the hands of the regular boundary commission.

"We found conditions in Alaska developing more stability, the towns especially. The reports of the various railroad companies and other corporations for right of way and other concessions required looking into, and this committee was appointed to make the enquiry."

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VICTORIA INVADDED BY THE SCRIBES

WASHINGTON PRESS WIDELY REPRESENTED

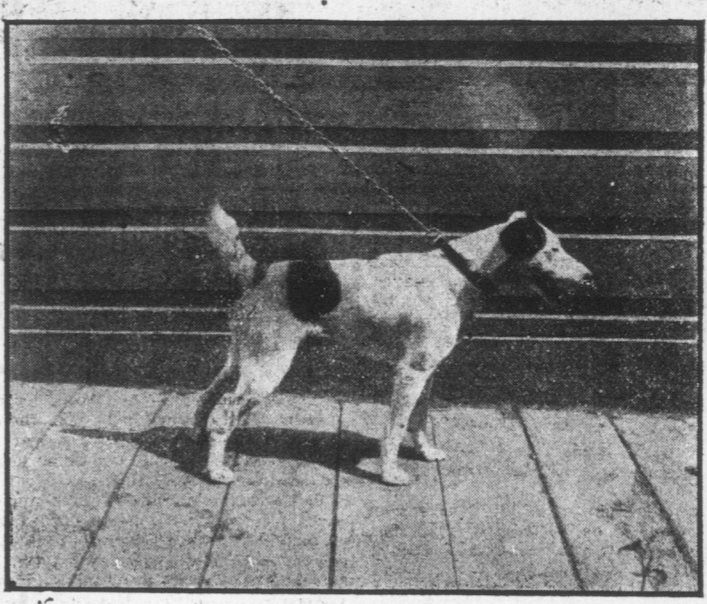
They Are Here for Their Seventeenth Annual Convention—Formally Welcomed Last Night.

Victoria peacefully capitulated to the Washington Press Association yesterday afternoon. They came on the Callahan with a force of 150, and figuratively...

reproof and for warning, or for encouragement and for upbuilding in knowledge, courage, charity, cleanliness, faithfulness, love and helpfulness to all men, and in patriotic devotion.

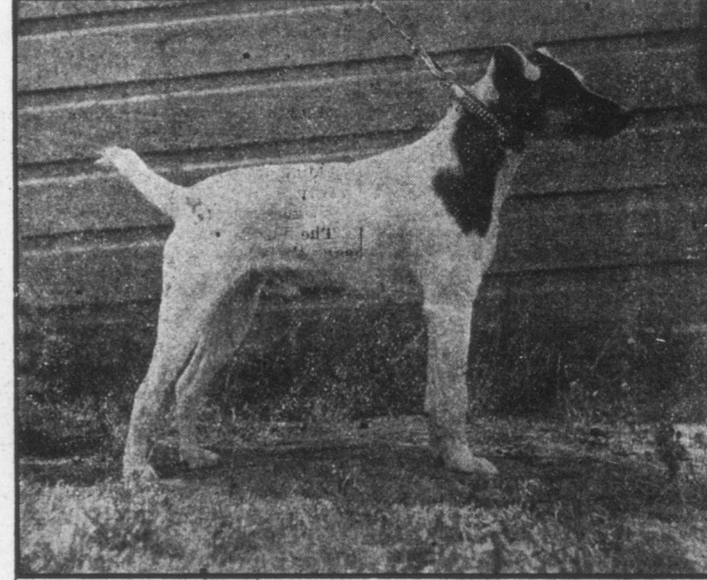
J. Alexander and mother, Lakeside Light, Lakeside. Walter Lingvalter and wife, Statesman, Walla Walla. Louis W. Pratt and wife, News, Tacoma.

had much desired to do so. Even last night there had been a meeting of the committee called at which he was to attend, but that body in order to be present with the pressmen adjourned the meeting.



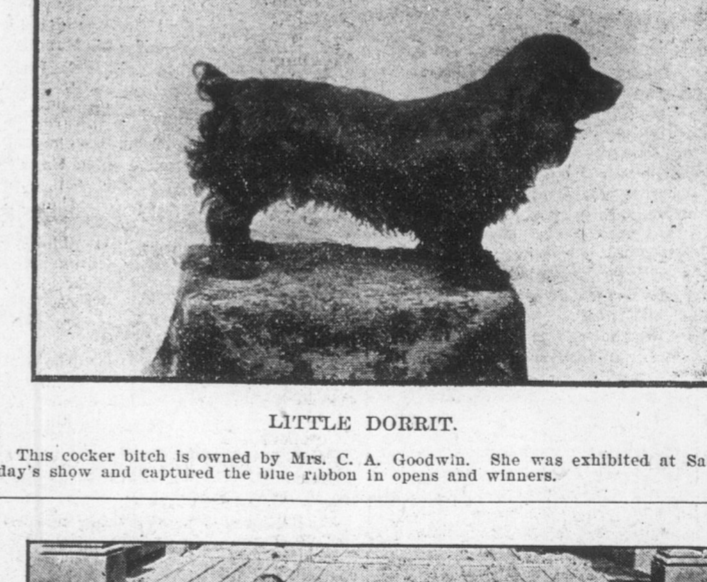
WANDEE REVELRY.

This terrier is considered one of the best on the coast. He is owned by Geo. Florence, of this city, and is scarcely Florence, of this city, on July 11th, 1901, he was whelped by Saltsear Gambler and Saltsear Cheerful.



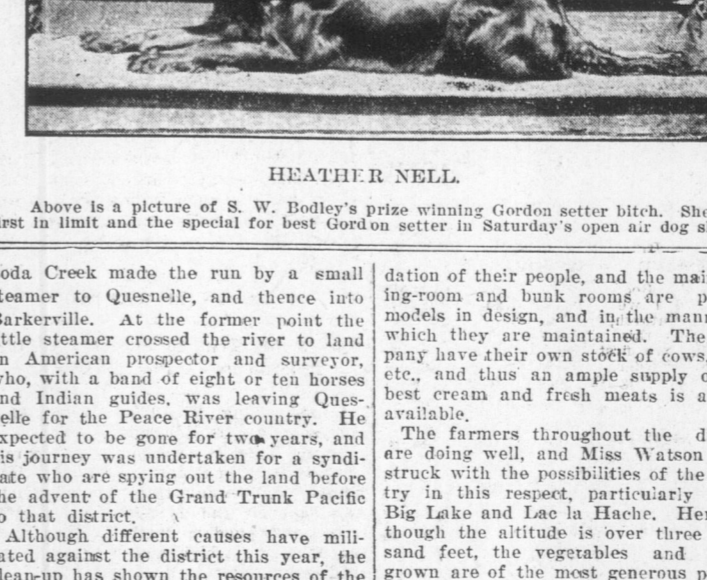
GENERAL BULLER II.

The above is a picture of another of the Geo. Florence's terriers. Buller is well known among local fanciers, having achieved many triumphs on local benches and against the best dogs of Washington, Oregon and California. He is by Aldw...



LITTLE DORRIT.

This cocker bitch is owned by Mrs. C. A. Goodwin. She was exhibited at Saturday's show and captured the blue ribbon in opens and winners.



HEATHER NELL.

Above is a picture of S. W. Bodley's prize winning Gordon setter bitch. She won first in limit and the special for best Gordon setter in Saturday's open air dog show.

THE GAME HUNTERS MAY KILL TUESDAY

A SYNOPSIS OF THE ACT HERE PUBLISHED

Sportsmen With Defective Memories Should Paste It in Their Hats "Lest They Forget."

The shooting season will open on Tuesday next and sportsmen are getting their fixtures in shape. This, of course, only applies to legitimate devotees of the gun, for a certain element, were apparently too ready a considerable time ago. One of them was nabbed by a provincial constable the other day, and the court relieved him of fifty good dollars for his unlawful exercise. Blips, secured under those conditions are expensive enough to brand anyone's ardent, amounting in this particular instance to twelve dollars and a half each.

On Tuesday next grouse, deer and waterfowl will expose themselves at their peril, for their period of proscriptio will be on. Hunters will do well to remember that the gorgeous pheasant will still be under the protection of the law, and not a feather must be ruffled. The season for bagging these birds is fixed by an order-in-council. They are reported to be very plentiful this year, but the grouse are said to flock in small coveys.

UNA NECESSARY TO THE HOME.



DR. GEORGE H. WHITE.

Dr. George H. White, of N. C., writes the following letter to Dr. Hartman in regard to the merits of catarrh cure, Peruna... From Congressman White, of North Carolina.

