

Victoria Daily Times.

VOL. 29.

VICTORIA, B.C., SATURDAY, MAY 13, 1899.

NO. 58.

BELTS

By Express.

Another shipment of Belts has just arrived.

NEW DESIGNS. FANCY BASKETS.

Also 2 Dozen More Choice Blouse Sets of Pins and Buttons.

Challoner & Mitchell,

JEWELLERS.

47 GOVERNMENT STREET
PHONE 675

Studying the Wants Of the Times

Has been one of the methods by which we have attained leadership in our business.

ONE OF OUR SPECIAL DEPARTMENTS IS

COTTON UNDERWEAR

And to-day we are showing

White Skirts from \$1.00.
Our Leaders are \$1.25 and \$1.50.

Night Gowns, beautifully trimmed, from \$1
Corset Covers, all sizes, from 35c.
Trousseau Outfits a specialty.
Corsets in all popular makes.

The Hutcheson Co., Ltd.

The Westside.

It Comes High BUT WE MUST HAVE IT.

Ferry—Vancouver or Port Angeles, and harbor schemes are necessities. Why not go in for the best? The days of something for nothing never existed. The common necessities of life must be paid for. Luxuries are expensive, but you can save money by paying CASH.

Domestic Creamery Butter.....30c lb
Manitoba New Creamery Butter.....25c lb
Manitoba New Dairy Butter.....20c lb
California Roll Butter.....40c roll

Dixie H. Ross & Co.

A SPADE IS A SPADE

and there's nothing gained in calling it anything else. But there are

Spades and Spades

Nicholles & Renouf, Ltd.

Cor. Yates and Broad Sts.,
Victoria, B.C.

Business Suits ..Bicycle Suits..

\$6.25, \$7.75, \$9.00, \$12.00 \$4.50, \$5.00, \$6.50, \$8.75

SEE OUR \$2.00 HAT

STIFF AND FEDORA. 23 DIFFERENT STYLES

B. Williams & Co.,

Clothiers, Hatters and Outfitters,
97 Johnson Street.

Eastern Tailor-made Suits to measure.
Fit Guaranteed. \$14.00, \$16.00, \$18.00.

To CANNERYMEN

A PATENT RETORT AND STEAM BOX DOOR

On exhibition under pressure of steam. Can be opened and closed in one minute. A perfect steam-tight door.

T. SHAW'S

MARINE IRON WORKS, VICTORIA, B.C.

WALL PAPERS

A carload of fine Wall Papers just arrived.

A large assortment of the latest designs.

Some Handsome Friezes and Ceilings

For Ingrain Papers

J. W. MELLOR

76-78 Fort St.,
Victoria, B.C.

FOR SALE

On Somers Lake, 2 1/2 Miles From Duncan's Station

250 Acres All Good Farming Land

Partly cleared and cultivated, 45 acres under first-class fruit trees. Dwelling of nine rooms; bath, hot and cold water and other conveniences. Barn with accommodation for 45 head of cattle. Whole farm fenced. Will be sold as a whole or in tracts of 50 acres and upwards. For particulars apply 40 GOVERNMENT ST. or MR. E. MUSGRAVE, on the premises.

Guaranteed Razors

We have a line of the best manufactured, every one of which we guarantee to give satisfaction. Also a choice assortment of Strops and Shaving Brushes.

JOHN COCHRANE,

CHEMIST, N.W. Cor. Yates and Douglas Sts.

Let Us Fill Your Prescription.

AGUINALDO WANTS ADVICE.

He Thinks It Will Take a Long Time to Conquer the United States Troops in the Philippines.

Manila, May 13.—Aguinaldo has issued orders that all foreigners must leave insurgent territory within 48 hours. There are only a few commercial men there, mostly English and German. Aguinaldo believes that by refusing them the rights of non-combatants he can force their government to recognize the belligerency of his so-called government, in order that they may treat for the safety of their subjects.

A Filipino priest has brought to Father McKinnon, chaplain of the First California Regiment, a copy of a letter written by Aguinaldo to General Treas, asking his opinion as to the advisability of surrendering, saying: "I fear the long warfare that will be necessary to conquer the United States will drain the country's resources too much."

Manila, May 13.—The Filipinos have resumed the attempt to induce the Americans to dignify the situation.

WITHOUT FEAR OR FAVOR.

Ottawa, May 13.—There was a discussion in the House yesterday regarding the unfairness of the customs decision which allowed the American steamer John H. Barr to be entered at Dawson at the customs valuation of \$10,000 to ply on Canadian-Yukon waters, when the value of the steamer was much higher.

Mr. Anley Morrison, New Westminster, admitted that the vessel was worth at least \$90,000. Mr. Morrison said that if it were true she had been entered at \$10,000, the collector at Dawson should be dismissed.

White window muslin, fancy window muslin, colored window muslin, and all kinds of cash nettings at Well's.

WILLIAM F. BEST

ANALYTICAL CHEMIST

(Heidelberg and Leipzig). Late Analyst for the Province of British Columbia. Office, 28 Broad Street, opposite Dr. Reid Hotel, Victoria.

ORIENTAL BAZAAR

Japanese Fancy Goods.

Bamboo and Wooden Furniture Made to Order.

Furniture Repairing.

Branch Store, 150 Govt. St., next Victoria Hotel, 90 DOUGLAS ST.

ICE HYDROX

The entire plant of the B. C. Cold Storage & Ice Works has been renovated at an expense of \$1,000. The filtration and distillation is now perfect, and nothing can be more absolutely pure than our Ice and Hydrox.

TELEPHONE 44

W. JONES,

AUCTIONEER,

City Auction Mart, 73 Yates St.

Offers by private treaty, one of the choicest and largest farms near the city of Victoria, at a very low price, to command a ready sale. No responsible offer refused. Correspondence solicited.

W. JONES, Sole Agent.
This is a genuine snap.

DOG FOOD

Smith's Dog Biscuits for working dogs. There's nothing better. No preparation is needed to feed these biscuits. They keep the dog healthy, and no other food is necessary.

For Sale by All Dealers and M. R. Smith & Co.

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THE NIVANA TEA COMPANY.

R. T. COOPER, Wholesale Agent.

"If any such Nirvana is to cease, say unto such may he, 'St. Edw. Arnold is the 'Light of Asia.'"

NOTICE.

Notice is hereby given that application will be made by the undersigned, Sarah Jensen, at the next sitting of the Board of Licensing Commissioners of the city of Victoria for a transfer from the said Sarah Jensen to Henry C. May of the retail liquor license now held by her of the premises situate on Court Alley, in the city of Victoria, known as the Boomerang Saloon.

SARAH JENSEN.

Dated this 12th day of May, 1899.

NOTICE.

Notice is hereby given that at the next sitting of the Board of Licensing Commissioners of the city of Victoria, on the 15th day of May, 1899, John McPherson and Hugh Simpson, intend to apply for a transfer to Ferdinand E. Newberger, of the license held by us to sell spirituous liquors by retail on the premises known as the Jubilee Saloon, situated on Johnson street, in the city of Victoria.

Dated the 12th day of May, 1899.

JOHN McPHERSON,
HUGH SIMPSON.

Witness: S. L. CHAMBERLAIN.

NIRVANA

The best of all CEYLON TEAS

NIRVANA is all packed in Ceylon in cartons with labels. It is not blended with any other tea. Price, 30c, 40c, 50c, and 60c per lb. Write your order for a sample of this delicious tea.

VICTOR BICYCLES.

The highest grade possible to make. At the same price as low grade makes.

VICTORS sell for \$55.00
STEAKS \$20.00
IMPERIAL \$40.00

First-class repair work.

JOHN BARNESLEY & Co.

119 Government street.

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The highest grade possible to make. At the same price as low grade makes.

VICTORS sell for \$55.00
STEAKS \$20.00
IMPERIAL \$40.00

First-class repair work.

JOHN BARNESLEY & Co.

119 Government street.

Victoria & Sidney RAILWAY.

Trains will run between Victoria and Sidney as follows:

DAILY:
Leave Victoria at.....7:00 a.m., 4:00 p.m.
Leave Sidney at.....6:15 a.m., 6:15 p.m.

SATURDAY:
Leave Victoria at.....7:00 a.m., 2:00 p.m.
Leave Sidney at.....8:15 a.m., 5:15 p.m.

SUNDAY:
Leave Victoria at.....9:00 a.m., 2:00 p.m.
Leave Sidney at.....10:15 a.m., 5:15 p.m.

HERE ARE THE SCHEMES

All the Proposals Made or Likely To Be Submitted Grouped at a Glance.

FROM THESE VICTORIA MUST CHOOSE ONE

Comparison of the Two Largest Undertakings and Their Claims to Acceptance—Plenty of Food for Thought—Public Versus Private Ownership of Vast Public Utilities—For the People to Decide.

As promised we lay before the readers of the Times the various plans and proposals now under consideration by the representatives of the people, and the alternative schemes which are available in the event of no action being taken on any of the first named. We have endeavored to make the statement as brief as possible and to reduce to paragraphs the advantages and disadvantages of each, while trying to preserve strict impartiality.

In the case of the plan submitted by the E. & N. Railway Company and the scheme of harbor improvement projected by Mr. Thomas C. Sorby, we have taken the liberty of departing from the rule followed in the other cases, for the reason that the two are absolutely antagonistic, and also because the acceptance of the one would mean the killing of the other. We have carefully gone over the figures and tried our best to ascertain all the facts in relation to each, and to take a perfectly dispassionate view of the two plans. That the reader may obtain what is called a bird's-eye view of the two schemes, we have set the salient features of the two in parallel columns. Herewith is a list of the definite proposals, grouped under their respective heads, followed by the schemes which may be proposed as alternatives. On the editorial page will be found a more extended review of the question.

- #### PLANS SUBMITTED.
- (1) SORBY HARBOR IMPROVEMENT. (Public ownership.)
 - (2) ESQUIMAULT & NANAIMO RAILWAY COMPANY, MAINLAND CONNECTION. (Private ownership.)
 - (3) PORT ANGELES & EASTERN RAILWAY, CONNECTION WITH AMERICAN LINES. (Private ownership.)

- #### POSSIBLE PLANS.
- (4) VICTORIA & SIDNEY RAILWAY EXTENSION TO END OF SAATCHI PENINSULA, FERRY TO POINT ROBERTS. (Semi-public ownership.)
 - (5) REVIVAL OF DE COSMOS ROUTE. (Private ownership.)
 - (6) BONUS TO CANADIAN PACIFIC NAVIGATION COMPANY TO RUN INDEPENDENT FERRY TO ANY DESIRED POINT. (Semi-public.)
 - (7) EXTENSION OF OUTER WHARF, BRIDGE ACROSS HARBOR ENTRANCE.—CONNECTION WITH VICTORIA AND SIDNEY BY BRINGING THAT LINE ACROSS EAST SIDE OF CITY TO WATER FRONT AT WEST SIDE OF ROSS BAY, AND THENCE ALONG SHORE TO OUTER WHARF; ALSO WITH E. & N. RY. CO. BY MEANS OF BRIDGE MENTIONED. (Semi-public.)

- #### SORBY VERSUS DUNSMUIR.
- #### THE TWO ANTAGONISTIC SCHEMES COMPARED IN THEIR MAIN POINTS.
- | Dunsmuir Project.
Private Enterprise. | Harbor Improvement.
Enterprise Vested in the Public. |
|--|--|
| 1. Cash bonus to be paid by the ratepayers to E. & N. Co. \$700,000. | 1. No bonus. Self-supporting. |
| 2. Purchase of 10 acres of the Indian reserve by the ratepayers, to be handed over to the Company for their private use. Say \$50,000. (N.B.—The E. & N. cannot get this land themselves.) | 2. Ratepayers not required to pay anything. |
| 3. Ratepayers to obtain permission for the railway company to erect a bridge for their own use from the Indian reserve to Messrs. Rithet & Company's private wharf. (N.B.—Neither company could get this permission itself.) | 3. Removal of all present obstructions to navigation. Removal of present obsolete swing railway bridge, and the erection of a bascule traffic bridge, free from all charge to the ratepayers, operated and maintained by the Harbor Trust. |
| 4. Exemption from taxation for 15 years upon property used for passenger profit. | 4. Partial exemption from taxation for five years. |
| 5. Gift to the city of a bridge which would require for alteration, maintenance and repairs, say, \$10,000 per annum. | 5. Removal of that bridge without cost to the ratepayers. |
| 6. Gift to the city of present terminal property, of the nominal value of, say, \$100,000. | 6. Gift to the city of new bridge at Point Ellice, new bridge at Rock Bay, opening up of Orchard street to Work street; new bridge foot of Johnson street, placing Victoria West in direct communication with Victoria city; permanent way across James Bay, and maintaining bridge free of charge, say, \$900,000 and a charge of \$50,000 per annum. |
| 7. Annual charge for interest and sinking fund on the advance made to the company for their advantages, say, \$50,000. | 7. Guarantee; liability nil. |
| 8. Outlay by the Dunsmuir company in the city, toward which the ratepayers contribute \$750,000, say, \$1,400,000. | 8. Outlay on the harbor \$5,250,000. |
| 9. Advantages to shippers; possibly 25 per cent. per ton on the freight now carried from Vancouver by the C.P.N. steamers, \$1,000 per annum. | 9. The finest and most commodious harbor north of San Francisco, a general reduction of harbor dues and charges on all merchandise, and a vast increase in trade. |
| 10. Transcontinental terminus. | 10. With first-class harbor and transshipping facilities, all railways will probably desire to line up alongside the ocean carriers and want no bonus for securing the trade. |
| 11. Direct connection with C.P.R. | 11. Direct connection with the American system of railways, with the C.E.R. hurrying up to get its share. |
| 12. Possibility that the C.P.R. in attempt to extend system to Alberni may endeavor to acquire and may acquire by this city, and so destroy Victoria as terminal point. | 12. City of Victoria the practical owner of vast, self-supporting and lucrative estate, likely to gain commercial supremacy and ensure prosperity of the city. |
| 13. Properties to be assisted are private.—Would the city get full value for its money? | 13. Harbor improvement scheme is purely and entirely for the general benefit, and will be managed for the people by the people. |

Frightful Disaster

Passenger Train Filled With Excursionists Dashes Into an Express.

