

BRIDGE DISCUSSED

Residents of Victoria West Talk Bridge Communication Across the Arm.

A Resolution Passed, Favoring a Permanent Bridge at Telegraph Street.

Fairall's hall, Victoria West, was comfortably filled last evening by the residents of that suburb, who discussed several propositions to secure bridge communication across the Victoria Arm.

Mayor Beaven was voted to the chair. He read a letter from Alderman Williams stating that he regretted his inability to be present, but that he was quite willing to support any movement which the electors of Victoria West decided upon.

Mr. Painter asked the mayor why the council had not at once accepted Mr. Dunsen's offer and replanned the E. & N. railway bridge.

Mayor Beaven replied that the council had decided at Monday evening's meeting to plan the bridge.

Ex-Ald. W. J. Ledingham moved the following resolution:

"Whereas, the residents of Esquimalt district and Victoria West are desirous of having direct communication with the city proper; therefore, be it resolved that the city council be requested to acquire the right to construct a bridge across the harbor at the foot of Telegraph street to the Indian reserve; such proposed bridge to be constructed and operated so as to interfere in the least possible way with shipping interests."

Ex-Ald. Ledingham pointed out that a bridge across the harbor at this point would lessen the distance to Victoria West by almost one-half. This would not only be a great convenience to the public, but would be an immense advantage in case of fire. Besides, the pedestrians from Victoria West and Esquimalt used the E. & N. railway bridge. They did this at their own risk, and if any accident should happen on the railway bridge this short route would undoubtedly be cut off. He pointed out that at Johnson street the shore rights and warrens would have to be purchased and this would entail a much larger cost than building at Telegraph street. With two bridges at this point, the city would be able to close by electricity and in place of the bridge being opened for an hour or half an hour as the E. & N. railway bridge is at present, they could be operated much more readily and with less inconvenience to the public.

Ex-Ald. Ledingham also pointed out that a bridge built at Point Ellice should angle towards Langford street, so as to assist in straightening out the streets of Victoria West.

Mr. Oltersbach pointed out that by running the Point Ellice bridge at the foot of Langford street it would lengthen the bridge, but by running to the foot of Edward street the bridge would be shortened.

Mr. Ledingham in reply, stated that the only objection to Edward street was that it was very rocky, but still he believed that there was no objection, as the rock could be used in repairing the street.

Mr. Styles would oppose a bridge at Langford or Russell street if it would encourage the closing of Craigflower road.

Mr. Fairall endorsed the action of the council in constructing the pile bridge at Point Ellice. In two years' time the city would be in a better position to build a permanent steel bridge. Such a bridge should be built at Telegraph street or Johnson street. Such a bridge would make every street in Victoria West nearer the postoffice. Mr. Fairall believed the council were in no way responsible for the accident at Point Ellice. The responsibility should rest on those who engineered a charter through the house that allowed the tramway company to run their cars over a bridge that was never constructed for that purpose.

Mr. MacRae wished to know if the resolution implied that the construction of the present pile bridge at Point Ellice was to be discontinued. He would like the wording of the motion so amended so as to include an endorsement of the council's action in building the pile bridge as it was of the utmost importance that communication should be restored at that point.

Mr. Lindley Grease wished to know if any inquiry had been made as to the rights of the city to make a roadway across the Indian reserve.

Mayor Beaven replied that no such inquiry had yet been made. In all probability the whole matter would be adjusted by the commission recently appointed by the Dominion government.

Mr. Grease remarked that any one looking at the map would see the immense advantage of the short route by Telegraph street. He considered the resolution a step in the right direction and should be supported by the residents of Victoria West.

Mr. Beaumont Boggs stated that certain rights in the matter of roads across the Indian reserve had to be granted by the Imperial government, and advantage could be taken of the same at any time. He criticized the action of the city council in not planning the E. & N. railway bridge at once. It appeared that the wheels of the Victoria municipal business moved very slowly. He believed that some arrangement should be made to secure tramway communication with Victoria West.

Mr. Fraser believed that it would be better to have one than one resolution in order that the views of the different speakers might not conflict and endanger any one resolution that might be offered.