Dr. Hartman, President of the National Sanitarium, Columbus, Ga. I have used it in my family for several years and can recommend it as an excellent remedy.

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PHILLIPS'S EXPLANATION

Editor:—Does it require three of a column in small type to the simple question: "Did you electors of Port George to one of their own people?"

"A Moorland Princess."

By Mrs. C. N. Williamson.

Author of "The Barn Stormers," "Fortune's Sport," "A Woman in Grey," "The Queen Sweetheart," "Her Royal Highness," "The House by the Lock," Etc.

CHAPTER VII. On St. Mark's Eve.

out from between two tall granite gate posts, green with lichen, and capped with balls, a girl walked like a dreamer, her feet stepping from stone to stone from its frame to take a place in life again.

Behind her was a court overlooked by the small-paved windows of an ancient house that had a protecting porch with a decorative iron railing, and a doorway of wisteria just coming into flower.

Before the girl was the wide moorland, the tumbled, desolate, ridges of Dartmoor, fading to silver-blue under the sunlight at the horizon.

It was possible for you or anyone to do that. While my—while the one who suffers and the one who tortures both live this horror will continue. I can only pray that worse things may not fall upon us—the worst of all.

"What a fate!" murmured the girl. "I dare not think!" "I dare not think!" she said, which has been yours for the past five years and more—according to your own admission?

"Worse ten thousandfold. As such worse as crime is worse than innocence." "Do you hate me so then, May?" "No—no, I don't hate you. It was for me, I know. Your guilt is mine. You are right in that I must help you to bear it.

"You would not be frank with me, yet you would exact from me absolute openness." "I could not be wholly frank. The secret is another's. I had no right to speak out, though in misery I let you drag much from me I would have kept back in a different mood."

mean that he should lie when I had killed him (as I knew I should)—because of Kismet. If all had gone well, no one would ever have guessed—you least of all. Now we must keep the secret together, as we shall well know how.

"I shall never love you," said the girl, hopefully. "I have told you that before, and now I must tell it you again; for if things could be made worse than they are, it would be for me," said Michael, if-what you had done should be found out? What if he left some papers which tell of the journey he meant to make? He has warned me that a record was kept.

"I am free?" she echoed. "What do you mean? How do you know that you can save me? You speak as if it had happened, and here all over, as if you already knew—the end." "The man she called Michael was silent, standing before her abashed, his face white as death.

"What do you mean?" she repeated. "You must answer. You look—oh, Michael, your eyes frighten me." "They need not," he answered, moistening dry lips. "I spoke impulsively. I would have broken it to you. You ought to have known that I would let me come to you later. Then I should have told you quietly that the man was here before his time. He—no doubt, intended to spy about the neighborhood, and I have for certain where you were living, so that he could use his knowledge for evil if he chose. I thought of that, and I, too, came early in case."

from the laboring breast, Michael helping now with all his soul. The earth was red and wet over the place where the buried man had received his wound, but Maya, who had always hated the sight of blood and been sickened by it, was no longer faint. She thought only of doing her work quickly.

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you will into mine. Neither of us is the sort of person to give something for nothing. "Well, you ask what I will do for you, I will go on keeping your secret. I will let you marry this Breakpearl—if that is what you want—and hold my peace."

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WINTER MAIL SERVICE.

Seven Hundred Pounds Tri-Weekly—Superintendent Tells of Proposed Service. George E. Pulham, general superintendent of the White Pass & Yukon Company's winter stage service, gives the following information on the subject of the proposed winter mail service.

"The stages will start as soon as navigation closes, and there will be no break of any appreciable length in the transportation of the mails. As soon as the river crossings are formed there will be three stages a week both ways. The company has approximately \$200,000 invested in the winter service, or will have when all the purchases contemplated are made, and a fine service will be maintained this winter.

The Yukon Fair and Amusement Society has decided to hold its fair on September 9th, 10th and 11th.

William Long, reported to be a Seattleite, has been sentenced to Dawson to seven years at hard labor in the Dawson penitentiary.

"BOUGHT MY LIFE FOR 35 CENTS."—This was one man's way of putting it when he had been pronounced incurable from chronic dyspepsia.

Defeated Colonel in Tennis Match and Will Now Meet W. A. Larned for American Championship.

Newport, R.I., Aug. 28.—The finals in the National Lawn Tennis tournament, postponed on yesterday, were played today on wet courts and under an overcast sky.

A WHALE HUNT. Over One Hundred Driven Ashore—Were Killed by Residents at St. Mary's Bay.

St. Johns, Nfld., Aug. 28.—A school of 144 small whales drove ashore yesterday at St. Mary's bay and were unable to retreat.

SCHOONER CAPSIZED. Crew of Seven Men Believed to Have Been Drowned.

South Norwalk, Conn., Aug. 26.—Schooner Willie L. Newton, hauling from Bangor, Me., capsized off Norwalk during the storm of last night, and the crew, believed to number seven men, were drowned.

EMPEROR ENTERTAINING. Berlin, Aug. 26.—Emperor William has invited to dinner on the castle and on the grounds at Cassel on Friday, ten thousand civil officials and prominent inhabitants of the empire.

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IMMENSE OPPORTUNITY.

For Getting a Beautiful Watch and Chain Free—No Money Required. Every man, Woman, Boy or Girl Has the Same Opportunity Under Our System.

In order to have Dr. Arnold's English Toxin Pills placed in the hands of all persons suffering from bad health we make the following most liberal offer: If you will send us your name and address and agree to sell for us twelve boxes of Dr. Arnold's English Toxin Pills at 25c. per box, we will give you ABSOLUTELY FREE A BEAUTIFUL WATCH AND CHAIN in either Ladies' or Gents' size, or your choice of twenty other premiums such as fine sets of Jewelry, Rings, Violins, Mandolins, Tea Sets, Sateen Skirts, Cameras, etc. Remember we DON'T WANT ANY MONEY until after you get the Pills and you don't have to sell any more than 12 boxes to get the premiums, which is a bona fide offer from a reliable concern that has given thousands of dollars worth of premiums to agents all over the country.

THE FALL FAIR.

Messrs. Paterson and Ladder Will Send Stock—The District Exhibits. Competition in horses, cattle and other stock will, it is expected, be keen at the exhibition to be held here in October than at any previous local fair.

Mr. Paterson's stock has a reputation throughout the province. It is considered the best raised in British Columbia. His short horns are looked upon as almost perfect specimens.

While Mr. Paterson's ranch has a widespread reputation on account of its short horns, Mr. Mr. Ladder's farm is reputed for its highest stock of almost every breed. Last year Mr. Ladder exhibited largely at the local exhibition, and carried away many prizes.

It will be remembered that last year there were so many entries of stock that accommodation had to be materially increased. Members of the Agricultural Association state that it is not likely that this accommodation will have to be still further increased.

Another indication as to the forthcoming fair will be a success in every standpoint. Word had been received to the effect that Okanagan is sending an exhibit. This means that there will be a competition from the different districts this year.

SAINTS DUMONT. and Labana sold \$20,000 worth of stamps last year, although the letters sent from these two does not exceed \$200 a year. They were bought by collectors.

To Cure a Cold in One Day. Cures Grip in Two Days. Take Laxative Bromo Quinine Tablets. Seven Million boxes sold in past 12 months. This signature, on every box 25c.

ation... "Kalambu" Brand of our pure... Grocery Co., Ltd., 42 GOVERNMENT STREET... Cloth, AND FANCY... & CO., Victoria, B.C.

to the use of the timber on such... FORGET ABOUT YOUR CORNS... WOODMAN—At Sidney City, by...

NOTICE... hereby given that sixty days... JOHN M. McKINNON, 7th, 1903.

THE PROPOSED NATIONAL HIGHWAY

SPEECH IN COMMONS BY BARRARD'S MEMBER

R. G. Macpherson on Advantages British Columbia Will Derive From Grand Trunk Pacific.

R. G. Macpherson, Barrard, took part in the debate in the House of Commons on the Transcontinental railway on Thursday, August 20th. Mr. Macpherson spoke as follows: Mr. Speaker—I shall not attempt to follow the argument of my good friend East Simcoe (Mr. Bennett) as I wish to view this question from a standpoint entirely different from his. I speak for his own province of Ontario; I shall speak from the standpoint of the province of British Columbia.