Twenty-Eight Persons Killed and Over Forty Seriously Injured.

Many Were Killed Instantly and Others Horribly Mangled and Maimed.

Survivors Tell of the Terrible Scenes Witnessed After the Collision

Reading, Pa., May 13.—A terrible rear end collision of passenger trains occurred about 10 last night on the Philadelphia and Reading Railroad at Exeter, a small station six miles below Reading, resulting in the loss of about 28 lives. Probably about forty others were badly injured, and of these many will die.

The express train for Philadelphia, scheduled to leave Reading at 8:20 p.m., was half an hour late in leaving. Meantime many passengers on the train from Harrisburg went aboard the Philadelphia express while it stood at Reading, but the number of Harrisburg passengers being too great to be accommodated on the express train, it was decided to send—

An Extra Train

to Philadelphia to run as a second section. A large number of people who went to the state capital to witness the exercises connected with the unveiling of Hartranft monument there yesterday were on the Harrisburg train.

The second section left here about 20 minutes after the express departed. At Exeter station the first train stopped for orders, and while standing was run into by the second section with terrific force, the latter train at the time running at a great speed. The locomotive ploughed through the two rear cars, reducing them to splinters, then mounted the end of the third car from the rear. The first car of the second train was also smashed.

The havoc wrought in the occupants of the cars was appalling. Many were crushed to death instantly,

while others were mangled and maimed in a horrible manner. Norristown was the home of the late Governor Hartranft and many from there had come to Harrisburg to honor his memory by participating in the unveiling of the monument.

The first train consisted of two express cars, mail and baggage cars, a combination car, two day coaches, a parlor car and a day coach in the order mentioned. The second train consisted of six day coaches, one of which had aboard a company of the 6th Regiment of National Guards, whose headquarters are at Norristown. Another car contained the members of the Montgomery House Company, of Norristown. The other four cars had regular passengers, including about 200 survivors of the 51 Pennsylvania volunteers, Hartranft's old command.

Upon recovering from the effects of the shock, those who escaped sent to work to rescue their morn.

Unfortunate Filled Passengers

Telegrams were hastily sent to Reading for assistance, and two relief trains with surgeons and nurses were dispatched to the scene. Medical aid was promptly rendered to the injured upon the arrival of these trains at the scene, and those who could be removed quickly placed on the trains and brought to the hospitals here.

The bodies of twenty dead were also brought here. Many dead have not been identified and now lie in the morgue awaiting the arrival of relatives or friends to make identification.

The list of injured so far obtainable number 26:

The signalman should have displayed the red and green signal for the special, but it is said he failed to do so, whether on account of the signal failing to work or not is not known. On several of the cars the engineer of the special could not see the train standing on the track ahead until too late.

The special tore into the express with a crash and the engine soon filled the air. Shrieks of agony soon filled the air. The railroad at the scene of the accident runs over a hollow, and the embankment on which the track lies is fifty feet high. Several passengers were hurled to the bottom of the embankment, but cars remained on the roadbed. The dead and wounded were thrown in heaps in the debris of the cars. Little damage, however, was done to the rest of the train. Most of the injured were brought to Reading, but many were sent to Norristown and Portstown, and some to Philadelphia.

General Burd Grubb, of New Jersey, ex-Governor of New Jersey, and United States Senator Boyce Pennock, of Philadelphia, were among the passengers on the Pullman car of the first train. Both were shaken up but not injured.

Senator Pennock, questioned by a reporter regarding the accident, said: "I was on the ordinary train but escaped with no injury, except a severe shaking up. The train is what is known as the 'Cannon Ball' express, and the special extra section of it."

Crashed Into the Ordinary Train

The regular train passed the signal tower all right, but orders were given for it to back towards Exeter, and this was done. We had only got back a very short distance.

(Continued on page 8.)

TRY

Campbell's Invisible Rose Leaf Face Powder.



Pure and harmless. In the East. Corner Fort and Douglas Sts.

OUR Prescription Department is Up-to-Date.

We are Reasonable. We are Prompt. We are Careful. We Buy the Best.

Free Art Classes

The Canadian Royal Art Union Limited, of Montreal, Canada.

Offers free courses in art to those desiring same. The course includes drawing and painting from still life, music and for magazine work.

The Canadian Royal Art Union Limited, was founded for the purpose of encouraging art, and distributing works of art at each of its monthly drawings, which are held on the last day of each month.

The Canadian Royal Art Union, Limited, 238 and 240 St. James St., Montreal, P. Q.

Next Drawing, Wednesday, May 13th.

Discussing Ferry Schemes

Citizens Committee of Fifty Debate the Proposed Angeles Connection.

Alternative Proposals--New Ones and Some Old Ones Revived.

The Citizens' Committee of Fifty at their meeting last night in the City Hall received the report of the sub-committee on railway connection upon the offer of the Port Angeles Eastern Railway Company, and after a long discussion, laid the matter over for further consideration.

The meeting was the largest and most interesting held since the organization of the committee, there being quite a large attendance of members and a considerable number of citizens evinced their interest in the subject under discussion by their attendance as spectators and by warmly applauding the various speakers.

There were several schemes discussed, although the meeting was supposed to be dealing only with the one embodied in the report. To confine the discussion to that one subject however was impracticable, it being necessary to refer to the others for purposes of comparison and to give effect to the arguments advanced on each side.

His worship the mayor presided, Mr. H. M. Grahame acting as secretary of the meeting in the absence of Mr. G. H. Barnard. Of the members of the committee there were present Messrs. Shakespeare, Powell, Beckwith, Korleiser, Edward Pearson, R. Seabrook, Pendray, Marchant, MacGregor, Taylor, Renout, Bone, Dalfain, Williams, Humphrey, Flumerfelt, McCandless, Brass, Holland, Drury, Langley, McPhillips, Chaloner, Paterson, Brydon and Munro.

The minutes of the last meeting were read and confirmed and the mayor then read the report of the railway subcommittee published in the Times last evening, and also the letter from the Port Angeles Eastern Railway Company, offering to build the ferry and passenger steamer to connect with Port Angeles, as printed in these columns, and asking a bonus of \$350,000. The other report of the committee asking for further time for the consideration of the proposal made by the E. & N. Railway Company, was also read, as well as the letter received from that company. The second report was received and the request of the committee for further time was on motion acceded to, and the business of the evening was commenced in answer to the mayor's question: "What shall we do with this report referring to the Port Angeles scheme, gentlemen?"

Mr. Shakespeare, as chairman of the railway sub-committee, said it gave him great pleasure to move the adoption of the report. He desired, before proceeding to discuss the report, to clear the way a little. It would be remembered that he had stated at one of the meetings of the committee that he was not interested in any way in Port Angeles, and had no property there. He had been told by one of the members of the committee that another member had said to him "Shakespeare would not be pushing this Port Angeles scheme so much if he had not large interests there." Mr. Shakespeare said he did not obtain the name of the gentlemen who made that statement, but it was very unfair. Either he had told the truth or he had lied, and he hoped that if the gentleman were present he would take the opportunity now presented for him to make the same statement again.

Mr. Shakespeare resumed his seat to afford the opportunity he referred to. But no one responded and he proceeded. There was another question that he

had referred to by those who had discussed this matter, and that was to the effect that the C.P.N. Co. should have been consulted in regard to the ferry scheme. The first thing the sub-committee did was to send one of the members to the C.P.N. Co. and ask them if they would take charge of the ferry scheme or take an interest in it, and they refused. The sub-committee believed in the people of the city being given the opportunity of doing the work, and hence the suggestion in the report that the construction of the boat, etc., should be divided as far as possible. Another thing. Some of the papers had been trying to make it appear that this scheme was an attempt to kill what he would call the Dunsmuir scheme. It was nothing of the kind, in fact Mr. Dunsmuir himself is in favor of our having as many railways as we can get. "The more the merrier," he says. Mr. Dunsmuir received the committee with the greatest courtesy. No one could have shown greater willingness to assist the committee than he. Mr. Shakespeare made the statement because it had been stated to the contrary and he desired to say that if the people were better acquainted with Mr. Dunsmuir and with them it would be a good deal better for all of us. (Applause.)

The speaker proceeded to rebut other statements alleged to have been made. For instance, that the Port Angeles scheme had not been properly placed before the people and that it was an after thought suggested by the Dunsmuir proposal. He denied both statements and showed that the Port Angeles proposal was before the people in detail some time before that of the E. & N. He also referred to the clear exposition which had been made of the scheme in the papers and at meetings of the committee, especially when Messrs. Atkinson and Cushing attended the last meeting.

Turning to the report Mr. Shakespeare said that what the committee had to consider was the financial aspect of the proposal which came up in the communication from the P. A. E. in response to the request of the committee that that company should submit a definite proposal. Of course railway men always ask for more than they expect to get, but the sub-committee, taking into consideration the fact that the benefit to accrue from the scheme, if adopted, would be mutual and of equal benefit to Port Angeles and to Victoria, thought that the cost of building the ferry, the steamer, the docks, etc., should be borne equally by the two cities. They also thought that the people here should be given an equal opportunity to do the work which would be entailed.

It had also been stated that the P.A.E. have no connection with the G.N.R. or the N.P.R. He thought they have all the connections they require. Messrs. Atkinson and Cushing had told them that the N.P.R. was sympathetic with the P.A.E., and that is all we know in connection with the C.P.R. and Mr. Dunsmuir. It did not stand to reason that the N.P.R. would raise any objection to any line working in conjunction with theirs. Whatever brought grief to the mill would be acceptable. The competition which would be brought about by the establishment of the line would be a great benefit to the people of Victoria. We have had a railroad all the time, but we want more advantage than that, we want two railroads, or more if we can get them. Mr. R. R. is in sympathy with the advocate of making the matter until the road was built and said such a policy was nothing more nor less than "a little more sleep, a little more slumber." (Cheers.) Victorians had been asleep too long. It was only necessary to look around and to consider the comparative value of real estate values to be convinced of that. He was not a prophet of "blue



The valor displayed by the soldier who leads his men into the midst of the carnage is recognized as a heroic and noble deed. The necessary recklessness of the man who counts death through some insidious disease is pitiable, but not admirable. That dread disease, consumption, slays more men and women than are slain by war, famine and pestilence combined. It is an utterly unnecessary slaughter. Consumption is curable. One of the most eminent specialists in the world, Dr. R. V. Pierce, for thirty years chief consulting physician to the Invalids' Hotel and Surgical Institute at Buffalo, N. Y., so pronounces it. He declares that thirty years ago he discovered a medicine that cures 90 per cent of all cases of consumption. The greatest medical work "The Common Sense Medical Adviser," the names, addresses, experiences and photographs of innumerable consumptives who have recovered are given. This wonderful medicine is known as Dr. Pierce's Golden Medical Discovery. It is the greatest of all known blood-purifiers and acting directly on the liver and kidneys active, makes digestion and assimilation perfect, renders the liver and kidneys active, makes the blood pure and fits it with the life-giving elements that build new and healthy tissue. It strengthens the muscular system, tones the nerves, pumps rich, red, healthy blood into every vital organ, and acting directly on the lungs drives out all impurities and disease germs. Thousands have testified to its benefits and its life-giving elements will not try to persuade you to take a worthless substitute for the sake of a little added profit. When baby is sick the mother needs to own a copy of Dr. Pierce's Common Sense Medical Adviser. It tells the home-treatment of all the ordinary ailments of the family, and every child at once stamps to cover cost of contents and mailing only, to Dr. R. V. Pierce, Buffalo, N. Y. For child's binding 50 cents.

"GRIPPY" COUGHS

If neglected, often end in Pneumonia, Bronchitis or Consumption.

Be on the safe side--Take Dr. Wood's Norway Pine Syrup and cure the cough at once.

Plenty of people in their graves now, who might have been alive to-day if they had cured the cough and cold associated with Grippé at the outset. It's an easy matter to do with such a remedy as Dr. Wood's Norway Pine Syrup.

It has a healing, soothing action on the air passages, and at the same time acts as a disinfectant of the respiratory organs, destroying the germs that produce serious lung complications.

Mrs. Alonzo H. Thurber, Freeport, N.S., says: I had a bad attack of La Grippé and my cough was so severe that I had great difficulty in breathing. After taking two bottles of Dr. Wood's Norway Pine Syrup I was completely cured.

There are plenty of "Pine" preparations on the market trying to live on the reputation and merits of Dr. Wood's Norway Pine Syrup, so always insist on the genuine. Price 25c. at all dealers.

ruin," but was simply stating what everyone knew to be the facts of the case. There was nothing that would help matters in that regard more than the connection with a transcontinental railway system and that was offered by the P.A.E. The result of that would be that we would get the people who come East over the C.P.R. and also the travel of those who go south from here to Portland and East over the American roads to Clatsop and New York, and where we now have hundreds of tourists we would have thousands.