Mr. MacRae agreed with Mr. Fraser and suggested that a committee be appointed to draft a series of resolutions. He also agreed with Mr. Boggs that everything should be done to secure the restoration of tramway communication.

After some further discussion Mr. Ledingham's resolution was carried unanimously.

Mr. Boggs then moved a resolution which blamed the city council for not having at once taken possession of Mr.

Dunsen's offer and for not making the Point Ellice bridge suitable for tramway traffic, if said bridge is to be a permanent one.

Mayor Beaven pointed out that the portion of the resolution dealing with the planning of the E. & N. railway bridge did not do justice to the council. When the petition referred to by Mr. Boggs, came in to the council, Mr. Dunsen was interviewed, and he offered no objection to the use of the bridge for ordinary traffic. The matter had been referred to a committee, who Monday evening recommended that the bridge be re-planned. The committee had good reasons for the delay.

After the mayor's explanation, Mr. Boggs withdrew his resolution.

Mr. Fraser moved that a committee, consisting of Messrs. Boggs, Ledingham and Fairall be appointed by the meeting to take charge of the matter of the bridge communication, to interview the council, and if necessary secure the cooperation of the Board of Trade, and generally to do all possible to secure a definite and tangible result.

The names of Mr. Fraser and Mr. Saunders were added to the committee, and the resolution carried.

It was moved that a vote of thanks be extended to Mr. Dunsen for the use of the bridge and to Mr. Fairall for the use of the hall. Mayor Beaven was also thanked for coming to the meeting and presiding thereon.

The meeting then adjourned.

EAST OF THE ROCKIES

Winnipeg Crews for Minnetonka Regatta—A Burglar Escapes From Jail.

Young Lady Mysteriously Shot Near Kingston—The International Exhibition.

Winnipeg, July 15.—The Winnipeg crews for the Minnetonka regatta next week leave on Tuesday for St. Paul, one day earlier than had been expected, owing to a change in the regatta. The Winnipegers are going fast but are saying very little. If they are successful at Minnetonka the crews will probably leave the following week to take part in the Brockville and Saratoga regattas.

Jack Hackett, the carman, has left Rat Portage for Halifax and other eastern regattas.

Alex. McKenzie, a burglar, confined in the provincial jail, escaped while at work on the grounds yesterday morning. Fireman W. E. Muggie, of the C. P. R., died very suddenly from bleeding of the lungs.

Toronto, July 15.—L. H. Fitzhugh, late assistant to General Manager Hayes of the Grand Trunk, today took up his office as manager of transportation for the lines west of Toronto. Edmund Wragge, the local manager, has severed his connection with the system.

Hon. John Dryden, minister of agriculture, left for the Northwest yesterday. He will remain away several weeks.

A communication has been received by the Board of Trade from the London chamber of commerce inviting its cooperation, and that of other Canadian boards of trade in the organization of a British section in connection with the international exhibition to be held in Brussels next year, it being thought advisable that colonial products should be included.

Word was received yesterday of the death of Captain J. C. Roundling, of Sydney, N.S.W. Captain Roundling strongly advocated the steamship service between Australia and Canada.

Kingston, July 15.—On Sunday afternoon Jennina Riddell, adopted daughter of A. Ross, of Glasgow, about ten miles from this city, was mysteriously shot and instantly killed in a shed at the rear of the farm house. She was discovered by Wm. Babcock, an adopted lad of about the same age as the girl, who was observing her in an accustomed place, but it was smoking. An inquest will be held Sunday morning at Babcock, but no positive proof has been yet discovered.

Thieves broke into the vestry of St. George's cathedral, and stole drinking all the wine in stock, ransacking the archbishop's vestments.

The grasshopper plague has already done much damage to crops in this vicinity. The township of Camden in particular has suffered.

Brockville, July 15.—The steam barge Samon, owned by Brown & Co., of Buffalo, ran on a rock shoal in the Narrows, opposite Hill Crest, and her consort, the Celtic, a three-masted vessel, is also piled up on the shoal. The disaster occurred at 9 o'clock yesterday morning. The vessel was carrying 120,000 bushels of grain, and it is probable both will be a total loss.