I would not have taken part in this debate were it not that the hon. ex-minister of railways and canals (Hon. Mr. Blair) made the statement in attempting to justify his action in resigning, that the province of British Columbia were not asking that a new transcontinental line be built and also that there is actually no hurry as far as the West is concerned that a new line be constructed. Either the hon. gentleman has a very short memory, or he would not have taken the Victoria Board of Trade seriously, when on the 8th day of October last year the following request was made to the hon. gentleman in his official capacity of minister of railways in the city of Victoria on the occasion of his visit to British Columbia last fall. The board desire to place themselves on record as in favor of assistance being given to the C. N. R., so as to provide as early a date as possible a second transcontinental line across British Columbia. They desire to point out that in view of the very rapid colonization of the prairie region, it necessarily calls for the provision of a new route whereby the grain there produced can readily reach the ocean.

Now, sir, there is only one of two deductions to be drawn from the hon. minister's remarks—either his memory failed him, or he took the Victoria Board of Trade to be men who were not responsible for their actions, and then paid no heed to what irresponsible people like the board of trade in one of our principal cities of the coast might say. From either deduction the hon. gentleman does not emerge with any great degree of credit to himself. In speaking on this question, I wish to speak entirely from a British Columbia Standpoint, and point out to the House the great good which has accrued to British Columbia from the building of the Canadian Pacific railway building it through, possibly, the poorest part of our province. Striking into our province at the Kicking Horse pass, it finds its way through the Rocky Mountains following the valley of the Columbia river, then passing through Eagle Pass it strikes the head waters of the Shuswap lake and strikes the South Thompson valley, and strikes the Fraser at the valley of the Thompson until it strikes the Fraser at Lytton, and from there down to the tidal waters of Burrard Inlet. It found little to entice the pioneer outside of the mountains, mountain scenery. And we all know that scenery will not fill the pockets nor will it suffice to stay the appetite. However, I wish to show the House what has been accomplished by the construction of the great Canadian Pacific railway. Prior to the advent of this railway, British Columbia was a country isolated from Eastern Canada, having nothing in common other than desolation to the old flag and yielding homage to the same sovereign. It was a country which, from its isolation, had no natural national aspirations. But its people were men of courage and determination in that small and isolated community, and they Recognized the Great Future of British Columbia if it could only get a railroad carried through connecting the coast of Canada with the West. The building of the Canadian Pacific railway has made what was once the fishing hamlet of New Westminster a large, thriving commercial and manufacturing city, and it has made a new province for Canada, one of the bright gems in the Crown of confederation. It made the men who, while proud to say that they are British Columbians, still prouder to say they are Canadians. It made what was in 1888 a primeval forest into our present great city of Vancouver. It made it possible where 20 years ago stood only the Douglas fir and the British Columbia cedar, that a city of 35,000 people live to-day. Where not one dollar of customs revenue was collected 20 years ago, where the past year the sum of \$1,388,719 was collected. It made possible the movement of our goods, and it has stood six of the leading banking institutions of Canada. Where bank clearances amounted to nearly 20 million dollars, it made the great seaport of Vancouver and created what last year was the fourth largest port for customs collections in the Dominion. Where ships were unknown practically 20 years ago, to-day is the harbor of Vancouver teeming with almost every maritime flag in the world can be seen loading and unloading. It has made and created a new trade with the Orient. It made and created a new trade with Australia and New Zealand. It has made and created a new trade with the United States, and made and created a new province whose inhabitants are a Happy and Contented Canadian People. It made possible the development of a section of our mining country, which only goes to prove that we have greater wealth than we are credited with. It has made for us to produce in the last 15 years \$1,640,293 ounces of silver, valued at \$18,475,882; it made it possible for us

to produce 280,200,845 lbs. of lead, valued at \$10,447,540; it made it possible for us to produce 92,632,840 lbs. of copper, valued at \$12,833,200; or a total value of silver, lead and copper of \$41,256,003. And prior to the building of the Canadian Pacific railway this condition of things was unknown in British Columbia. Now, sir, when that which is only a small part of the many wonderful things I could name can be done in the green tree, what can be done in the dry? If that can be accomplished by the building of the Canadian Pacific railway through the lean section of our wonderful province, what can be accomplished by the building of another line of railroad through the fat section of our province? That the western part of our province—that part to be traversed by the Grand Trunk Pacific—is a fat section, and that it is a section which is crying for a railroad, that the people who live there are clamoring for a railroad, that the mineral which is hid in our mountain ledges is awaiting the Advent of this new road to enrich the coffers of the Canadian people, I will show and prove, and I think to the satisfaction of every hon. gentleman in the House. I will read you a few extracts from the annual report of the minister of mines for the year ending 1902; and for fear that our good friend, the hon. gentleman who represents Centre Toronto (Mr. Brock), should say that it is he who will inform him and the House that the minister of mines is no less a personage than Edward Gaylor Prior, a Conservative of the Tory school, who was the recognized leader of the Conservative party for British Columbia in this House and a minister of the Crown. On page 45 of that report I find the following with reference to it: "This is a very great mistake. With the exception of a very few days in mid-winter, there is not any portion of the Dominion, or northern and eastern United States, where a longer working season obtains. The snowfall at Fort Simpson, which is the most northerly point on the coast of British Columbia, is much less than at Vancouver, the register for last winter, which was an average one, being 14 inches. Mr. J. H. Rogers, who spent the winter of 1901-02 at the Bonanza mine, on Observatory Inlet, and who had a gang of miners working continuously, informs me that there was only one day from January 1st till July 23rd (the date on which I saw him) on which his men could not work out of doors, and that was on the occasion of a heavy snowstorm in March."

I may say that this is a report of John Flewin, a gentleman whom I know very well, who has been mining recorder in that part of the country for many years. The following refers to a Part of the Country which is exactly along the projected line of the Grand Trunk Pacific railway. "Miners in the Kitamaat, Kitilas and Telkwa camps are still hoping for the building of the Kitamaat-Hazelton railway, which will give access to Kitilas mineral belt of the coast and Kitilas range of mountains, and the extensive agricultural, grazing and hydraulic areas of the upper Skeena, the Bulkley and Omineca. At the present time, however, lack of transportation facilities is an effective bar to extensive development work." I know that country myself to a certain extent, and I know the great difficulties that miners are subjected to for want of railway communication. I will go a little further, and will read what is said about the Parmigan group of mines in the Kitilas camp, which is a very rich camp. "The owners of this group, realizing that nothing more can be done to develop these claims without outer transportation facilities, only employed a small gang of men during the season. Work was shut down in September, and a shipment of five tons of ore was made to test the property. The owners have applied for Crown grants for this group. "Statutory assessment work has also been performed on the Washington, Bonanza, Totopog, Bulkley, Montezuma, Bulkley, Hatle, Golden Crown, Ruby, Granite, Golden King, Goldfinch, Golden Eagle, Golden Orow, Goldsmith, Strathcona, Helma and Monte Cristo. I think that it can be said that extensive development work will be prosecuted on any of these properties, some of which look exceedingly promising until railroad communication with the coast becomes an accomplished fact. The Skeena river is, at best, a very uncertain highway, owing to the sudden rise and fall of the waters; added to which the freight rates are so high as to be effectively deterrent any one from attempting to take in the supplies and machinery necessary for conducting mining operations on a large scale."

The following refers to the Telkwa river camp: "In this camp only the usual assessment work has been performed on the Forrest group, the Big Blue, Surprise and other claims. The same difficulty has been experienced here as at Kitilas." Perhaps the hon. ex-minister of railways and canals (Hon. Mr. Blair) would not have said that they have no need of a railroad. Well, I can fancy the hon. gentleman going to their camp and telling them so. If he did, I think he would find a more rapid Means of Transit out of that camp than he is accustomed to. I take it that these men know the value of railroad building to a mining country. Then, to travel further east to the districts of the Omineca, Omineca and Cassiar, about which the report says: "As for the transportation facilities for getting in supplies, etc., into the district, they have not materially changed since the construction of the Canadian Pacific railway, except that the roads are much improved. Ashcroft is the point of departure from the railway. From here a stage runs twice a week in summer and once a week in winter to Barkerville—285 miles—while from the 150-mile house stages go once a week to Quenel Forks and Bullion, sixty miles, and to Harper's Camp, thirty-five miles. The roads are good, the numerous stopping houses are clean, comfortable and reasonable as stages ever are. The stage company carries both mail and express, running 'specials' whenever the traffic justifies it. The freight rate from Ashcroft to Barkerville is six cents per pound, and to Quenel from four cents to five cents. These rates, of from \$100 to \$120 per ton, seem almost prohibitive as to heavy mine machinery, etc., and often amount to more than the cost of the articles; yet, while they are high, the rates are not extortionate, as at these figures there is nothing more in it than bare wages for the freight, so that these amounts will not be materially reduced until a railway of some sort is built into the district."