As to the benefit obtained from competition, it was only necessary to refer to the change which had been made in telegraph rates since competition had entered. For instance, when the rate, without competition, to Port Angeles was formerly \$1 it is now 25c. Port Townsend, which was 85c., is now 25c., and Port Crescent, which was \$1.25, is now 25c. The best thing that could be done was to support a competition, and this could be gained by adopting the Port Angeles proposal, for a small amount of money.

He supposed there would be some opposition to the adoption of the report although he could not for the life of him see why there should be. The proposal was before them, and he thought it was a straight-forward and plain; it did not require the aid of a dictionary to understand it and he felt it was next to impossible to get a proposal which would be more favorable to Victoria. He therefore moved the adoption of the report. (Applause.) Mr. Williams took pleasure in seconding the motion. Mr. Shakespeare had dealt so fully with the subject and had said so much in its favor, in addition to having intimated that he might have something to add in reply to any opposition that was brought forward, that he would not be necessary for the speaker to say anything and he therefore contented himself with the simple seconding of the motion before the committee.

Mr. McCandless thought that before a scheme like that was adopted the committee should have a little more time for consideration. There were other schemes suggested and he would like to have them all discussed and the people of Victoria given the fullest opportunity of deciding which was the best. Unlike Mr. Shakespeare he had some property in Port Angeles, but he was not supporting any one, he thought there was one better than either of the two before the city at present. He had gone a little into the other scheme to which he referred and it was to have a ferry connection from Point Roberts on the mainland to Sidney. He believed that if the members of the committee would find, as he had been shown by one gentleman, that it is the best and the most feasible. He believed that if the citizens of Victoria would join hands and subscribe enough money to build a ferry between those two points we would have the Northern Pacific connection which he referred to, but if we had to pay \$150,000 he would rather see us build our own boat and operate our own ferry. Good boats are always good assets and if it should be that the ferry to Port Angeles did not pay, the citizens could utilize the boats for other purposes. It was certainly advisable that before endorsing any scheme the fullest possible information should be at hand. The Port Angeles scheme had already been endorsed as a principle but he would not care to support the giving of \$150,000 until some more reliable assurance was received in regard to the building of the road and the establishment of the transcontinental connection.

Mr. Shakespeare pointed out that nothing would have to be given to the Port Angeles people until they had built their road, but Mr. McCandless thought that would be the wisest plan to let them go ahead and build the road, or at least some more of it than they have yet built, before agreeing to bonus them to the extent mentioned.

Mr. McCandless was not wishing to move an amendment and retired in favor of some one else, but there being no one willing to do so, he moved "that the report of the sub-committee be laid on the table for further consideration."

Mr. W. H. Langley seconded the amendment, although he was not opposed to the scheme. He was not in favor, however, of paying this sum, or of undertaking to pay it, at present; it would be premature. He might not be well posted on the subject, but it seemed to him that as they were assured that the company was going to build the road anyway, it would make no difference to them whether this money was promised to them now or when they had completed the road. If, in any, three years or so, the company had not built the road and were able to give us the connection we need, then it will be plenty of time for us to come forward and offer them this inducement to come across to us. He could not see that they would be gaining anything by this precipitancy and he could not see that we were. It seemed unnecessary to make the offer now and after the discussion of the Port Roberts-Sidney and the Dunsmuir schemes, it might turn out that we would be in a position to say to the Port Angeles people you can come or not, you can accept our terms or not, but we have such arrangements as will ensure us what we need. We would certainly be in a position to make a better bargain. The scheme had already been endorsed and he would not see that it was necessary for more than that to be done.

Mr. Alex. Wilson from the audience asked if any of "these duffers" on the outside would be allowed to say something, and the mayor said he could not see how that could be allowed or the thing would never end.

As there seemed a general desire to hear Mr. Wilson, and he said perhaps the committee would get a little light if they allowed the outside duffers to talk, Mr. Renout moved that Mr. Wilson be allowed to address the committee and the motion carried amid applause. Mr. Wilson declined to accept the invitation to come within the hall, and when he received with hearty applause when he arose to address the meeting.

He said he believed it was proposed to give a bonus to the Port Angeles people and he wanted to know what for? We might be able to get connection with one American road. Within 75 miles of us we have one American road. If it runs into Blaine and 60 miles away we have another, the Great Northern. By building a ferry as he had spoken of, from Saanich to English Bluff, which is 46 miles from Victoria, connection can thus be made with two American roads. This scheme is well known to a great number. It was before the people some years ago and by some means was choked to death. He did not think the property owners of the city should be called upon to pay \$150,000 to the Port Angeles people, when for the same money they could get connection with two American roads.

Messrs. Bone and Shakespeare pointed out that they could not get the connection spoken of for the same money, and Mr. Wilson, misunderstanding the point they wished to make, viz, that it would cost more, proceeded to reply to them on the supposition that their meaning was the connection being gained with the two roads, so that his reply to their objection was not given.

He proceeded to suggest that Mr. Dunsmuir be asked to give his aid to this Sidney-English Bluff scheme. Mr. Dunsmuir might not suit the Y. S. Railway; Mr. Paterson, Mr. Wilson believed, had said he would be glad to sell it.

The late Hon. Robert Dunsmuir had said that as soon as the Yankes built to Port Angeles he would connect with them, but he believed in helping our own people first and that can best be done by securing the trade of the Fraser valley by means of this ferry from Sidney. It would be a total distance of 46 miles, 20 miles from Fingalston to the end of the Saanich peninsula and 26 miles from there to English Bluff.

(Continued on page 2.)

"Honesty is the Best Policy."

Never was a more pointed saying put into print, and yet to be honest only because it is policy is a poor kind of honesty. Better change "policy" to "principle" and the world will like you better. In the medicinal world there is one medicine honest for principle's sake--and that is Hood's Sarsaparilla.

It is the specific of the age for all blood troubles. The liver, kidneys and bowels are all toned up by its action as a cleanser and thus good health ensues. It never disappoints.

Rheumatism--I believe Hood's Sarsaparilla has no equal for rheumatism. It has done me more good than any other medicine I have taken. Mrs. PATRICK KENNEY, Brampton, Ont.

Bad Cough--After my long illness, I was very weak and had a bad cough. I could not eat or sleep. Different remedies did not help me but Hood's Sarsaparilla built me up and I am now able to attend to my work. MRS. JACQUES, Oshawa, Ont.

Blindness--"I have been troubled with headache, dizziness and biliousness and much run down. Tried Hood's Sarsaparilla and it gave me relief and built me up." A. MORISON, 80 Bloor Street, Toronto, Ont.

Hear Trouble--I had heart trouble for a number of years and different medicines failed to benefit me. I tried Hood's Sarsaparilla and three bottles completely cured me. Mrs. C. A. FLEW, Wallace Bridge, N.S.

A Saffeguard--As I had lost five children with diphtheria I gave my remaining two children Hood's Sarsaparilla as they were subject to throat trouble and were not very strong. They are now healthier and stronger and have not since had a cold. Mrs. W. H. FAY, Fenwick, Ont.

Varicose Veins--"I have been a great sufferer from varicose veins, which swelled my foot and limb, discharging two children Hood's Sarsaparilla faithfully and the sores healed." Mrs. A. E. GILSON, Hartland, Vt.

Hood's Sarsaparilla NEVER DISAPPOINTS

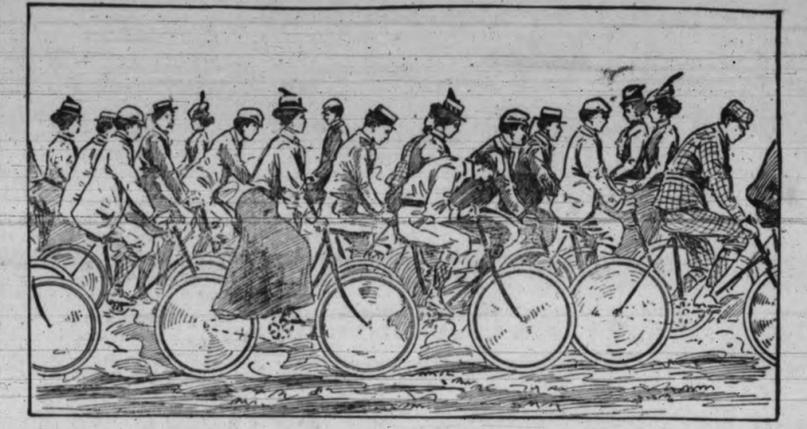
Hood's Pills cure liver ills, the non-irritating and only cathartic to take with Hood's Sarsaparilla.

Bicyclists Must Be Strong and Healthy to Fully Enjoy the Pleasures of Wheeling.

PAINE'S CELERY COMPOUND

Imparts Physical Strength and is a Perfect Restorer of Nervous Energy.

An Opinion From a World Champion.



The young, middle-aged, and even those in advanced years are looking forward to a season of recreation and pleasure through the use of the bicycle.

Whirling, under certain conditions is undoubtedly conducive to the health of both men and women.

People who are weak, broken in health and suffering from impaired nervous energy, only increase their troubles and aggravate their ailments when they use the bicycle. It is a well known fact that many suffering from nerve troubles, physical weakness, heart irregularities, and nervous dyspepsia have hastened their end through wheeling.

If young and old desire to wheel for health and enjoyment they must be strong and vigorous before the exercise is indulged in.

The use of Paine's Celery Compound for a few days will quickly brace and tone the nervous system, and give all needed strength to the weak body. The blood will be made pure, circulation perfect, the brain clear, the eyes bright and the spirits buoyant. After these blessings are acquired wheeling is a pleasure and benefit.

It is also worthy of note that Paine's Celery Compound is the great recuperator and restorer of strength in cases where long distance riders have exhausted their energies and strength by hard and fast riding.

From amongst the thousands of amateur and professional bicyclists who have obtained health, strength and vigor from the use of Paine's Celery Compound, we are permitted to use the letter of Champion C. W. Miller, who astonished the world by his wonderful six days' ride. Mr. Miller says:

"I won the six days' bicycle race in Madison Square Garden. I covered 2,007 miles and beat my next competitor 22 miles."

"Two weeks from the date of that exhaustive struggle I would not have known that it happened. I was in as good condition as any man could possibly be."

"I owe to Paine's Celery Compound a debt of personal gratitude. For several years I have occasionally used this splendid spring remedy when I felt out of sorts and run down. "I have been a professional bicyclist for about three years; before that I was

in the grocery business. Before the big race in New York, feeling that I ought to be in the best possible condition, because a nervous breakdown on the track is the one thing that all well-trained men are afraid of--I began to use Paine's Celery Compound. It was a part of my successful training.

"But what I feel I ought to tell you is this: that after the race, when I had used up every bit of energy that I could and was as far broken down as a man would naturally be after such a tax upon his energies, I felt the need of something to tone up my system, to restore my nerves which were somewhat shaken, to give me an appetite which I had lost, and I fell back upon Paine's Celery Compound. I assure you that it did me so much good that I am very loath indeed to send you this letter.

"Trusting that riders who are not put to such severe tests as I, and perhaps could stand such severe tests, may have the benefit of my experience, and use what I consider a perfect restorer of impaired nervous energy. I am, yours truly, C. W. MILLER, Champion Long Distance Rider of the World."

CHILDREN'S PARADE.

The School Children Will Have a Programme of Sports at Caledonia Park.

As a result of two meetings recently held by the sub-committee having in charge the arranging of the school children's part in the Queen's Birthday celebration, the original programme will be discarded. The first suggestion was that the boys of the city schools should parade a few of the principal streets, the parade to conclude with hoisting the flag and the singing of the National Anthem. It was found, however, that when the proposal was submitted to the boys, they put an emphatic veto on it. They pointed out that such a parade, while it might be soul inspiring to the onlookers, would be an exceedingly tame affair to the participants, and they objected to taking any part in it.

On the part of the principals and teachers of the schools, too, it was urged that the parade would involve a considerable amount of organization and that Mr. St. Clair could not carry it out, unaided by the teachers. The result of these representations was that the original plan was abandoned.

The school children's feature as now contemplated is a much more comprehensive plan and has the approval of the children themselves. The proposal is to give an entire afternoon to be devoted to children's sports at Caledonia Park, if possible, or if not, at some other easily accessible grounds. The boys and girls will march in a body to the grounds and defile in succession before the grand stand. This will be followed by a marching competition between picked companies of the different schools, for a flag, which has been offered for competition by Mr. B. W. Pearce. The finance committee has voted \$100 for the purpose of the parade.

After the competition referred to, a programme of sports is designed to be taken part in by the children, and while the prizes offered will not be extravagant value, it is intended to make them numerous enough to excite general interest among the children. As it is expected that about 2,400 pupils will take part the spectacle these will afford will be in itself an attractive feature.

The report of the sub-committee will be submitted on Tuesday next to the general body.

The manifesto declaring the independence of Syria, issued in New York by the "Young Syria Junta," is not taken seriously in official quarters at Washington.

A woman who is weak, nervous and sleepless, and who has cold hands and feet, cannot rest and feel like a well person. Carter's Iron Pills equalize the circulation, remove nervousness, and give strength and rest.

ROOFS FOR THE HOUSES



32 Years Ago

We started the manufacture of sheet metal building materials, and this long experience enables us to offer intending builders all that is desirable in Steel Roofing, Steel Siding, Steel Ceilings, etc.

We Prefer That you purchase through the trade, still if your dealer cannot give the information you desire, or offers a substitute "just as good," write us.

"The Pedlar Patent Shingles" are the best, and the best cost no more than the poorest.

Pedlar Metal Roofing Co. OSHAWA, CANADA.

Municipal Court of Revision.

Notice is hereby given that the first sitting of the annual Court of Revision of the municipality of the city of Victoria will be held in the

Council Chamber, City Hall, Douglas street, Victoria city, on Monday, 12th day of June, Proximo AT 10 A.M.

for the purpose of hearing complaints against the assessment as made by the assessor and for revising and correcting the assessment roll. WELLINGTON J. DOWLER, C. M. C. Victoria, B.C., May 11, 1899.

ANDREW SHERET, 109 FORT ST. Telephone 59.

Plumber Gas, Steam and Hot Water Fitter

RIDE A Brantford AND ENJOY LIFE.



We have the finest stock in the city. Bicycles from \$25. Guaranteed.

ONIONS & PLIMLEY 42 and 44 Broad Street

Massey-Harris Bicycles \$55.00 Catalogue Free on Application.

VOTE FOR THE BEST

CLASSER ADJUSTED. EYES TESTED FREE. PORTS

J. N. S. WILLIAMS, ENGINEER. Is prepared to supply and erect in working order Mining, Milling and Metallurgical Machinery by the best makers; Hand, Power and Diamond Rock Drills a specialty. Office: 14 Board of Trade Building.

DISCUSSING FERRY SCHEMES.

(Continued from page 2)

Mr. W. H. Bone said it seemed to him there was no dispute about the advantage of endorsing the other scheme suggested, but this is not antagonistic to them and Mr. Dunsmuir even, did not consider it. In advocating the Port Angeles scheme Mr. Bone did not oppose the others. This seemed the most reasonable. If the others only cost \$150,000 he would be most happy to support them, but he had always understood it would cost more than that. Steamers would have to be built the same as for the Port Angeles ferry; the distance between Victoria and English Bluff is greater than from Victoria to Port Angeles and the boats would have to be seaworthy. The Port Angeles people promise to have their road ready by spring of next year, the boats would have to be built and if Victoria really wants the connection it would be well to waste no time, but to let them know we will do our share. The \$150,000 was proposed to give was only half the cost, and it was not likely the Port Angeles people would put in \$150,000 if it was not going to be a paying thing.

Mr. Ker could not see the need of the great haste. It would be better to follow the advice of the late Hon. Robert Dunsmuir, wait until the road is built, and he believed connection can be got with that road without it costing the city a single cent and if time be allowed to take its course that will be seen to be the case. Mr. Atkinson had told the committee the road was to be built whether it connected with Victoria or not, and if it is, they will be only too anxious to get all the trade they can get from here, and if the trade cannot be done by the ordinary daily boat the people of Victoria may rest quite assured they will put on the necessary ferry.

There was another consideration that had to be looked in the face. The city and the province were paying the Victoria & Sidney road \$15,000 a year. That is in the shape of a guarantee of interest; if the road were paying, the city and province would not be called upon to pay that, and therefore, if it can be turned into a paying line, it is the duty of the citizens to see that it is. The ferry by the Stanich peninsula had the advantage that it would connect at Port Roberts, which is the only point available for connection with three different lines, and 15 miles from Point Roberts there was a stretch of the finest agricultural land in the province, which could be made tributary to this city. Twelve or thirteen miles away, the Great Northern line is struck at Blaine and a little further there was the Northern Pacific and the C.P.R. at Huntington and Sumas and there would be a saving of \$15,000 a year which otherwise we may have to continue paying for 16 or 17 years to come.

Mr. Ker believed that Mr. Dunsmuir is entitled to every credit for the proposition he has made and we should appreciate it. It is a liberal proposal, because much larger expenditure than he asks the city to subscribe and before it could be made to pay there would be a still larger outlay.

Mr. Ker referred to the necessity of connection being gained with Victoria by a faster boat, that could make the trip in four hours against wind and tide, or in three and a half hours under favorable conditions. Leaving here at 7 a. m. such a boat would be in Vancouver at 11 o'clock, returning at 2 p.m., passengers could be in Victoria again in time for dinner, and if the street car line were extended to the end of the dock at the outer wharf they could be whirled away to their homes, saving the time lost by coming into the inner harbor, which was the process requiring the greatest amount of time. Such a connection would materially increase the traffic between the cities. It should not be lost sight of that the C.P.N. Co. is very important to this city. Their expenditure for wages alone, is, he believed, about

Do You Want a New Back?

Hundreds of People Daily Exchange Their Old, Aching, Lame Weak Backs for Strong, Painless New Backs.

There is no man or woman in Canada who is suffering from those dreadful backaches but would like to get rid of them.

The trouble is, most people fail to recognize what the meaning of a bad back is—don't know that it is the kidneys underneath the back that are the seat of the trouble.

Once it is understood that the back pain is the kidney's cry for help, then people know what to do—to get their assistance from Doan's Kidney Pills. All over Frontenac county as well as in Kingston itself, people are having the pains and aches taken out of their backs—having weak backs strengthened. Doan's Kidney Pills is the remedy they use.

Doan's Kidney Pills is the only remedy powerful enough to touch the seat of the disease. That is the opinion of many respected Kingston citizens. That is the experience of Mrs. Presley, 100 King street.

For several years she suffered with her kidneys. The pain in her back was almost unbearable. She was afflicted at times with violent headaches, and felt worn out and tired most of the time.

The various remedies she tried gave no relief. One day she chanced to see an advertisement of Doan's Kidney Pills, and decided to try them.

"They gave me great relief from the very first," said she. "Before taking them I hadn't been able to do a day's work for a month. Now I am able to do my house-work with ease."

"I have no more kidney or bladder trouble, and my backaches and headaches have disappeared."

Doan's Kidney Pills are the only never-failing remedy for backache, lame back, puffiness and dark circles under the eyes, weakness of the kidneys in children and old people, gravel, sediment in the urine, etc. Sold by all druggists, or sent by mail on receipt of price, 50c a box, or three for \$1.25. The Doan Kidney Pill Co., Toronto, Ont. Ask for Doan's and refuse all others.

Many a Lover Has

turned with disgust from an otherwise lovable girl with an offensive breath.



Nothing so easily disturbs the delicate balance of the human system as a bad breath. A bad breath is a sure sign of a young man with a disgusting breath. I know nothing more difficult to endure than a bad breath. Your eyes will brighten, the white teeth will gleam, and your complexion will be clear and rosy. Try Karl's Clover Root Tea, and see if you will not feel new life spring in your veins. Your eyes will brighten, the white teeth will gleam, and your complexion will be clear and rosy.

My friends, you who suffer from indigestion, just realize what your condition is. Your food ferments and decays, filling you up with impurities and poisons, which hasten forward age and decay. Any practical eye recognizes your condition by your dull eyes, with their pale whites, your muddy skin, and pimples, unwholesome lips and facial breath. Try Karl's Clover Root Tea, and see if you will not feel new life spring in your veins. Your eyes will brighten, the white teeth will gleam, and your complexion will be clear and rosy.

Mr. Ker said that such an accusation presupposed his insanity.

Mr. George Powell considered the Point Roberts scheme visionary. He believed that any road which came down the island would be by the E. & N. road. He thought the committee should be better off to support the Port Angeles proposal.

Mr. Drury did not want to oppose the Port Angeles scheme, because it has its attractions, but it seemed to him they could well afford to wait until all the schemes were thoroughly thrashed out. The railway connection problem would have to be solved. He was not there to advocate the Point Roberts scheme, but there were facts which should be taken into consideration. For instance, it should not be forgotten that going to Sidney every revolution of the car wheels takes the passenger in the direction he wants to go—East. Then the nature of the country was such that a train could be run at a much greater rate of speed there than on any other line on the island. Then we would have connection with the provincial mainland where there is no tariff wall as on the other side of the boundary line. Although a small property owner in Port Angeles, and therefore interested in seeing that benefit to be gained by the adoption of this scheme would be so great as that derived by the connection with Point Roberts, for whereas at Port Angeles we would have the benefit of through rates, we would have three roads at Port Roberts, more local traffic.

Mr. A. E. McPhillips, M. P., had listened with interest to what had been said. As a representative of the city in the legislature, and as representing large capitalists, he had regarded the various schemes with interest, although he had hesitated to express his opinion. He referred to the aid granted the V. V. & E. having been withdrawn, and said that road would have been a link in the connection it was hoped to get at Point Roberts. He regarded the action of the legislature in withdrawing the aid. He approached the Port Angeles scheme, as he did all such schemes, in the way of criticism, and he said that none of them had the cardinal ingredients which are essential. They should have the promise attached to them of absolute connection with the great railway systems, three of which are known to the committee, and they should make Victoria a common terminal point. He would assume, in discussing the proposals, that there was attached to them this cardinal point, and for expediency, as a question of present advantage, there was only one scheme which could be put to reasonable, practical, and immediate advantage, and that is the scheme outlined by Mr. Dunsmuir. It involves the granting of a great deal of money, and he was not prepared to meet it on the terms proposed, but it is the only one with practical and immediate advantages. It was idle to outline the Sidney railway proposal, because that road, without connection at Point Roberts, is of no practical or immediate advantage to us, and he had intimated the legislature has withdrawn the aid which might have ensured that connection; therefore he regarded the Dunsmuir proposal as the only one which could be seized upon by the citizens of Victoria, and he believed it to be an advantage upon us to get the immediate and practical advantage. The E. & N. railway has such financial assistance that it can immediately do all it proposes to do. They can put a boat in the water to connect with Vancouver with-

out having to obtain a charter, whereas with the Sidney road, there would be all the influences of the other railroads to prevent the building of this little line of railway that would be needed.

He was speaking for himself, and hoped uncharitable conclusions would not be drawn. He believed the readiness of people to impute motives had ruined too many good proposals in the city. He complimented the sub-committee on the energy they had evinced, but of all the schemes there seemed to be only one of them which possessed immediate practical features. He did not favor the Sidney scheme, because that would involve delay, and there had been too much putting off in this matter. He would support the amendment, believing that all the schemes should be carefully considered. As a matter of sentiment, he was in favor of supporting our own Canadian road, the C. P. R., a road which had built thousands of miles of railway, and yet, instead of being in the hands of a receiver, found its stock selling at par.

Mr. Patterson asked if Mr. McPhillips had considered the delay which would be entailed in the attainment of the Songhees reserve question and the obtaining of permission to bridge the harbor as contemplated by the Dunsmuir scheme.

Mr. McPhillips admitted that was a pertinent question, but he had regarded this proposal of the E. & N. Company as one which the company must have known would be met with a counter one.

Mr. Patterson said that, although a member of the sub-committee, he disapproved from the report. One of his principal reasons was that there is no single line of railway to the Coast which carries enough business to be able to undertake the cost of operating a ferry. He was led to believe that the C. P. R. carries 80 per cent of the trade which comes to Victoria, which left 20 per cent for the other two roads, that would mean that the one road which will connect with the P. A. E. would have only 10 per cent of the trade done with Victoria. Was it worth \$150,000 to have the small portion of the freight which comes to Victoria in bulk landed in cars in the city? I must not run away with the idea that because cars painted with the letters C. P. R. or U. N. R. or N. P. R. R., or even the New York Central, came into the city, that would mean a great deal more business. And it was also a mistake to suppose that a ferry can be run profitably only on the through business. They will do to establish a ferry which can do a large amount of the local business. If the Charmer had to depend only on the through traffic it could run only two weeks, and it would be necessary to have such a ferry, if it were to be made, profitable, as would open up and control a large local trade. Neither of the schemes now before the citizens will make any use of land which is a portion of the city that is not tributary to the city now. We cannot expect to do much local business at Port Angeles.

As to the Victoria & Sidney, he was a little surprised to hear it talked of as it had been. True, there had been a scheme years ago to make it a portion of such a connection, and there was a charter granted which would have enabled them to have the connection at the mouth of the Fraser, but it had been allowed to lapse because the citizens of Victoria at that time were bitterly opposed to the scheme. There was a meeting held in that hall at which the scheme was condemned, and although the railway company thought they had the right to find a terminus at some suitable place in the city they had to stop work because the Mayor said he would not give up perfectly well. I cannot find words to express my thanks for what Dr. Williams' Pink Pills have done for me, and you are at liberty to publish this letter, in the hope that it may be of benefit to some other sufferer.

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Mr. Patterson said that, although a member of the sub-committee, he disapproved from the report. One of his principal reasons was that there is no single line of railway to the Coast which carries enough business to be able to undertake the cost of operating a ferry. He was led to believe that the C. P. R. carries 80 per cent of the trade which comes to Victoria, which left 20 per cent for the other two roads, that would mean that the one road which will connect with the P. A. E. would have only 10 per cent of the trade done with Victoria. Was it worth \$150,000 to have the small portion of the freight which comes to Victoria in bulk landed in cars in the city? I must not run away with the idea that because cars painted with the letters C. P. R. or U. N. R. or N. P. R. R., or even the New York Central, came into the city, that would mean a great deal more business. And it was also a mistake to suppose that a ferry can be run profitably only on the through business. They will do to establish a ferry which can do a large amount of the local business. If the Charmer had to depend only on the through traffic it could run only two weeks, and it would be necessary to have such a ferry, if it were to be made, profitable, as would open up and control a large local trade. Neither of the schemes now before the citizens will make any use of land which is a portion of the city that is not tributary to the city now. We cannot expect to do much local business at Port Angeles.