In the Cariboo country alone, under these adverse conditions, place gold to the value of \$4,168,307 has been produced during the past three years. And when you consider, Mr. Speaker, that these districts are situated three and four hundred miles from any means of transportation, and consequently goods have to be Packed on Horse and Mules' Backs from the seaboard or from Ashcroft on the line of the Canadian Pacific railway, you can readily see the immense difficulties surrounding the carrying out of the enterprise. The hon. gentleman says no need for haste. Let us look further afield, and see if we cannot find the Macedonian cry: Come over and help us. This report, which I am about to read, is from the gold commissioner of the Omineca mining division, a gentleman who has been many years in that country and on whose statements we can be thoroughly rely. By it you will see that there is no doubt as to the future of the country and the immediate requirement of another transcontinental line: "Now that two transcontinental railways are heading for the Pacific Coast, both of which will tap the Omineca district, and one which, if the Pine or Peace river pass is chosen, will pass within a short distance of Manson Creek, which is the center of the mining operations in this vicinity, the Omineca district is bound to spring into prominence, as once the great cost and difficulty of travel and transportation of supplies have been reduced, as they will be by railway communication, the hundred square miles of country that at present are unknown and unprospected will be thrown open. A vast extent of country lying north of the Omineca river and west of the Findlay is known at the present time to contain gold in paying quantities if supplies could be got into that portion of the district, and it only requires improved means of transportation to convert this locality from an undeveloped wilderness, as the greater portion of it is to-day, into one of the richest and best mining districts in the province. If a railway will place Manson, as regards transportation, in the same position as Revelstoke on the Canadian Pacific railway is at present. During this past season several parties of prospectors were in the district, but on account of shortage of supplies were unable to push their way any distance from Manson. Some, however, were so favorably impressed with what they saw of the country, that they have stored part of their outfit and intend returning next season." As the transportation question is to-day the most important question before the people of Canada, every effort should be put forth to give additional transportation facilities between the coast and the interior of the country of Canada and the Atlantic seaboard. But, in doing this I am afraid that Canada has another gateway in the West which deserves consideration. Providence has been very kind to us in placing the great wheat and cattle country in the centre of this vast Dominion, and it is so situated that it is almost equally distant from each coast. In making this statement, I would endeavor to show that in the near future almost half the trade of the Northwest Territories of Canada will, of necessity, go to the Pacific Coast at Vancouver instead of coming eastward via Montreal or St. John. Vancouver, situated as she is on one of the greatest harbors of the world, is eminently fitted to be the great western gateway of Canada. At the present time a very large export grain trade is carried on between the western coast of the United States and continental points, and at the cities of Tacoma, Portland and San Francisco, numbers of vessels are loaded each year with grain for Europe and Japan. This grain is transported by rail in many cases, a distance of 900 miles from the coast, and what they are now doing on the western coast of the United States we can equally well do on the western coast of Canada, and in this way relieve the

Channels of Transportation in eastern Canada at times when it is almost impossible to handle the trade. The best transportation authorities have stated that freight can be carried in four and a half miles by water for every one mile by land. On that basis I will endeavor to show just how far East from the Pacific coast the dividing line can be that is the line where the freight rate will divide so that part will go East and part will go West. At the present time the government of the United States have undertaken to build the great Panama canal, which they expect to have completed within eight years. When this canal is completed it will revolutionize the trade, not only to the United States, but to Western Canada, and while we are in a position to have the travel further east to the districts of the Omineca, Omineca and Cassiar, about which the report says: "As for the transportation facilities for getting in supplies, etc., into the district, they have not materially changed since the construction of the Canadian Pacific railway, except that the roads are much improved. Ashcroft is the point of departure from the railway. From here a stage runs twice a week in summer and once a week in winter to Barkerville—285 miles—while from the 150-mile house stages go once a week to Quenel Forks and Bullion, sixty miles, and to Harper's Camp, thirty-five miles. The roads are good, the numerous stopping houses are clean, comfortable and reasonable as stages ever are. The stage company carries both mail and express, running 'specials' whenever the traffic justifies it. The freight rate from Ashcroft to Barkerville is six cents per pound, and to Quenel from four cents to five cents. These rates, of from \$100 to \$120 per ton, seem almost prohibitive as to heavy mine machinery, etc., and often amount to more than the cost of the articles; yet, while they are high, the rates are not extortionate, as at these figures there is nothing more in it than bare wages for the freight, so that these amounts will not be materially reduced until a railway of some sort is built into the district."

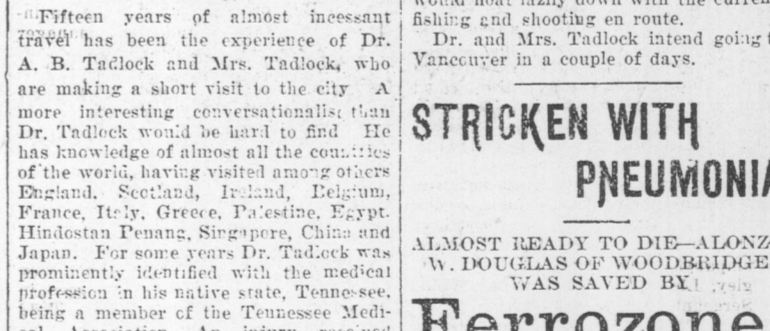
they say, it takes them as long as 60 days to make around Cape Horn. Take a party of 900 miles east of Vancouver, which shall bring you in the vicinity of Moose Jaw, and multiply that by four and a half, to bring it up to a water rate, it will amount to 4,320 miles. From that point in the Northwest Territories to St. John by rail is 2,124, which, when converted into water rate, will amount to 9,558 miles. From St. John to Liverpool, the distance is 2,700 miles, making a total distance of 12,579 miles at all water rate. This, I think, will show that the time will come in the near future when The Dividing Line between the East and the West will be decided upon by transportation companies for their own advantage. At the present time the greatest advantage of transportation for the Pacific coast to the Northwest Territories is lumber. As an indication of what the trade of western Canada will be in the near future, I will refer to the lumber trade as it is at present. The government of Canada are doing everything possible to encourage immigration to the Northwest Territories. In doing so every effort should be put forth by the government of Canada, so that the people coming into Canada should not suffer by unnecessary hardships. It is stated that 100,000 settlers will settle in the Northwest this year, and it is computed that an average of four people comprise a family. Consequently there will be, in the very least, 25,000 families who will require houses to live in within a year. Each family will require a house say 12x21 feet, which would require 1,260 cubic feet of lumber, making in all 8,000 feet for each family. We have estimated that there will require 25,000 families. Consequently they will require in all 212,500,000 Feet of Lumber. The people now in the country will require for new buildings, railway purposes, elevators and the building of new towns, etc., as much more, making in all the enormous amount of 425,000,000 feet of lumber, which will require 42,500,000 feet per car or 5,312 trains of ten cars each, or 144 1/2 trains for each and every day in the year. And, as nearly all this lumber must come from British Columbia, and the amount of lumber that is present, you can instantly see that the Canadian Pacific railway, as now constituted, have a big contract in hand to carry on this enormous business. In dealing with this question of transportation so far, I have only taken up the part which refers to Canada and Europe. I do not intend to omit however the greater factor which we shall have in the near future in connection with the Pacific Coast, and that is the trade which is increasing day by day between the Pacific coast and the Orient, Australia, South Africa and India. This trade is increasing by leaps and bounds. I need not say how well when the first steamships came into Vancouver with merchandise from the East. Their first trips were a little before my time, but I can remember when the old Abyssinian and Arabian were objects of interest to the first boats on the Pacific carrying merchandise from the Orient to our ports. The cargoes were very small indeed. But the great Canadian Pacific went out for business with the Orient, and they got it, and they have now five of the largest steamers of the Pacific carrying merchandise, and that Trade Is Increasing as I say, by leaps and bounds. I would like the House to realize the immense extent of the Orient, and I will tell you, Mr. Speaker, the half has not been told. And when the Grand Trunk Pacific with the knowledge and the capital to be being made, take the developing traffic—where necessity of development will be built up as compared with which that of the present will be nothing. I do not wish to be too extravagant in my estimate. But, Mr. Speaker, I can remember when I have been sixteen years of experience on the coast the immense development which has already taken place through the advent of the Canadian Pacific railway. The Canadian Pacific railway has done more things for our country; it has done things that no other agency could ever be expected to accomplish. It went into the primeval forest and built the city of Vancouver. It has built opera houses, sugar refineries and smelters. Will any hon. gentleman tell me that I would support a government operated road in the face of the things I have seen and know? I am as strong a believer in Government Control as any man in this House. I yield to no man in my desire to maintain intact the rights and interests of all the people. But I believe that under the contract now before us we have all the good features of government ownership and government control, without the incubus of government operation. If we were a people who would stand being fleeced like the people of Germany—and I do not want to make any reflection on that people, but it cannot be denied that we are more democratic than they are—we could operate state-owned roads. But until we come to understand that we must be governed by one man and ruled with the iron hand, and I should add that our country is particularly rich in its supply of timber, of cedar and Douglas fir, the forests of British Columbia contain over two hundred billions feet of new fir timber, and I should add that British Columbia seems destined to become the shipyard for the supply of all nations. Now, I could go on, but I have promised the House that I will not take up more than ten minutes of the time of the man who says we are not in British Columbia, clamoring for another transcontinental line does not understand the feeling of the people of British Columbia.

those two countries. Up to three years ago they had not adopted Western ideas, they had not begun to wear European clothing or eat such food as we eat. But Japan has taken the initiative, Japan, Mr. Speaker, is remarkable for its power of imitating other nations. But, up to this hour, Japan was simply an imitator. Nor do I wish to make any disparaging remarks about the Japanese. I do not like them as they appear in this country, it is quite true. But they are good enough people in Japan, as the Chinese are good enough people in China. These people are all right in their place, but they do not make good Canadians. If the Japanese go on as they are now going it will not be many years before they will be able to take their stand with other nations of the world. They are rapidly adopting our ideas. They have begun to eat wheat flour and are putting up roller mills to grind wheat from this continent. They are already importing considerable quantities of American and Canadian flour. They are more anxious now To Get the Canadian than the American article, for our good friend the Minister of Agriculture (Hon. Mr. Fisher) has been over there and has shown them the excellent bread that can be made from Manitoba No. 1 hard. China is fast becoming Japanese, if you will allow me to say so. The Chinese people see that their Japanese neighbors are going ahead fast, and they are following in their footsteps. While China may never use flour universally as a food, while there may be a large number of people there who will never use it, owing to the fact that rice is so much cheaper, yet I believe that the better and wealthier classes in China and Japan will use flour. I think I am safe in saying that, within fifteen years, we must remember that events move more rapidly than they used to do—150,000,000 in the Orient will be eating flour. It is easy to see what that means for Canada. Mr. Hill, possibly one of the best railroad men we have in America, says that the market for the Northwestern part of America is China and Japan, and that the demand will keep wheat up to its normal price. In addition to this, the trade between Canada and Australia, and also the trade between Canada and South America, is increasing rapidly. I have endeavored to suggest that fair opportunities should be afforded for the trade I have just mentioned. For, no matter what our sentiments may be as between East and west, the trade of the country will go through its natural channels. But, unless you improve and develop these natural channels, the trade of the country will dwindle. For many years the trade of British Columbia has been almost entirely dependent on the Canadian Pacific railway. We were able to deal direct with the people in the Orient. We are in Canada peculiarly situated as it is only in Canada that an amount of unoccupied arable land exists. Now the great migrations of population have always been for the most part along the parallels of latitude of the north temperate zone. From prehistoric times the population of the Far East has been poured out in every widening circle of thousands of years. Vast numbers of people have Moved Towards the Setting Sun. At last the course of that movement to the western boundary of the old world was reached and then population moved across the ocean, and during the fifteenth century Europe sent to the shores of the United States eighteen million souls, attracted together I may say by the wonderful free public lands offered by the American people. I take it, and I may diverge a little here, that no country can be a great manufacturing country until its arable lands are exhausted. We know what immense strides the American people have made during the last one hundred years on account of the wonderful arable lands of that country. They have reached and have reached some time ago the point of exhaustion of these lands, but we, in Canada, are in the same position as the people of the United States seventy-five years ago. The western half of Canada equals in area England, Ireland, Scotland, Denmark, Switzerland, Germany and most of European Russia, and the production of the Canadian soil will surprise that of the corresponding European area. There are in these sections of Canada fully two millions of acres of land fit for production and there are in the corresponding part of Europe to which I have referred two hundred and fifteen million souls. I have not mentioned in this connection the Wonderful Productiveness of British Columbia, which has such great food resources in her waters, Salmon abound in almost incalculable numbers, while halibut and cod are even more plentiful. I can tell you that the British Columbia halibut banks equal any in the world, and when I say that a boat can be sent from the shores of Vancouver and come back in four days with a full cargo of halibut, it is almost beyond belief. Mr. Sproule—We cannot tell fish stories like that in the East. Mr. Macpherson—Perhaps we cannot tell fish stories, but the waters of British Columbia do not contain suckers. British Columbia has been for years a prospecting ground for gold, and it is known that in almost every locality there is wonderfully rich, then there are copper, coal and iron. It is well known that the iron mines, especially in southern British Columbia, are rich, and they are placed as if nature had intended them to be for the use of man, for they are rich coal fields close at hand. I have spoken already of the vast wealth of British Columbia in agriculture, fish and minerals, and I should add that our country is particularly rich in its supply of timber, of cedar and Douglas fir, the forests of British Columbia contain over two hundred billions feet of new fir timber, and I should add that British Columbia seems destined to become the shipyard for the supply of all nations. Now, I could go on, but I have promised the House that I will not take up more than ten minutes of the time of the man who says we are not in British Columbia, clamoring for another transcontinental line does not understand the feeling of the people of British Columbia.



View of Lenora Property. twenty yards from the present workings, and is showing remarkably well from the very surface. The vein, which is now stripped to a width of twenty feet, is still widening. This discovery is not altogether unexpected. When Manager Travers took charge of the Lenora his experienced eye was cast about to locate something which would prove richer than that then being worked. An iron complex was exposed at the point where these workings have been commenced. With that as a starting point the outcropping was stripped from the old workings, increasing the value of the latter sufficiently to make a wide difference in the smelting values. The ore in the old workings, which at the beginning of operations under the new management was of low grade, has also been increasing in value and has lately been giving a very good profit. The new find by increasing this will undoubtedly give excellent results. This has a position to hold, I believe that the new workings at the Lenora will prove quite as rich as the now famous Tyce output. It is resembling the ore of that mine to a considerable extent, and there is a general belief that the body of ore which has now been struck is in the same vein as that of the Tyce. The new strike will affect the mining industry at Mt. Sicker very materially. The output will in consequence be augmented, which, with the increased value of the ore, will soon put the property on a solid foundation again, and will wipe out the indebtedness in a much shorter time than was at first expected. Samples of the ore have been received by J. S. H. Matson, and are being

DR. TADLOCK HERE. Veteran of United States Civil War, Accompanied by Wife, Visiting the City. "Fifteen years of almost incessant travel has been the experience of Dr. A. B. Tadlock and Mrs. Tadlock, who are making a short visit to the city. A more interesting conversationist than Dr. Tadlock would be hard to find. He has knowledge of almost all the continents of the world, having visited many of them, England, Scotland, Ireland, Belgium, France, Italy, Greece, Palestine, Egypt, Hindostan, Penang, Singapore, China and Japan. For some years Dr. Tadlock was prominently identified with the medical profession in his native state, Tennessee, being a member of the Tennessee Medical Association. An injury received years ago in the United States Civil War resulted five years back in his sight becoming seriously impaired. Mrs. Tadlock has achieved considerable note through a book written by her known as "Bonnie's Days," which describes the experiences and impressions of Dr. and Mrs. Tadlock on a fourteen months' tour of the world made by them in 1885. Returning to Oxville, Tenn., their home, they settled down for a short time, but soon started out again on their travels, this time making a tour of the Western Hemisphere, Cuba, Mexico and Canada were included in their itinerary. This morning Dr. Tadlock expressed the opinion that some of the finest points for tourists were to be found on the Eastern and Western coasts of the Dominion. At the Maritime Provinces, especially British Columbia, he found very favorable with a cool, delightful climate and beautiful surroundings. Referring to Victoria Dr. Tadlock said he was impressed more by the scenery than anything else. He and his wife had visited other Gorge, Beacon Hill park, Oak Bay and other attractions. During their stay they have become so attached to the place that they had decided to spend the greater part of the winter here. Naples, the doctor considers, a very interesting city. When there he felt more in the centre of the world than when in London. In Naples were to be found Greeks, Englishmen, Japs, and in fact representatives of all nations seeking



ing education. Dr. Tadlock many years ago explored the wilds of Florida. Accompanied by his wife, it was their custom to take a canoe and travel up one of the many rivers. Returning they would float lazily down with the current, fishing and shooting en route. Dr. and Mrs. Tadlock intend going to Vancouver in a couple of days. ALMOST READY TO DIE—ALONZO W. DOUGLAS OF WOODBRIDGE WAS SAVED BY Ferrozone. "For the benefit of others," writes Mr. Douglas, "I desire to state the results I derived from the use of Ferrozone. Two years ago I was stricken with Pneumonia. So severe was the attack and so reduced was my strength that my life was despaired of. I had the very best medical attention, but made no progress towards recovery. When reduced to practically a skeleton, a kind friend told me of the remarkable powers of Ferrozone. An improvement began almost at once. I gained steadily in weight and strength until Ferrozone made me new man. I will gladly answer enquiries from other sufferers if they care to have further particulars about my recovery. Ferrozone deserves its great measure of success. This is but one of the many cases that are being cured every day by Ferrozone. No treatment was necessary to supply a weak system quickly with strength and energy. Ferrozone does its work so thoroughly. It is a specific for tiredness, languor, loss of appetite, weakness after fever, and all debilitating diseases. Ferrozone makes its strong and keeps you strong in word, it assures health and costs but 50c a box, or six boxes for \$2.50, at any drug store. By mail from The Ferrozone Company, Kingston, Ont. Get a supply to-day without fail.