As to the Victoria & Sidney, he was a little surprised to hear it talked of as it had been. True, there had been a scheme years ago to make it a portion of such a connection, and there was a charter granted which would have enabled them to have the connection at the mouth of the Fraser, but it had been allowed to lapse because the citizens of Victoria at that time were bitterly opposed to the scheme. There was a meeting held in that hall at which the scheme was condemned, and although the railway company thought they had the right to find a terminus at some suitable place in the city they had to stop work because the Mayor said he would not give up perfectly well. I cannot find words to express my thanks for what Dr. Williams' Pink Pills have done for me, and you are at liberty to publish this letter, in the hope that it may be of benefit to some other sufferer.

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Mr. Drury did not want to oppose the Port Angeles scheme, because it has its attractions, but it seemed to him they could well afford to wait until all the schemes were thoroughly thrashed out. The railway connection problem would have to be solved. He was not there to advocate the Point Roberts scheme, but there were facts which should be taken into consideration. For instance, it should not be forgotten that going to Sidney every revolution of the car wheels takes the passenger in the direction he wants to go—East. Then the nature of the country was such that a train could be run at a much greater rate of speed there than on any other line on the island. Then we would have connection with the provincial mainland where there is no tariff wall as on the other side of the boundary line. Although a small property owner in Port Angeles, and therefore interested in seeing that benefit to be gained by the adoption of this scheme would be so great as that derived by the connection with Point Roberts, for whereas at Port Angeles we would have the benefit of through rates, we would have three roads at Port Roberts, more local traffic.

Mr. A. E. McPhillips, M. P., had listened with interest to what had been said. As a representative of the city in the legislature, and as representing large capitalists, he had regarded the various schemes with interest, although he had hesitated to express his opinion. He referred to the aid granted the V. V. & E. having been withdrawn, and said that road would have been a link in the connection it was hoped to get at Point Roberts. He regarded the action of the legislature in withdrawing the aid. He approached the Port Angeles scheme, as he did all such schemes, in the way of criticism, and he said that none of them had the cardinal ingredients which are essential. They should have the promise attached to them of absolute connection with the great railway systems, three of which are known to the committee, and they should make Victoria a common terminal point. He would assume, in discussing the proposals, that there was attached to them this cardinal point, and for expediency, as a question of present advantage, there was only one scheme which could be put to reasonable, practical, and immediate advantage, and that is the scheme outlined by Mr. Dunsmuir. It involves the granting of a great deal of money, and he was not prepared to meet it on the terms proposed, but it is the only one with practical and immediate advantages. It was idle to outline the Sidney railway proposal, because that road, without connection at Point Roberts, is of no practical or immediate advantage to us, and he had intimated the legislature has withdrawn the aid which might have ensured that connection; therefore he regarded the Dunsmuir proposal as the only one which could be seized upon by the citizens of Victoria, and he believed it to be an advantage upon us to get the immediate and practical advantage. The E. & N. railway has such financial assistance that it can immediately do all it proposes to do. They can put a boat in the water to connect with Vancouver with-

out having to obtain a charter, whereas with the Sidney road, there would be all the influences of the other railroads to prevent the building of this little line of railway that would be needed.

He was speaking for himself, and hoped uncharitable conclusions would not be drawn. He believed the readiness of people to impute motives had ruined too many good proposals in the city. He complimented the sub-committee on the energy they had evinced, but of all the schemes there seemed to be only one of them which possessed immediate practical features. He did not favor the Sidney scheme, because that would involve delay, and there had been too much putting off in this matter. He would support the amendment, believing that all the schemes should be carefully considered. As a matter of sentiment, he was in favor of supporting our own Canadian road, the C. P. R., a road which had built thousands of miles of railway, and yet, instead of being in the hands of a receiver, found its stock selling at par.

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Pale and Bloodless.

Anæmia is the term which doctors use to indicate poverty of the blood. Probably 90 per cent. of the girls and women of to-day suffer from anæmia. This is a startling statement—but it is true. It is easy to distinguish anæmic women. They have a dark semi-circle under the eyes; a sallow or waxy complexion; thin limbs, weak chests and ill developed forms. They are languid and tired; subject to backaches and headaches, and sometimes to hysteria and fainting spells. If the poor and watery blood is not enriched, and the tired and jaded nerves strengthened, consumption must almost inevitably follow. In this emergency there is only one medicine that will promptly and effectively create new blood and strengthen the nerves, and that is

DR. WILLIAMS' PINK PILLS FOR PALE PEOPLE.

This remedy has cured more cases of anæmia than all other medicines combined. Read what an eminent Australian physician, J. G. Bouchier, M. D., F. S. Sc. (London) and late government medical officer says:— 127 Redfern St., Sydney, N. S. W.

Dear Sir:—For some time I have been in the habit of recommending Dr. Williams' Pink Pills to my patients with excellent results. As a tonic their effect is most satisfactory and permanent. In Anæmia, Chlorosis, and allied diseases I have found them very valuable, and in irregularities of the menstrual period they are unequalled. (Signed) J. G. BOURCHIER, M. D., F. S. Sc. (Lond.)

A SEVERE CASE OF ANÆMIA CURED. Miss Mabel J. Taylor, living at 1334 City Hall Avenue, Montreal, writes: "I write to give you the honest testimonial of a young girl who believes her life was saved by the use of your Dr. Williams' Pink Pills for Pale People. In November, 1897, I was suddenly stricken with loss of voice, and for eight months could only speak in a whisper. At the time I was completely run down. I had no appetite, no energy; suffered from headaches, palpitation of the heart, and shortness of breath. I was not able to walk up or down stairs. I was given up by the best doctors, and the different remedies I took did me no good. While in this condition I began the use of Dr. Williams' Pink Pills. By the time I had taken four boxes my voice was restored, and after the use of eight boxes I am feeling perfectly well. I cannot find words to express my thanks for what Dr. Williams' Pink Pills have done for me, and you are at liberty to publish this letter, in the hope that it may be of benefit to some other sufferer."

The Genuine are Sold only in Packages like the Engraving. At all dealers, or direct from the Dr. Williams' Medicine Co., Brockville, Ont., at 50 cents a box or six boxes for \$2.50.

not having to give away the Indian Reserve and the privilege of bringing the harbor. Mr. Shakespeare said no, decidedly not. Mr. Ker said the very thing the Port Angeles people did not promise to give was transcontinental connection, and Mr. Shakespeare had to remind him that he should not get excited. The Mayor read that portion of the letter referring to this point, and Mr. Shakespeare was warmly applauded when he said it proved that they would give transcontinental connection. As to the Sidney road, it had been running for seven years and until this moment nothing had been heard about a ferry, except some whisperings about the street corners. It was always the same way. As soon as one proposal came up there were always two or three others put forward to kill it. The city of Victoria was the worst for that kind of thing on the Coast. The people were the greatest disinclined people to be found anywhere. In the city of Vancouver the people stood together like one man. A Voice—"How about Deadman's Island?" (Loud laughter.) Mr. Shakespeare continued that all these years we have been talking about a fast boat between here and Vancouver and as soon as a fast boat is started some one goes to work and wires for it to be stopped. (More laughter.) He believed that if the Port Angeles scheme were submitted to the citizens of Victoria it would be carried, and the scheme would be submitted to the citizens, too. He was not in favor of laying the report on the table. It simply meant that it would be shelved for good. He had had too much experience in laying things on the table in this city. The Mayor said that before putting the motion he would like to say that the question of transcontinental connection was one which should be approached very carefully. There were two schemes before the citizens, and also a revival of an old one which was discussed some ten years ago. At that time the people of Victoria did not see the necessity of transcontinental connection so vividly as they do now. Had they done so, the city would have been much more prosperous than it is. Mr. Amor De Cosmos's scheme would have resulted in a great benefit to either of these two. It would have given connection not only with the N. P. and the G. N. R., but also with the C. P. R. He was glad it was likely to be revived. His worship could not see that there was any necessity for haste. There was no need to tie up our credit to the extent of \$150,000 and be handicapped when we came to the consideration of another scheme. When the P.A.E. have built their road and have the transcontinental connection, we can then decide whether it will be worth our while to have the transcontinental connection by that line. Mr. Shakespeare disputed the statement that it would be trying up the credit of the city, but Hon. K. W. Pearse and the mayor again asserted it would have that effect. Mr. H. A. Munn thought it was a narrow view to take of the question to suppose that the freight to be brought over was only what would be needed for our own consumption. He looked forward to the extension of the E. & N. road to the north of the island, then the travel from the south of us to the Alaskan and northern British Columbia and Northwest Territory goldfields would come through Victoria. Large settlements would be built up on the island and there would be an immense fishing industry carried on at the north. The fish would be brought to the terminus of the road at the north of the island and put in refrigerators and sent south. Mr. McCandless said he was not anxious to be thought of as thwarting this Port Angeles scheme; he was in favor of it, but he could not see any harm that would result from laying it over for further discussion at another time. Aid. Williams objected to it being shelved. There was one person in that committee who was trying to kill it and who was smiling all the time because the other members of the committee were unknowingly aiding him in that attempt. Mr. Edward Pearson, J.P., favored more time being taken for consideration. The Fraser valley trade is very important and should not be overlooked. To adopt this might kill another scheme. Mr. Shakespeare didn't see how it could kill another scheme. Surely the city was not going to be satisfied with one road? They wanted two. Mr. McCandless urged that the matter be left over. He was in a position to say there would be developments in one of the alternate proposals within a month which would put an altogether different complexion on the matter. The chairman reminded the members of the committee of the arrangement made some time ago that each member should contribute \$1 towards the expenses incurred, and especially to reward the janitor who was kept in attendance night after night without any remuneration. He urged every member of the committee to hand his dollar to the chairman of his sub-committee, and asked the chairman of the sub-committee to turn the money over as soon as possible to the secretary. Mr. Ker asked if the transportation committee had considered the need of telephonic communication with the mainland and Aid. Williams replied that the committee had that under consideration. The committee then rose to meet again on Friday, June 2nd.

Ask your doctor how many preparations of cod-liver oil there are. He will answer, "Hundreds of them." Ask him which is the best. He will reply, "Scott's Emulsion." Then see that this is the one you obtain. It contains the purest cod-liver oil, free from unpleasant odor and taste. You also get the hypophosphites and glycerine. All three are blended into one grand healing and nourishing remedy.

The New Vancouver Coal Mining & Land Co. Limited. Supply from their Nanaimo, South Island and Protection Island Collieries. Steam Coal. Double Screened Lump, Run of the Mine, Washed Nuts and Screenings.

The Daily Times. Published every day (except Sunday) by the Times Printing & Publishing Co. W. TEMPLEMAN, Manager. Offices: 20 Broad Street, Victoria, B.C. Telephone No. 45.

ALL THE SCHEMES. So far as we have been able to learn the following are pretty nearly the advantages and drawbacks of the several plans whereby Victoria is to obtain connection with the mainland and otherwise shake itself free from the conditions which have retarded its growth for so many years.

Mr. James Dunsmuir wants the city to give him a cash subsidy of \$700,000 to exempt the property of the E. & N. Railway Company within the city from all taxation for fifteen years, and to obtain for him nineteen acres of the Soughouse reserve, which would become his property forever.

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Here is an existing link in the connection problem, in which the city has a very important part. Why not use it? The extension of the Victoria and Sidney line to the end of the Soughouse Peninsula, and the operation of a fast ferry from Swartz Bay to Point Roberts would give Victoria these advantages.

By the adoption of the Victoria and Sidney route an immense and rich agricultural district would be opened up to Victoria, and the city would have a choice of three transcontinental lines of communication.

P. R. around may be examined without any fear of affection. Now for Mr. Dunsmuir's side of the question. He was asked to submit a proposal, and he has done so with admirable promptitude, and to the best of his powers. It is freely hinted that he is quite willing to withdraw it if there is to be any quarrelling, or attempt to hector him.

There is one thing about the scheme of harbor improvement which at once arrests the attention of the people—it is a purely public enterprise. Here, in brief is the proposal now before the city and the Dominion government: Before Dominion Government.

1. That they should incorporate commissioners for the improvement of the harbor of Victoria, on the general lines of the Montreal Harbor Commissioners' Act of 1884, 57, 58 Vic., Chap. 48.

2. That they should increase the present annual appropriation of \$10,000 to \$30,000 for a limited period of five years, that is, during the infancy of the undertaking, to give it a fair start in public usefulness.

3. That they should endorse the guarantee of the city for the repayment of the loan and the interest on the bonds, as stated in item 4.

4. That they should guarantee the repayment of the loan, and the semi-annual payment of the interest on the bonds. For this they would be amply secured by the harbor dues and privileges, the rents receivable from the land and premises purchased and land reclaimed by the expenditure of the loan, together with the further addition of about 120 acres of first-class commercial property, a valuable asset and a constant source of increase to its annual revenue.

that it would make Victoria the centre of the whole coastwise trade of the Pacific coast between San Francisco and Alaska and the Canadian goldfields, in this way: The running of the ferry would inevitably lead to the building of a line of railway to the northern end of the island, with a terminus at say, Hardy Bay. Victoria being the last large centre of population on the route north would be the outfitting point for all northbound, and the sojourning point of all southbound, travellers.