THE DATE FIXED FOR TAKING VOTE

CITY COUNCIL PASS C. P. R. HOTEL BY-LAW

Question Will Be Decided on September Fifteenth—Drriad Asks Exemption From Taxation.

The City Council met last evening with His Worship in the chair, and all the members present with the exception of Ald. Yates. The council considered the C. P. R. Hotel By-Law, which was finally passed, and the day for taking the vote fixed for September 15th.

A communication was read from the C. P. R. stating that the agreement in connection with the hotel project had been forwarded. His reading was greeted with applause on the part of many of the aldermen.

It was decided that the letter should be received and filed and the city engineer informed that a by-law would be submitted at once.

The patronage of the council was asked for an Act Home to be given for the Old Women's Home. The letter was filed and the request granted.

The Liberal-Conservative Association asked permission to stretch banners across the streets, one from their committee rooms and one on Bastion street. Ald. Barnard moved that the request be granted.

Ald. Dunsdale wanted to know what was the usual custom.

Ald. Kinsman thought the Conservative party would need all the help they could get.

Ald. Stewart thought it might be done under the approval of the city engineer. This was agreed to.

Mr. Grant wrote concerning a permanent sidewalk in front of his residence near Point Blanche bridge. The communication was referred to the city engineer to report.

Donald McLean wanted more light on Ontario street. This was referred to one electric light committee to report.

Bodwell & Duff writing on behalf of the proprietors of the Drriad hotel sent the following letter:

Messrs. Redon & Hartnagle, proprietors of the Drriad hotel, have requested us to communicate with you upon the subject of the proposed aid to be given to the hotel about the erection of the hotel on the Pacific railway, the agreement for which has been published in the press.

While our clients recognize the advantages to accrue to the city generally from the erection of the hotel of the class referred to in the agreement, under the management of a large corporation like the Canadian Pacific railway, still they wish to call your attention to the hardship which will be inflicted upon them. Their business will be directly and immediately prejudiced by the construction and operation of a new hotel. If this enterprise were undertaken in the usual course of business, it would accept it as one of the risks of their business. Such is not exactly the case. The new project is receiving very great advantages from the proposed action of the corporation, and our clients think it is not right that the city should as a municipal body give one set of individuals a direct advantage in business over others who have been treated in the same manner and are engaged in the same line.

The new agreement calls for a minimum investment on the part of the Canadian Pacific railway of \$300,000. Our clients have already in connection with their business, made an investment nearly as great if not equal to that amount. It does not seem unreasonable, therefore, that they should be placed upon an equal footing with the new enterprise, insofar as municipal assistance is concerned, and they have instructed us to formally prefer before you a request that the Drriad House should receive the same exemption from taxation as the same bonus of water rates as is proposed to be given to the new undertaking. If this is done it will not materially increase the bonus which the council are already willing to grant to the C. P. R. Company, and while it will encourage that company to make an investment which we all hope will advance the material prosperity of Victoria, it will do so without inflicting an unnecessary hardship on those already engaged in the same business here, and whose interests will be immediately and permanently interfered with by the new undertaking.

BODWELL & DUFF.

Ald. Barnard moved that it be received and filed, and that the writer should be informed that the council did not see its way clear to grant the request.

Ald. Stewart seconded the motion.

His Worship wanted to know if it would not be advisable to refer this to a committee.

The motion of Ald. Barnard was carried.

T. Worthington wrote complaining of Goodacre's slaughter house, and stating that unless something was done to abate the trouble he would take legal steps.

Ald. Goodacre stated that the building was not used as a slaughter house. The stench complained of was more likely from an alleyway at the foot of Cormorant and Pignard streets, for which Mr. Worthington was managing trustee.

It was decided to inform the writer that the building complained of was not now being used as a slaughter house.

Another communication referring to the need of light on Ontario street was referred to the electric light committee.

The following communication was read from the building inspector:

As requested, I have examined the plans and specifications re Carnegie library building, as altered to comply with the original designs passed upon by the judges, and would respectfully report as follows, viz: The design of the building is not changed in any way since the last report, except a small window on the west elevation, but the plans on the section are sealed down to the original. I find that the specifications call for the stone work on the west bay, north end elevation, and stack room to be "rock face work." The descriptive

letter states that all the jamba and the narrow courses are to be dressed on the face. The columns in front of the two upper windows, as shown on the original plans, are left on the rough, by the new plan, one part of the book stack room facing the west is shown now of brick. In my opinion this complies with the descriptive letter. The granite base, or water table, over the top of the basement windows, is shown on the original plan as "moulded," the new specifications call for this to be weathered.

The heating apparatus is now specified and the radiators shown where required. This was not on the original.

These are all the changes I can discover between the present and the original plans, except such as were required to put the plans in shape for contractors to figure upon, and those which I mention in my former report as to the alternative Yates street front.

WM. W. NORRHCOTT.

Ald. Vincent moved that the communication be laid on the table to be taken up by the streets, bridges and sewers committee on Wednesday evening.

On motion of Ald. Grahame it was decided that the council at its rising start adjourn until 8 o'clock Wednesday night in order to consider this.

The communication was accordingly laid on the table.

The city clerk reported that the following letter had been referred to the city engineer:

I have the honor to inform you that since the last meeting of the city council the following communications have been received and referred to the city engineer to report, viz:

R. H. Swinerton, secretary B. C. Agricultural Association, asking that Cadboro Bay road be repaired before the forthcoming exhibition.

Miss L. Harris, calling attention to the need for a sidewalk on William street, Victoria West.

Ms. E. Palmer, re condition of the sidewalk on Pine street.

M. A. Morrison, again directing attention to the condition of the street in front of 204 Superior street.

W. Allan and three others, petitioning for a sidewalk on the east side of Dallas avenue.

The finance committee recommended the payments of accounts to the sum of \$10,394.42. The accounts were ordered to be paid.

The finance committee further recommended the payment of \$11,171 for improvements to Bastion and Langley streets. These also were ordered to be paid.

Ald. Goodacre's motion for leave to introduce the C. P. R. Hotel By-Law was carried unanimously.

The by-law was read its first and second readings, and was considered in committee of the whole.

The by-law was approved with slight amendments, and the report adopted, after which it was read a third and finally passed.

It was decided that the by-law should be submitted to the electorate on Tuesday, September 15th.

ORGANIZATION COMPLETE.

Liberals of the Skeena Ready For Fight—P. Herman Will Tour District Shortly.

Chilliwack—Chas. W. Munro, Liberal; J. L. Atkinson, Conservative.

Comox—F. McB. Young, Liberal.

Cowichan—J. N. Evans, Liberal; E. M. Skinner, Conservative.

Cranbrook—Dr. Jas. H. King, Liberal; Theo. Cavint, Conservative.

Esquimalt—John Jardine, Liberal.

Grand Forks—Nell McCallum, Liberal; Geo. A. Fraser, Conservative; John Hordan, Socialist.

Islands—T. W. Paterson, Liberal; H. W. Bullock, Conservative.

Lillooet—Dr. G. Samson, Liberal.

Nanaimo—H. H. Hawthornthwaite, Socialist.

Nelson—S. S. Taylor, Liberal; John Houston, Conservative.

Newcastle—D. W. Murray, Liberal.

Okanagan—E. W. Sterling, Liberal; Price Elison, Conservative.

Revelstoke—Thos. Taylor, Conservative.

Similkameen—W. J. Snodgrass, Liberal; L. W. Shafter, Conservative.

Skeena—P. Herman, Liberal; C. W. D. Clifford, Conservative.

Slocau—W. Hunter, Conservative; Wm. Davidson, Labor.

Greenwood—B. Brown, Liberal; Dr. J. E. Spaulk, Conservative.

Kaslo—J. Retalick, Liberal.

Fernie—E. C. Smith, Liberal; J. McPherson, Socialist.

Vancouver—F. Williams, Labor; A. G. Perry, Labor; E. Burns, Socialist.

Yale—Stuart Henderson, Liberal; T. O. McManan, Conservative.

Ymir—A. Parr, Liberal; Harry Wright, Conservative.

Kamloops—F. J. Deane, Liberal; F. J. Fulton, Conservative.

The above have been duly selected as candidates for the forthcoming elections.

The Conservatives of Esquimalt are contemplating calling a convention in the course of a short time for the purpose of selecting a candidate. While the impression prevails that C. E. Pooley will likely be the choice of the convention, his name is not the only one mentioned. D. W. Higgins has been spoken of as a probable candidate. It would thus appear that there might be a little rivalry between the ex-Speakers of the legislature for the nomination. Prominent Conservatives in the riding are determined upon this occasion to hold a representative convention, and thus arrive at the wish of the party in the district before allowing any name to be put in nomination.

A correspondent writing from Port Essington says: "The provincial election campaign in this district, so far as the Liberals are concerned, has scarcely yet begun. The effort to date has been directed to the perfecting of the party organization, and the placing of names on the voters' list. This latter work has been carried on with great energy by the Liberal committee, and it is owing chiefly to their efforts that over 100 voters will be enabled to vote at the elections this fall, for otherwise their names would never have reached the lists through the government's method of collection. The lists are now closed, showing an aggregate of 542 voters, which is not likely to be appreciably altered by the Court of Revision, which sits at the north end of the list. Of the total number registered, not more than 350

votes will be polled. This is owing to the large numbers of people engaged in the fisheries, who, before October 31st, will have removed from the constituency for the winter.

"There are still some nine weeks between the present date and election day, and with the fine organization which the Liberals have now effected there is abundance of time to fight the battle bravely; they are convinced will be a winning one."

"Peter Herman, the Liberal candidate, who carries on an extensive cannery and mercantile business here, has as yet been unable to make a tour of the constituency, but with the close of the canning season, in a week or ten days, he will devote himself wholly to the campaign until the last vote is polled."

The opponent, Mr. Clifford, appears to have, in racing parlance, 'shot his bolt' before getting half way round the track. For several weeks he has been going about the constituency, but there are few of that stamp on the coast. His campaign which usually indicates success. His great defect, from a party point of view, in this campaign, is the utter lack of organization in the constituency in this district. Mr. Clifford is therefore depending on the efforts of provincial government officials to return him again to the legislature. He is leaning on a broken reed, for the majority of the voters in the district are properly discounted by a full electorate, but many of the officials themselves are standing strictly aloof this year from interference in election politics. Mr. Clifford has now been up and down the Skeena, and the cold comfort that was given him at his Esquimalt meeting recently, even when Premier McBride and Attorney-General Phillips were present to support him, has been his constant diet ever since. Of course he could not and did not expect much from the Skeena, but it is his boast that every day under his hand, from the riding he will make it up at Bella Coola. Now Bella Coola has always in the past voted overwhelmingly Liberal, but Mr. Clifford bases his hope of success on some public work which was done by the late government which were put in by the late government but which had already been scandalously long deferred by the present government. Mr. Clifford had supported, and the Bella Coola people are aware of that fact. And it is to be inferred that the Bella Coola people are to be bribed by the tardy execution of their own work among themselves? It was either the duty of the government to spend the money or it was not. But what a funny thing it all is. The government that expended the money for the Bella Coola improvements is not the government that Mr. Clifford is now supporting. Much to the contrary, Mr. Clifford is now supporting a government whose prime motto is the execution of the opposition to the government which gave Bella Coola its improvements.

"What the people want here is the railway—the transcontinental railway—and their votes will go for that, and for all other considerations. And properly so, for they will be among the chief beneficiaries of that railway."

J. D. Prentice has, it is said, finally decided to run for the Liberal nomination for Lillooet. Mr. W. Smith will not re-enter public life, and it now looks as though Mr. McDonald, of Lillooet, would be the Conservative candidate.

THE PALL OF RHEUMATIC PAINS.

When a sufferer finds permanent relief in such a meritorious medicine as South American Rheumatic Cure, how glad he should tell it. C. W. Mayhew, of Thamesville, Ont., couldn't walk or feed himself for months—four years ago three bottles of this cure remedied him—not a pain since—his that encourages him to recommend it to all suffering. Sold by Jackson & Co. and Hall & Co.—22.

DEATH OF REV. A. FRASER.

A Respected Minister of the Presbyterian Church Passed Away Wednesday.

Rev. Alexander Fraser, minister of the Presbyterian churches of Oak Bay, Spring Ridge and Cedar Hill, died Wednesday morning at his late residence, 104 North Chatham street, after an illness of two weeks.

Deceased was born in Inverness, Scotland, 55 years ago, and received his theological training in Knox College, Toronto. He was ordained to the Gospel ministry in 1878, and served the church in the pastorate at Ororo, Ontario, Comox, B. C., San Pedro, Cal., and Victoria. His last charge, he held since 1890. In all duty he was a faithful servant of the Master, who sought "not to be ministered unto, but to minister."

The news of the death of the pastor of Spring Ridge Knox Presbyterian church will be received with general regret throughout the city. He was known not only to his own congregation or to the branch of the church to which he belonged, but to the entire community as a most faithful pastor.

He leaves a widow and one daughter to mourn his loss.

The funeral has been arranged for Friday afternoon at 2:30 from Knox church, Spring Ridge.

Wood's Phosphodin.

The Great English Remedy, is an old, well established, and reliable preparation. Has been used for over 60 years, and is now recommended as being the best cure for all kinds of nervous debility. It promptly and permanently cures all forms of Indigestion, Emotions, Spermatorrhoea, Impotency, and all other nervous debilities. It is a safe and reliable drug.

Windsor, Ont., Canada.

Wanted—Reliable man to sell for the large Fonthill Nurseries, largest and best assortment of stock; liberal terms to workers; pay weekly; quite free; exclusive territory. Stone & Wellington, Toronto.

MORE ABOUT THE FLOOD AT CHEFOO

CASUALTIES TOTAL OVER THREE HUNDRED

Fire on the French Liner Tonkin Steamer Heathforth's Warm Experience.

There is considerable war talk in the Oriental papers, which arrived on the liner Empress of China on Tuesday, but the public are becoming wearied of the interminable announcements, predictions and threatnings from "authoritative sources" which are being hurled at them by some papers every time a trans-Pacific steamer arrives.

Accounts of the flood at Chefoo, news of which was received by cable, show that the disaster was far more than originally indicated. The Chefoo correspondent of the Shanghai Mercury writes as follows:

Yesterday, Sunday, the 29th July, will long remain a memorable day in the minds of residents here. At intervals through Saturday night it had rained hard at times, and on Sunday morning about 11 it seemed that things were working up for a final effort. Peel after peel of thunder, interspersed with vivid flashes of forked lightning, made the scene a lurid one, while the wind flew from one quarter to another as if seeking for a new point to blow from, and then, although on the town level it was raining as hard as anyone can imagine it possible, somewhere up in the hills at the back of the town there must have been a cloud burst of some such disturbance, the volumes of water which came tumbling down the already full-flowing creeks and gullies overspread the banks in many places and carried away houses, trees, buildings of all sorts, and, as the water rose, sweeping all before it, rushed seaward, only to be stopped by the incoming nearly high tide, which caused the rushing water to flood all low lying parts of the town.

So sudden was the rise of the water and so little contemplated the occurrence that no one had time to do much, stores being flooded, and extensive damage occurred in many directions to goods stored on the ground floor.

A foreign resident states that the scene was awful, as from that position they could see vast volumes of water rushing down the hill, carrying houses, mules and individuals as it swept seaward. It is at present impossible to estimate the loss of life, but the distress of those who are left homeless and destitute, is very apparent. Some idea of the force of the water may be gathered from the fact that at one point where some 400 tons of Welsh coal was stacked, belonging to E. L. Mondell, Ltd., the whole lot was swept into the sea. The beach is still strewn with beams, trees, logs and all sorts of wreckage, and although some thirty bodies (Chinese) have already been removed, more are still appearing on the East Beach, and the loss of life on the West Beach, where the dwellers are much more packed, must be awful. The customs authorities already say 200 to 300 have been drowned and probably the real total will never be known.