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the Prizy Council, and no matter what the shape of his jaw may be, the great corporation proved the under-dog in the fight. The rumpus arose out of a little habit the C.P.R. has of requesting, say a half of the townsite on which it may be necessary to build a station. If the proprietor of the land refuses to be held up the company moves on a couple of miles or so and establishes a new town.

Houston, Tex., May 13.—A special from Eagle Pass, Texas, says: News received to-day from the Hondo coal mine places the dead resulting from Wednesday night's tornado at 22 and over one hundred wounded.

Mr. Buntzen, the general manager, is now in England, where he is doubtless reviewing many well deserved congratulations upon the success which has attended his superintendence of the affairs of the company.

BRITISH COLUMBIA ELECTRIC RAILWAY COMPANY, LIMITED. 1 and 2 Great Winchester street, London, E. C., April 28th, 1899. DIVIDEND ANNOUNCEMENT.

The monthly returns of the company's business, as published from time to time, prepared every body for official announcement of a dividend. It will be observed from the official statement that the profits made by the company last year were in round figures, \$81,000; half of this will suffice to pay the dividend and the rest is placed in reserve.

Lillooet, May 12.—The river has fallen about two feet in the past 24 hours. The weather is cloudy, with indications of clearing.

LIPTON'S CEYLON TEA RICH, PURE, FRAGRANT. The finest money can buy. Over 1,000,000 packages Lipton's Teas sold weekly in Great Britain alone.

THE Brail BRAND For Sale by Haberdashers and Dry Goods Houses Everywhere.

A PLEASURE PARTY. Young Englishman Who Will Cruise St. Charles's Sound. "I arrived last night from Winnipeg; my yacht is in the harbor," was the startling announcement with which a Times reporter was greeted this morning in answer to a question addressed to a recent arrival at the Dominion.

HONEST ADVICE FREE TO MEN. The Times is requested to publish the following: All men who are nervous and debilitated or who are suffering from any of the various troubles resulting from overwork, excess of youthful ardor, or any other cause, are invited to send a card to the advertiser, who will give him a free trial of his medicine.

DISEASES AND DISEASE GERMS. Quack cures are being put on the market every day which are credited with the power to kill disease germs. Even if these so-called remedies could do what is claimed for them, it would be a long, weakening, uncertain process. The only safe way to withstand disease and to kill disease germs is to make your body strong and your system healthful.

METHODIST CONFERENCE. Nainaimo, April 12.—(Special)—At this morning's session of the Methodist conference memorials from the various districts were read and referred to the proper committees. The report of the Indian mission conference was referred to the general mission committee.

TO THE PUBLIC. We wish to take this opportunity of thanking our many customers and friends for their patronage and of informing them and the public generally that we have opened up at 84 Yates St., Next to the Fire Hall where we are prepared to supply their wants with every thing in the bakery line from a bride's cake to a ginger nut, and we trust that by giving strict attention to business and by securing first-class goods we will continue to merit their confidence and support as in the past.

WANTS. BOOKKEEPING—Books posted or kept, terms reasonable. Apply Mr. A. Williams, 104 Yates street. WANTED—A good-wait hand. Apply 209 Douglas street. WANTED—Smart young man, shorthand and typewriter, with some office experience; salary \$30 to \$50 per month. Apply "Commercial," Times office.

SOCIETIES. VICTORIA COLUMBIA LODGE, No. 1, meets first Thursday in every month at Masonic Temple, Douglas street, at 7:30 p.m. B. S. ODDY, Secretary.

GRAND PROMENADE CONCERT will be kindly given by the FIFTH REGIMENT BAND assisted by a host of local talent, on Tuesday Evening, May 16.

VICTORIA THEATRE. MONDAY, MAY 15. AMERICA'S FOREMOST IRISH COMEDIAN. BOBBY GAYLOR with his merry associates in the hilarious farce, "McSorley's Twins" 5th Regiment Band.

Applications for Sanitary and Plumbing Inspector. Applications, accompanied by testimonials, references, &c., will be received at the office of the undersigned until Monday, the 12th day of May instant, at 1 p.m., for the position of Sanitary and Plumbing Inspector for the corporation of the city of Victoria. Salary at the rate of \$80 per month.

TO LET STORES IN FEEL'S BLOCK. The stores and premises at present occupied by Messrs. Feiler Brothers will be let after the 1st July. Attention will be made to accommodate tenants. Apply to JAMES F. FEILER, of THORNTON FELL.

WE WOULD like to call your attention to our facilities for Truss fitting. We have had some 14 years' experience in fitting, and besides having now a large stock to select from, guarantee satisfaction.

We particularly invite you to examine a Truss which we find invariably gives satisfaction. They are the cleanest and most common sense Truss on the market to-day, besides being the most durable.

BOWES,
He Dispenses Prescriptions,
100 Government St., near Yates.

WEATHER BULLETIN.
Daily Report Furnished by the Victoria Meteorological Department.

Victoria, May 13.—8 a.m.—The barometer remains high along the coast and is rising over Northern British Columbia, while in Eastern California and Utah there is continued an extensive area. A further development of these conditions may cause more settled weather in this vicinity. East of the Cascades the lowest temperatures range from 18 in Cariboo to 20 degrees in Maliloba.

Victoria—Barometer, 30.85; temperature, 41; minimum, 39; wind, calm; weather, cloudy.

Vancouver—Wind, calm; weather, fair.

New Westminster—Barometer, 30.18; temperature, 38; minimum, 36; wind, calm; rain, .04; weather, fair.

Nanaimo—Wind, N.W.; weather, fair.

Kamloops—Barometer, 30.12; temperature, 36; minimum, 34; wind, S.W.; 4 miles; rain, trace; weather, cloudy.

Barkerville—Barometer, 30.00; temperature, 25; minimum, 25; wind, calm; weather, fair.

Neah, Wash.—Barometer, 30.18; temperature, 38; minimum, 36; wind, W., 4 miles; rain, .18; weather, clear.

Portland, Oregon—Barometer, 30.14; temperature, 40; minimum, 30; wind, W., 4 miles; weather, fair.

Tacoma—Barometer, 30.16; temperature, 42; minimum, 40; wind, calm; rain, .01; weather, cloudy.

San Francisco—Barometer, 29.98; temperature, 46; minimum, 46; wind, W., 16 miles; weather, clear.

Forecasts
For 26 hours ending 5 p.m. Sunday, Victoria and Vicinity—Moderate winds, partly cloudy and cool with local showers, probably fair Sunday.

Lower Mainland—Moderate winds, partly cloudy and cool with local showers, more settled on Sunday.

CITY NEWS IN BRIEF.

HONDI is a pure Ceylon tea.

Sanitation, the only fair proposition, just arrived at G. Kooch's, 42 Government street.

Out at Beacon Hill the Fifth Regiment, and the Albion cricket clubs are playing a friendly match this afternoon.

THE LION IS KING OF BEASTS, THE MONARCH KING OF WHEELS. T. G. MOODY, JR., OLYMPIAN CYCLERY.

Manumens, the largest stock in the province, to select from, and all kinds of cemetery work at A. Stewart, corner Yates and Blanchard streets.

At Monday evening's council meeting Ald. Humphrey will move that the annual cost of revision and appeal from civic assessments be agreed on June 12th.

The inquest on the body of the late James Black, partner on the steamer E. P. Ritchie, is to take place this afternoon on board of which the necessary witnesses are.

Drill Hall concert to-night.

Among the applicants for the position of sanitary and plumbing inspector is ex-Alderman Beag, who is willing to quit his business as a contractor and builder and devote his life to the city as a sanitary officer.

The funeral of the late Mrs. Pamphlet took place yesterday afternoon. There was a large attendance of sorrowing friends and the floral offerings were numerous. Rev. A. P. D. Knox conducted the services, and the remains were borne to the grave by Messrs. S. M. O'Keefe, S. Huson, R. Huson and J. Costford.

The lacrosse boys went up to Nanaimo this morning where they will play the first scheduled match with a local city team. In New Westminster the Victoria and New Westminster teams are playing this afternoon, the first time in the history of the game in British Columbia that two scheduled championship matches have been played on one day.

DR. PRICE'S CREAM BAKING POWDER

A Pure Grape Cream of Tartar Powder.
80 YEARS THE STANDARD

Smoke union made cigars.
Use Blue Ribbon Baking Powder.
Billy, a West Coast Indian, was fined \$5 and \$1 costs this morning for drunkenness.

Lawn mowers and garden tools in variety at R. A. Brown & Co's, 80 Douglas street.

Come one, come all, to the fountain and drink our Soda Water with all Fruit Flavors.—F. W. Pawcett & Co.

For variety of design in monuments and headstones, go to T. Bradbury's, corner Cormorant street and Blanchard avenue.

Pure Olive Oil, Castile Soap, Coint and Virgin Brands, at the New Drug Store, F. W. Pawcett & Co., 49 Fort street.

Get your bicycles fixed up by the old reliable firm, Onions & Plimley; the only practical bicycle makers in city; 42 and 44 Broad street.

At the next meeting of the city council the Mayor will recommend the introduction of a by-law to amend the Street Railway Regulation By-Law of 1897.

The Chinaman Ah Sing, who was suspected to setting fire to a chicken house in rear of Mr. James Matison's residence a few days ago was discharged yesterday.

Drill Hall concert to-night.

Straight to you from the finishers, Irish Linen Table Cloths, full bleached, fine quality and new designs, \$1, \$1.25, \$2, \$2.50, etc.; also Napkins, 5 o'clock Tea Cloths, Tray Cloths, 8 T. Covers, etc. See window—Henry Young & Co., The White House.

Passengers of the Amur give the news that a new paper has been started at Adlin, called the Adlin Claim. Hans Heggerson, M. P., is visiting the district. A large sepa drawing of Adlin and a topographical map have been sent by Mr. Brownlee, to the provincial government.

The Canadian customs officer at Dawson, J. McMartin, is coming out on the opening of navigation to recuperate and hereafter he will be stationed at Bennett. An officer to replace him will be appointed to-day. Mr. Peete being now on his way out from Log Cabin. Mr. Menzies, the officer at Adlin, will look after the Log Cabin station.

A concert is to be given at Duncan's on Monday evening by Mr. Sydney H. Morse and Mr. T. V. Twining, who will be assisted by Mrs. D. R. Harris and the Misses Powell, Davis and Schwenker, pupils of Mr. Twining. At a later date a visit will be made to Nanaimo, where other pupils of Mr. Twining will make their bow to a Coal City audience.

What are E. R. Stewart & Co. going to do about it? refers to Hon. Ceylon Tea, and the bribe demand caused by the universal satisfaction this packet tea is giving. The connections with the Hon. Ceylon Tea Co. of Colombo are such that no consumer need fear that it will be impossible for him or her at any time to obtain it through the family grocer—to whom orders should be addressed.

Wilson Brown, the old and respected teacher of Elk lake, has the misfortune to lose his pocket book containing \$45 while returning home from the city last night. Mr. Brown is about eighty years of age, his sight is becoming defective, and he believes that in returning the purse to his pocket it slipped to the ground between his coat and overcoat. The finder will confer a great favor by communicating with Mr. Brown.

The E. & N. Railway excursion to Shawanigan to-morrow is likely to be largely patronized. The time table and the reduced passenger fares come into effect to-morrow, the train leaving at 9 o'clock. The street cars will commence to run at 8 o'clock affording the means for intending passengers from all parts of the city to get down to the depot in ample time. The programme arranged for the band concert is a good one, and given fine weather, a very enjoyable outing should be in store for all who patronize the excursion.

Nirvana is the best of all Ceylon Teas. Try it and be convinced.

The charge of attempted murder brought against the Indian Sanyer resulted in a verdict of not guilty, the case being in the hands of the jury late yesterday afternoon, and decided by them in the evening. It will be remembered that the prisoner was sentenced to imprisonment for life when tried at Nanaimo, but the Full Court ordered a new trial, a change of venue was obtained, and the result was his acquittal. Mr. H. Dallas Holmeken, G. G., and Mr. Frank Higgins defended the accused. Mr. A. L. Belyea prosecuting on behalf of the crown.

Drill Hall concert to-night.

To-morrow evening, in the Roman Catholic Cathedral, Rev. Dr. Cleary will feature on the Passion Play of Ober Ammergau, the lecture to commence at 7:30. Father Cleary is very highly spoken of by the newspapers of the Sound cities, where he has already delivered the lecture, and it is said the striking features of the play, the realism of the crucifixion and the effect on the soaking, swaying multitude are related by the reverend lecturer in a manner so graphic and with such faithfulness of detail as to move the audience.

An accident which might have been attended by much more serious results, occurred this morning at the corner of Government and Johnson streets. A Chinaman proceeding up Johnson street on a bicycle at a high rate of speed, collided with Mr. Bourke, the Yates street tobacconist, and knocked him down. The Chinaman was riding between the tram rails and was unable to change his course, and Mr. Bourke had no time to evade the flying wheel. The tire of the bicycle exploded with a loud report, and for a few moments it was thought Mr. Bourke had sustained severe injuries. He was fortunately comparatively unharmed. The wheel was badly smashed up, but the Chinaman escaped without any injury.

Lipton's tea at Hardress Clarke's.

SHIPPING NEWS
HAPPENINGS OF A DAY ALONG THE WATERFRONT.

The salmon merchants are experiencing difficulty in securing ships for this year's salmon fleet. But two ships have been chartered as yet, the British ship River Falloch, 1,389 tons, now 60 days out from Hamburg with general merchandise for this port, and the Russian bark Favell, coming in ballast from Kiao-chow. Rates are high, and the owners of the very scarce tonnage on the Coast are holding out for even higher rates.