A Kobe exchange of August 4th says: The British steamer Heathforth, which left here for New York, via ports, on the 1st inst., has been wrecked. She broke out between Singapore and Colombo. She left Singapore on June 24th and all went well until about three days out of Colombo, when she broke out in the rough seas, presumably through spontaneous combustion. Notwithstanding efforts made by the crew to put out the fire it spread rapidly. From the bunkers the fire burned through the wooden hull of No. 2 hold and set fire to the cargo stacked there. The cargo included 2,000 cases of firing crackers, and the fire rapidly spread. Captain Muller managed to make Colombo on July 4th and arrived here on the 11th. The steamer was anchored far away from the shipping at the extreme end of the harbor, towards Mutwal, and all day long on the 5th of July water was pumped into the rough seas, but the fire broke back to place of commencement, containing in all 100 acres of land more or less.

April 24th, 1903. FILLIP JACOBSEN.

Notice is hereby given that 60 days after date I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase the following described tract of land, situated in the Coast District, beginning at a stake marked R. L. M. S. W. corner, and adjoining Phillip Jacobson's N. W. corner post; thence following Jacobson's location on the north side 20 chains; thence 80 chains in a northerly direction; thence 20 chains more or less; thence following the shore line of the Khyex River in a southerly direction 80 chains more or less; to post of commencement, containing in all 100 acres more or less.

June 24th, 1903. R. L. M'INTOSH.

Notice is hereby given that 60 days after date I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase the following described tract of land, situated in the Coast District, beginning at a stake marked R. L. M. S. W. corner, and adjoining Phillip Jacobson's N. W. corner post; thence following Jacobson's location on the north side 20 chains; thence 80 chains in a northerly direction; thence 20 chains more or less; thence following the shore line of the Khyex River in a southerly direction 80 chains more or less; to post of commencement, containing in all 100 acres more or less.

Dated April 24th, 1903. E. LORENZ.

THE ONLY AUTHORIZED "LIFE OF POPE LEO XIII."—Written with the endorsement, approbation and blessing of His Holiness, by Mr. Bernard O'Reilly, who was summoned to Rome and appointed by the Pope as his official biographer. The book is endorsed by Donato Sbarretti, Papal Delegate for Canada, and is approved and recognized by all Church authorities as the only official biography of the Pope. Over 800 pages, magnificent illustrations, published in French. Best edition by Mr. O'Reilly. Elegant outfit free. The John C. Winston Company, Toronto, Ont.

The Kobe Herald of August 5th says: An enquiry was held at the British consulate, Shanghai, on the 29th ult., in

to the circumstances attending the death of D. V. Sloan, fourth engineer of the S.S. Indravelli, whose body was found in the river on July 25th. The coroner, the N.C. Daily News states, read a letter from R. Craven, master of the Indravelli, reporting the death of Sloan by drowning, and stating that he would report the matter to the court in Moji. The jury returned a verdict that deceased met his death by drowning, but there was not sufficient evidence to show how he came into the water.

The United States marine court at Shanghai, which inquired into the stranding of the sailing vessel Carrier Dove, in their finding said: "It appears that both masters mistook the occulting light at Shawshevan for the revolving light at the North Saddle, an error the more natural as both are white lights, and as it was in exactly the position relative to the ship in which the latter would be according to the dead reckoning. We find that the captain of the Carrier Dove used all reasonable caution to ascertain the ship's position and cannot be blamed for the stranding of the vessel."

Two Japanese river gunboats for the Yangtze are now being built in England. One is in course of construction at the Yarrow yard, and the other at Thornycroft. These vessels are of 200 tons burthen and draw only two feet of water, being similar in type to the British river gunboat Woodruff. The gunboats will carry six quick-firers. The vessels are to be brought out to Shanghai in pieces and put together there immediately upon arrival.

A lively fire broke out on the French mail steamer Tonkin at Kobe early this month. No lives were lost, but the steamer was badly damaged.

The Tonkin is a steel twin screw steamer of 6,364 gross, 2,327 net tonnage built by the Messageries Maritimes in 1898. Her length is 446.2, beam 50.9, draught 30.1 and she is registered at Marseilles.

BATH BRUSHES SOAPS GOODS

A great variety. Bath Towels, Nail Brushes, Sponges, Corn Plasters, Cream Files, Shampoo Cream, Hair Tonic, Toilet Powder, Toilet Water, etc. We should like to supply you with whatever Bath Goods you need.

CYRUS H. BOWES

88 Government Street, Near Yates Street. VICTORIA, B. C. TELEPHONES 425 AND 450.

MINERAL ACT. CERTIFICATE OF IMPROVEMENTS. NOTICE.

Little Bantam Fractional Mineral Claim, situate in the Chemalun Division of Victoria Mining District. Where located: On Mount Sicker, adjoining the "Bellevue" Mineral Claim on the east and the "Leona" Mineral Claim on the west. Take notice that the Chief Commissioner of Lands and Works for the purpose of obtaining a Crown Grant to the above claim.

And further take notice that action under section 37, must be commenced before the issuance of such Certificate of Improvements.

Dated this ninth day of July, A.D., 1903.

Notice is hereby given that 60 days after date I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase the following described tract of land, situated in the Coast District, beginning at a stake marked R. L. M. S. W. corner, and adjoining Phillip Jacobson's N. W. corner post; thence following Jacobson's location on the north side 20 chains; thence 80 chains in a northerly direction; thence 20 chains more or less; thence following the shore line of the Khyex River in a southerly direction 80 chains more or less; to post of commencement, containing in all 100 acres more or less.

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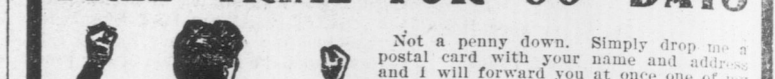
STENOGRAPHY

Typewriting, Bookkeeping, Penmanship, Business Law and Forms, Commercial Arithmetic, Correspondence, etc., taught thoroughly and practically. See the above list of articles of 800 more or less.

W. E. MEDD, VICTORIA, B. C., July 21st, 1903.

PAGE FENCE. This is the Page standard eleven bar wire fence. Coll. spring wire not eroded—takes up the slack in summer, does not become too tight in winter—regulates its own tension all the time. The uprights in one piece and a strain of 36 tons. Common wire is split and will break at 20 pounds. Page wire, ornamental fences, poultry netting, are standard the world over. The Page Wire Fence Co., Limited, Walkerville, Ont. St. John, N.B., Montreal, P.Q. 12.

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I WILL TRUST YOU. This modern Belt is the most perfect and complete ever invented. It will cure all cases of Rheumatism, Variocoele, Indigestion, Lumbago, Weak Back, Kidney, Liver and Stomach Complaints, Losses and those weaknesses caused by abuse and excess. I will also stand absolutely FREE.

A beautiful illustrated Medical Book, which should be read by all weak men. This will be sent free, sealed in plain wrapper, all charges prepaid. It is free and can be had for the asking. Don't neglect this splendid opportunity to regain your health. Write to-day.

DR. B. C. MACDONALD, 2362 ST. CATHERINE ST., MONTREAL, QUE.

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The Paterson Shoe Co. Ld.

(WHOLESALE AND RETAIL) Boots and Shoes, Rubber Boots, Etc.

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CYCLOPS STEEL WORKS, SHEFFIELD, ENGLAND.

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MINERAL ACT. (Form F) CERTIFICATE OF IMPROVEMENTS. NOTICE.

Mildred Mineral Claim, situate in the Victoria Mining Division of Chemalun District. Where located: On Mount Brenton, on the eastern slope of the mountain and to the westward of the Holyoke Mineral Claim.

Take notice that I, Alexander Duncan McKinnon, Free Miner's Certificate No. 819024, for myself and as agent for Edward Calder, Free Miner's Certificate No. 819022, intend, sixty days from the date hereof, to apply to the Mining Recorder for a Certificate of Improvements, for the purpose of obtaining a Crown Grant to the above claim.

And further take notice that action under section 37, must be commenced before the issuance of such Certificate of Improvements.

Dated this third day of August, A. D., 1903. A. D. MCKINNON.

STENOGRAPHY

Typewriting, Bookkeeping, Penmanship, Business Law and Forms, Commercial Arithmetic, Correspondence, etc., taught thoroughly and practically. See the above list of articles of 800 more or less.

W. E. MEDD, VICTORIA, B. C., July 21