A cablegram from London says the post of the Compagnie Generale Transatlantique against the decision of the lower court, holding that the steamer La Bourgogne alone was responsible for the collision with the British ship Cromartyshire off Halifax, N.S., on July 4, 1898, by which 502 lives were lost.

Capt. Barrie, of the tug Sadie, says the Colonist is slower than the George E. Starr in reporting happenings. About a month ago his steamer's sea-cocks were left open and the steamer sank to the bulwarks at her wharf. The Colonist this morning tells of the incident and the raising of the steamer.

There was a rumor on the waterfront to-day that the river steamer Strathcona had been sold to the Dominion government for survey purposes on the northern inlets. The rumor was short-lived, however. The officials of the B. C. Co., owners of the Strathcona, say there is absolutely no truth in the report.

The Willey S. & Co. have sold their steamer City of Aberdeen and Multnomah running between Olympia, Tacoma and Seattle for \$40,000. The purchasers are not named, but it is said directors of the contemplated Port Angeles railway have a hand in the deal.

A new steamer is being designed for the Alaska Packers' Association to replace their windjammers, by W. P. Lindley, formerly a member of the Times staff.

The use of tugs in raising the sunken ship Andelana at Tacoma has been given up. An attempt will be made to haul her bow out of the mud by double blocks and tackle, operated by a donkey engine.

Ship Star of France, loading at Chemainus, has been belated for 24 days while remaining at work done. The ship was released on bonds.

Steamer Sakura Mara has sailed for Japan full up. While on the Sound she collided with the ship Sargent. Little damage was done.

Steamer Willapa will sail for the West Coast to-morrow evening, and the West City for the North on Monday.

Steamer Utopia inaugurated her service last evening between Seattle and this port.

Ship Charmer has been chartered to load coal at Departure Bay for San Francisco.

Steamer Dirigo is off the dock. She will be ready for service in a week.

Steamer Amur will not sail North again until the 20th.

Steamer Alpha will sail North to-morrow morning.

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The Output Will Exceed Previous Estimates—Indians Weary of Prison.

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The theory upon which this belief is based is that the line of the old creek beds wherever the gold was deposited crossed and recrossed the line of the present creek beds, depositing gold sometimes upon one side and sometimes upon the other, and that when the present water courses were eroded in some instances the gold from the old streams was dropped down on to the beds of the new streams, where it was first found. Dominion, Hunter, Enrick, and Quartz creeks are also promising creeks. Chief gulch has been a disappointment, as well as Lombard and Upper El Dorado, but the immense amount of work done wherever party dirt has been struck, more than compensates for the failure of a few creeks.

A new washing machine that recently made its appearance has wonderfully simplified mining methods and cheapened its cost. The machine uses a stream of hot water, which is forced against the free of the dirt by a jet of steam. The water runs back in the drift to a sump hole and is used over and over again. During the day this water becomes very hot and the amount of work accomplished becomes greater as the day advances. A sort of siphon arrangement suffices to pick the water up from the sump hole and a jet of live steam from the boiler above forces it out of the nozzle against the frozen dirt with great effect. No picking is necessary, and as the gravel is superheated, all the water is driven out of the dirt as it falls. The gravel, too, is partially washed by this process, and the dirty water which accumulates in the drift during the day is "siphoned" to the top of the shaft and discharged outside the dump. By the use of this same apparatus on the dump during the clean-up thirty days' time is gained, which means much to the claim owner, as it enables him to take advantage of the late water running in the streams.

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ANOTHER DOCTOR.
Coffee May Agree With Some People and Not With Others.

Until a year ago, I was a most inveterate coffee drinker. I have always assiduously abstained from all other forms of stimulants, including tobacco, and hence could easily localize the cause for the numerous abnormal symptoms I became subject to. I grew nervous and irritable, became easily excited and experienced a decided loss of memory, together with many other symptoms, indicating an unduly stimulated nervous system. My appetite was poor, slight deficient, bowels irregular. Like thousands of others, I could not bring myself to believe that my favorite beverage was the cause of my abnormal conditions.

About a year ago a package of Postum Cereal came to my office, and I concluded to try it. I was very much disappointed with the trial, the liquid being light-colored, weak and insipid. It lacked the strong flavor I had been so long accustomed to.

I concluded, however, I would have to cultivate a taste for it, and hence finally in drinking the almost tasteless mixture for several weeks, until finally I became disgusted with it and quit it—I noticed, however, an improvement in my nervous symptoms.

Shortly after this my attention was called to your specific announcement as to the length of time the mixture should be taken, following the directions explicitly, and the result was truly gratifying. The color, the aroma, the taste and everything (except the nerve racking stimulant) was there, and I was completely satisfied. The nervous symptoms entirely vanished, and all other abnormal conditions vanished. The experience in my own case naturally led to a conclusion as to the cause of the disorders with many of my patients, and I have had occasion in numerous cases to insist upon the abandonment of coffee entirely, and the substitution of Postum Food Coffee, with highly gratifying results.

Dr. Geo. W. Hagan, 113 E. Long street, Columbus, Ohio.

Drill Hall concert to-night.

Mrs. Dickenson's pupils had their annual dance, concluding the season, in Assembly Hall last night. The function was very largely attended, and needless to say, the juvenile merry-makers and their elderly escorts enjoyed themselves immensely.

Washing machines at R. A. Brown & Co's, 80 Douglas street.

Wall paper, wall paper; wall paper. The largest range in the city at Weller Bros.

Radam's Microbe Killer

Its value attested by all classes of intelligent people. Read the following:

Vancouver, B.C., Dec. 28, 1898.
"Messrs. John Bros., Dear Sirs: Enclosed please find a postoffice order for \$3.00, for which send me one dozen of your Radam's Microbe Killer by express. I am leaving Vancouver in a few days and am anxious to secure another 300 in addition to that I got at your store when in Victoria. It cost me \$1.00 and I cannot do without it. It is invaluable to me for preventing cholera and strengthening the vocal chords, thus keeping my voice in perfect condition for singing. Yours truly, NONA YEAGER, of Clara Malibeu Co."

Send for pamphlets and testimonials. Price \$3.00 per gal. Jar: \$1.00 per bottle.

JOHNS BROS.,
Agents, 111 Douglas Street

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KIDNEY DISEASES
Are Positively Cured by Dodd's Kidney Pills.

Are Positively Cured by Dodd's Kidney Pills.

Do you know people who know this? Their Experience Has Proved It—Dodd's Kidney Pills Cured Mrs. Peter O'Brien of Kidney Complaint.

Kilmarnock, May 12.—The people of this section are among the shrewdest and most level-headed people in Canada. They know a good thing when they meet it. And when they "run up against" a good thing they make use of it. That is why Dodd's Kidney Pills have such an enormous sale in this district. That is the reason Dodd's Kidney Pills are used in nearly every household in the country.

It is nothing unusual to hear of several cases of Kidney Disease, every day, by Dodd's Kidney Pills, in this neighborhood. The medicine is in universal use. It has the record of having completely cured every case of Bright's Disease, Diabetes, Dropsy, Lungboil, Rheumatism, Gravel, Headache, Catarrh, Urinary Disease, Diseases of Women, or Blood Impurity in which it has been used. Our people claim that it is the only medicine on earth that will cure these diseases.

A still further claim is made by those who have used Dodd's Kidney Pills. They assert emphatically (and to speak the truth, they bring convincing proof) that Bright's Disease and Diabetes are as easily cured, if Dodd's Kidney Pills are used, as is a common cold.

Mrs. Peter O'Brien, of Smith's Falls, whose cure is the latest reported, has many friends in Kilmarnock, and her complete recovery amazes, while it delights them. Her case was a severe one of Kidney Disease, and Dodd's Kidney Pills worked a wonderfully quick and complete cure.

Dodd's Kidney Pills are sold by all druggists at fifty cents a box, six boxes \$2.50, or will be sent, on receipt of price, by the Dodd's Medicine Co., Limited, Toronto.

JUST THE RIGHT THING.
For the Army and Navy.

Men's Plain-Toe Boots and Shoes.

AT JAMES MAYNARD'S,
119 Douglas Street, opposite City Hall.

Walter Baker & Co's Breakfast Cocoa.

"A PERFECT FOOD—as Wholesome as it is Delicious."

The firm of Walter Baker & Co., Ltd., of Dorchester, Mass., put up one of the few really pure cocoas, and physicians are quite safe in specifying their brand.

A copy of Miss Parson's "Choice Receipts" will be mailed free upon application.

WALTER BAKER & CO. Ltd.
ESTABLISHED 1870.
Branch House, 6 Hospital St., Montreal.

HONDI

IS A CEYLON TEA. HAS PURITY. PLEASE YOU.
IS A PACKET TEA. HAS FLAVOR. CHEER YOU.
IS A PERFECT TEA. HAS MERIT. WILL SATISFY YOU.

ONCE USED—ALWAYS USED.

SPRING SUITINGS The Latest Designs. The Newest Shades. HAVE JUST ARRIVED.

J. T. BURROWS & CO.,
GIVE US A CALL. Tailors, 88 Douglas Street.

FIRING THE 13-POUNDERS.

No. 1 Co.'s Annual Practice to Be Held at Beacon Hill.

The following District Order is published for general information:
13-PP. R. M. L.

The annual gun practice of No. 1 Co. 1st Batt. 5th Regt. will take place from Beacon Hill at 2 p.m. on Saturday, 20th of May next.

All arrangements as to placing targets, securing range party and boats will be undertaken by the D. O. C.

In accordance with instructions from Ottawa, the O. C. Troops has kindly consented to provide an officer to superintend the practice.

You will be good enough to request Major Muir to report to him.

The ammunition will be forwarded to the drill hall on Friday, the 19th inst., and limbers will be packed under the direction of officer commanding No. 1 Co.
Dress, drill order.
J. PETERS, Lt.-Col.

A CARD.

We, the undersigned, do hereby agree to refund the money on a twenty-five cent bottle of Dr. Wills' English Pills, if, after using three-fourths of contents of bottle, they do not relieve Constipation and Headache. We also warrant that four bottles will permanently cure the most obstinate case of Constipation. Satisfaction or no pay when Wills' English Pills are used. Moore & Co., Druggists, Yates street, Victoria, B. C.

Wm. Jackson & Co., 95 Douglas St., Victoria, B. C.

Dean & Hiscocks, Druggists, corner Yates and Broad streets, Victoria B. C.

Chas. E. Jones, People's Pharmacy, 30 and 32 Government street, Victoria, B. C.

The public are again reminded of the concert to be given by the band of the First Batt. on Tuesday evening in aid of the B. C. Protestant Orphanage. In addition to selections by the band, contributions will be given by Miss Laura Lewson, Messrs. H. Kent, J. Pilling, H. Ives, Williams, F. Finch, Smiles, and by the "Big Four."

Newbigging & Anderson, practical machinists, 105 Douglas street. All kinds of repair work promptly executed. Sewing machines and lawn mowers are our specialties.

The hon. treasurer of the B. C. Protestant Orphan's Home thankfully acknowledges the receipt of ten dollars from Victoria-Lodge No. 17, Knights of Pythias, in aid of the Orphanage.

A. D. McKinnon arrived from Chemainus by the noon train with some specimens of quartz found in the locality of Mount Sicker, which is estimated to be \$100,000 to the ton. The quartz is very pretty; white and gold can be seen all through it with the naked eye. McKinnon refuses to say where he found it.

A JURY OF WOMEN.

Who have tested the merits of Dr. A. W. Chase's Kidney-Liver Pills, return the verdict that for backache and kidney disorders there is no preparation in any way equal to this great discovery of Dr. A. W. Chase, America's greatest physician. This great kidney-cure is sold by all druggists at 25 cents a box, and has proved most effectual as a remedy for the many ills to which woman is subject.

Miss Watson, of the High school staff, who has been indisposed for some time, and unable to attend to her duties on the High school staff, returned from the mainland last night. She is sufficiently recovered to be able to resume her work on Monday.

HERBERT LLOYD DEAD.

London, May 13.—Mr. Herbert Lloyd, of Edward Lloyd, Limited, proprietors of the Daily Chronicle, is dead.

Mrs. Chas. Smith, of James, Ohio, writes: "I have used every remedy for sick headache I could hear of for the past fifteen years, but Carter's Little Liver Pills did me more good than all the rest."

Drill Hall concert to-night.

Lakeside Hotel

COWICHAN LAKE.

The Noted Fishing and Summer Resort of the Island.

EXCELLENT BOATING.

Stage leaves Duncan's Monday Wednesday and Friday. Special tickets will be issued by the E. & N. R. Co. for Cowichan Lake on Monday Wednesday and Friday, good for 15 days; \$2.00 return. PRICE BROS., Props.

METROPOLITAN

Ice Cream Parlors

Ice Cream, Water Ice, Ice Cream Sodas, Sherbets to order.

Just received a consignment of fine pure fruit fountain syrups. All the popular and up-to-date flavors; delightful, refreshing. Make your appointments at

CLAY'S 39 Fort St.

AN ENDOWMENT POLICY

IN THE

ONTARIO MUTUAL LIFE

Makes sure provision for the family and yields a handsome investment. Apply for rates, etc., to

R. L. DRURY,
Provincial Manager,
34 Broad Street.

All Those Leather Braces

We have in stock at 50 cents; must be cleared out before our new ones arrive. For the next few days we will sell what's left for

25 Cents Pair.

Made of best leather, copper riveted leather lugs, wire buckles and cast-off. It's certainly a bargain price on good, honest suspenders.

W. G. Cameron
The acknowledged cheapest Cash Clothier in Victoria, 55 Johnson street.

TALKING MACHINES.

Just to hand, a large assortment, including the

Eagle, Columbia, Edison.

Large assortment of Records at 50 cents each; per dozen, \$5.00.

Call and Hear Some Talking.

M. W. WAITT & Co
AGENTS

For Scones, Puddings and Cakes, Ladies, take good advice--Use Blue Ribbon Baking Powder, and have them always nice.

MUSIC BY MODERATO.

The past week has been notable for the appearance of the eminent pianist, Moritz Rosenthal, one of the great players of the present day, though not necessarily the greatest. Rosenthal's tour throughout the United States has been one gigantic success, unprecedented, perhaps, by any artist save Paderewski.

What's the use of suffering from those terrible Nervous Headaches when you need not do so? Who would be poor, if he could get rich for fifty cents? Who would endure the agony of Nervous Headaches when he can get certain relief for fifty cents?

dropped into the St. John's Church bazaar on Wednesday night, a promenade concert having been announced, and a more sorry spectacle I have rarely witnessed. During the different numbers there was no pause in the feverish rush for raffle chances and the bartering of fancy wares at the various booths.

And now to the programme, which opened with Mozart's A minor Sonata. To me the second number surpassed the rest, including as it did the B flat Minor Sonata of Chopin's, the often played Berceuse and the Valse in A flat by the same composer.

THOSE TERRIBLE NERVOUS HEADACHES

Rob Thousands of the Pleasures of Life. Dodd's Dyspepsia Tablets Cure Nervous Headache, and Make Life Worth Living--They Remove the Cause of the Trouble, Quickly and Completely.

What's the use of suffering from those terrible Nervous Headaches when you need not do so? Who would be poor, if he could get rich for fifty cents? Who would endure the agony of Nervous Headaches when he can get certain relief for fifty cents?

that Tod Sloan will ride in the Derby, is now the favorite for that event at 11 to 10 against. Sloan was presented to the Prince of Wales at Newmarket yesterday. The Prince complimented him on his fine riding.

BASEBALL

Friday's League Games. At Pittsburgh--Pittsburg, 1; Cincinnati, 5. At Philadelphia--First game, New York, 4; Philadelphia, 11. Second game, New York, 4; Philadelphia, 11.

LA GRIPPE VICTIMS.

Will in Thousands of Cases Have to Fight Catarrh Unless Dr. Agnew's Catarrhal Powder is Used to Prevent the Sowing of the Seed. The wife of a prominent physician of Toronto was a victim of Catarrh in its worst form.

IF NEVER DISAPPOINTS.

People who are troubled with any disease caused or promoted by impure blood or a low state of the system may take Hood's Sarsaparilla with the utmost confidence that its faithful use will effect a cure.

Sporting News.

CRICKET.

Australians vs. Essex. Leyton, Eng., May 12. The Australian team today began a game against Essex. Essex won the toss and the Australians had to take the field. H. G. Owen, the Essex captain, started the batting with Carpenter, and an excellent beginning was made.

GOLF.

Irish Lady Champion. Belfast, May 12. In the final of the ladies' open championship at Newcastle, County Down, Miss M. Fitzgerald, of the Royal Portrush Club, defeated Miss Magill, of the County Down Club.

This is no idle, baseless boast. It is truth--plain, simple, homely, honest truth. If you suffer from Nervous Headache, buy a box of Dodd's Dyspepsia Tablets, and you will realize the happiness of relief.

How do Dodd's Dyspepsia Tablets cure Nervous Headache? Simply by removing the cause of the trouble.

In nine hundred and ninety-nine cases out of every thousand, Nervous Headache is caused by bad digestion. Make the digestion perfect, and the Nervous Headache will vanish just as surely as a scaffold falls when its supports are removed.

Now Dodd's Dyspepsia Tablets make digestion perfect. They themselves digest the food. That's how they cure Nervous Headache.

Try a box, and be convinced. To try them is to be cured; to be cured is surely, to be convinced.

Washington & Alaska S.S. Co. LIGHTNING EXPRESS TO Dyea and Skagway IN 55 HOURS.

SS. CITY OF SEATTLE

Sails for Dyea and Skagway direct every two days. No stops. No delays. Round trip in seven days. Rates same as on other steamers. Next sailing Saturday, 20th May.

Canadian Development Co. Ltd.

H. MAITLAND KIRSEY, Managing Director. THROUGH TICKETS AND BILLS OF LADING From British Columbia and Puget Sound Ports to

Atlin, Dawson and Yukon Points

DAILY SERVICE ON LAKES AND UPPER YUKON EXPRESS SERVICE. An efficient and reliable express service is maintained and operated by the company over all the routes traversed by its steamships.

V. V. T. Co. STEAMER "ALPHA"

Will leave Spratt's Wharf for Dyea, Skagway and Wrangell MAY 10th, and from Vancouver at 12 noon, on the following day.

The Boscowitz Steamship Co., Ltd. STR. BOSCOWITZ

Will leave Spratt's wharf on THURSDAY, 25TH MAY AT 10 P.M. For Naas River and Way Ports VIA VANCOUVER.

THE PACIFIC AND SOO PACIFIC RAILWAY LINE

The most direct route to all points East and Southeast Through Palace and Tourist Sleeping Cars to Minneapolis, St. Paul, Toronto, Montreal, Boston WITHOUT CHANGE

ALASKA STEAMSHIP CO. FOR ALASKA AND GOLD FIELDS

S. S. "DIRIGO" Wednesday, May 17th Subsequent sailings May 31, June 14, 28. S. S. "ROSALIE" Wednesday, May 24th Subsequent sailings June 7, 21.

HUMBOLDT STEAMSHIP CO. LIGHTNING EXPRESS TO DYE AND SKAGWAY IN 55 HOURS.

SS. HUMBOLDT SAILS FOR Dyea and Skagway Direct every two days. No stops. No delays. Round trip in seven days. Rates same as on other steamers. Next sailing Tuesday, 16th May.

O. R. & N. Oregon Short Line

LOWEST RATES. SHORTEST ROUTE. Seattle to all points East and Southeast, via Portland, Salt Lake City and Denver. Pullman palace sleepers, upholstered tourist sleepers and free reclining chair cars; steam heat, Pintsch light.

AGENCY ATLANTIC S.S. LINES

FOR Hawaii, Samoa, New Zealand and Australia. SS. MOANA to sail Wednesday, May 17, at 10 p.m. SS. AUSTRALIA to sail Wednesday, May 31, at 2 p.m., for HONOLULU only.

ERIE MEDICAL CO., BUFFALO, N.Y.

Physiological Perfection--The PROMISE and POSSESSION FREE to all who read these lines.

The manliness of a man depends on the strength of his strength, the vigor of his nature. To those suffering with physical debility, unsustained vitality, the result of excessive use of memory, kidney troubles and other serious ailments which directly or indirectly sap the life's highest service--just one word: Write to us for our treatment on approved scientific remedies and a scientific device, and fully tested yourself home. No advance payment, but you will get it just what you want, return all to us and pay nothing. If you find the combined medicinal and mechanical treatment the greatest thing on earth, you keep it and send our reasonable fee. Send on honor if you'll try on honor. Write for most valuable information, send your name and address.

The Hotel Dawson 65, 66 and 67 Yates St., VICTORIA, B.C. \$1.00 per day or \$10.00 per week. Rooms \$1.00 per week. European and American plans. Newly furnished and refitted throughout. JOHN MICHAEL, Proprietor.

Canadian Pacific and Soo Pacific Railway Line. The most direct route to all points East and Southeast. Through Palace and Tourist Sleeping Cars to Minneapolis, St. Paul, Toronto, Montreal, Boston WITHOUT CHANGE. Tickets to or from all points in Europe. For rates, folders, pamphlets and all information call on or address: H. W. GREENE, Agent, Cor. Government and Fort Sts.

Washington & Alaska S.S. Co. LIGHTNING EXPRESS TO Dyea and Skagway IN 55 HOURS. SS. CITY OF SEATTLE. Sails for Dyea and Skagway direct every two days. No stops. No delays. Round trip in seven days. Rates same as on other steamers. Next sailing Saturday, 20th May.

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ALASKA STEAMSHIP CO. FOR ALASKA AND GOLD FIELDS. S. S. "DIRIGO" Wednesday, May 17th. S. S. "ROSALIE" Wednesday, May 24th.

TRANSPORTATION. Canadian Pacific Navigation Co. (LIMITED) WHARF STREET, VICTORIA. Time Table No. 42--Taking Effect May 1st, 1899.

VANCOUVER ROUTE. Victoria to Vancouver daily except Monday at 1 o'clock. Vancouver to Victoria daily except Monday at 12:15 o'clock, or on arrival of C. P. R. No. 1 train.

NEW WESTMINSTER ROUTE. Leave Victoria for New Westminster, Ladner and Lulu Island Sunday at 2:30 o'clock. Wednesday and Friday at 7 o'clock. Sunday's steamer to New Westminster connects with C.P.R. train No. 2 going east, Monday.

C. P. N. Co., Ltd., Steamers. Will leave Turner, Bowen & Co.'s wharf for DYE, SKAGWAY, WRANGEL. As follows at 8 p.m. "DANUBE" May 6, 17, 31 "TEES" May 10, 24

Bennett Lake and Klondyke Navigation Co., Ltd. Steamers leave Porter's Wharf for Skagway, Dyea and Wrangell. As follows: SS. ANUR - May 12 and 26 SS. CUTCH - May 18.

HUMBOLDT STEAMSHIP CO. LIGHTNING EXPRESS TO DYE AND SKAGWAY IN 55 HOURS. SS. HUMBOLDT SAILS FOR Dyea and Skagway Direct every two days. No stops. No delays. Round trip in seven days. Rates same as on other steamers. Next sailing Tuesday, 16th May.

O. R. & N. Oregon Short Line. LOWEST RATES. SHORTEST ROUTE. Seattle to all points East and Southeast, via Portland, Salt Lake City and Denver.

AGENCY ATLANTIC S.S. LINES. FOR Hawaii, Samoa, New Zealand and Australia. SS. MOANA to sail Wednesday, May 17, at 10 p.m.

ERIE MEDICAL CO., BUFFALO, N.Y. Physiological Perfection--The PROMISE and POSSESSION FREE to all who read these lines.

TRANSPORTATION. THE PACIFIC & ARCTIC RAILWAY & NAVIGATION COMPANY. BRITISH COLUMBIA & YUKON RAILWAY COMPANY. From Skaguay, Alaska, to the Summit of White Pass in a Comfortable Railway Train.

The White Pass and Yukon Route. THE PACIFIC & ARCTIC RAILWAY & NAVIGATION COMPANY. BRITISH COLUMBIA & YUKON RAILWAY COMPANY. From Skaguay, Alaska, to the Summit of White Pass in a Comfortable Railway Train. 100 Pounds Baggage Free. Investigate Fully. Do Not Be Misled.

Chilkoot Pass Route. Chilkoot Railroad & Transport Company. Alaska Railway & Transportation Company. Dyea-Klondike Transportation Company. Operating a System of Aerial Tramways Between Dyea and Crater Lake.

Pacific Coast Steamship Co. For San Francisco. The company's elegant steamships ANACAP, WAA, WA WAA and UMATILLA, carrying H.B.M. mails, leave VICTORIA, B.C. 8 p.m. May 4, 9, 14, 19, 24, 29; June 3, 8, 13, 18, 23; July 3, and every fifth day thereafter.

STEAMSHIP TICKETS TO AND FROM All Points in Europe. Via Montreal, Quebec, Boston or New York, and all steamship lines. For all information as to sailings, rates, etc., apply B. W. GREER, Agent, Cor. Government and Fort Sts.

STR. CLAYOQUOT WILL LEAVE Victoria for Nanaimo, Thursday, 5 p.m. Nanaimo for Victoria, Friday, 7 a.m. Victoria for Nanaimo, Saturday, 7 a.m. Nanaimo for Victoria, Tuesday, 6 a.m. Calling at West Point.

THE GREAT NORTHERN Government Street, Victoria, B.C. Leave 8 p.m. Daily. Arrive 11:45 p.m. Daily. Connecting at Seattle with overland Pacer. J. H. ROGERS, Agt.

NORTHERN PACIFIC. TO SPOKANE, ROSSLAND, HELSON, KASLO, SANDON, GRAND FORKS, KETTLE RIVER, HELENA, BUTTE, ST. PAUL, CHICAGO, and all points East and South.

STR. UTOPIA FROM SEATTLE DAILY (EXCEPT SUNDAY). Lv. Seattle 8:30 a.m. Ar. Port Townsend 12:30 p.m. Lv. Port Townsend 12:45 a.m. Ar. Victoria 5:30 a.m.

Victoria & Sidney RAILWAY. Trains will run between Victoria and Sidney as follows: DAILY: Leave Victoria at 7:00 a.m., 4:00 p.m. Leave Sidney at 8:35 a.m., 5:15 p.m.

THE GREAT NORTHERN Government Street, Victoria, B.C. Leave 8 p.m. Daily. Arrive 11:45 p.m. Daily. Connecting at Seattle with overland Pacer. J. H. ROGERS, Agt.