There are many forms of nervous debility in men that lead to the use of Carter's Little Liver Pills. Those who are troubled with nervous weakness, night sweats, etc., should try them.

Last summer one of our grand children was sick with a severe bowel trouble. Our doctor's remedies had failed, then we tried Chamberlain's Colic, Cholera and Diarrhoea Remedy, which gave very speedy relief. We regard it as the best medicine ever put on the market for bowel complaints.—Mrs. E. M. Gregory, Fredricktown, Mo. This certainly is one of the best medicines ever put on the market for dysentery, summer complaint, colic and cholera infantum in children. It never fails to give prompt relief when used in reasonable time and the plain printed directions are followed. Many mothers have expressed their sincere gratitude for the cures it has effected. For sale by all druggists, Henderson Bros. & Langley, wholesale agents, Victoria and Vancouver.

ROYAL Baking Powder has been awarded highest honors at every world's fair where exhibited.

UNCLE SAM AND SPAIN

Correspondence of the Two Governments Made Public by the State Department.

The Celebrated Moro Case Alluded to—Reports From Cuba Suppressed.

Washington, D. C., July 15.—It required seventy-one printed pages in the volume of foreign relations to set out the correspondence that has passed between the United States and Spain during the year 1895, yet in no case was there printed any matter in the nature of reports from United States officers touching the rebellion and its causes, progress or prospects.

The chapter on Spain begins with the celebrated Moro case, which having been settled satisfactorily by the payment of an indemnity by Spain of \$1,500,000 is now a closed incident.

Next in order comes the Alliance incident, beginning with Secretary Greaham's vigorous demand upon the Spanish government for a prompt disavowal of the act of the Conde Venadito in firing upon the American steamship; for an expression of regret and the issuance of orders to Spanish naval commanders to refrain from interference with legitimate American commerce, whether within three miles of the Cuban coast or not. The conclusion of this incident is for the first time told officially in this publication. The Spanish government showed its entire readiness to do everything that international law requires to smooth away the bad impression caused by the incident, and after procuring a report on the subject from the Cuban officials, the Spanish minister of foreign affairs delivered to United States Minister Taylor a statement in which he says the Alliance was fired upon with a special purpose not to hit her, she being outside of the jurisdiction zone of Spain. This was an involuntary error, which no one could have foreseen, and the government of his majesty, whose purpose never was to set obstacles or hindrances to the legitimate commerce of the United States, and much less to give offense to the flag of a friendly power, had sent out instructions have been sent to the commanders of the ships of the navy to "avoid a repetition of events similar to that now in question, which is disavowed by the government of his majesty."

Mr. Tilt, the acting secretary of state, closed the incident by accepting the duke's statement as a sufficient satisfactory explanation without conceding that the exact location of the Alliance at the time the shot was fired can be considered as a controlling circumstance.

Correspondence passing between the state department and the resident Spanish minister relative to the enforcement of the United States neutrality laws makes up considerable space. It begins with the case of the yacht *Amelia Lagondia* and *Naracoa*, but these have already been made public through legal proceedings. Half a dozen letters tell the story of the fruitless attempts of Spanish agents to obtain general instructions to prevent United States consuls from exercising diplomatic functions in intervening to protect American citizens arrested by the Spanish officials in Cuba. Secretary Olney acted with vigor in this connection, and himself to minister De Lome here and to the Spanish government at Madrid at the same time, through Minister Taylor, and in less than a month Consul General Williams was recognized as having full power to look after such matters, being thus placed on an equality with the German consuls in Cuba.

A short letter from United States Minister Taylor to Secretary Greaham in February, 1895, tells the story of a diplomatic victory for the United States. It was a matter of business value, deserves a prominent place in the volume. This was the final concession by the Spanish government to the United States citizens of the right to pay minimum duties on goods sent to Cuba.

A premonition of claims to be preferred against Spain appears in several letters of E. Atkins & Co., of Boston, to Secretary Olney, giving notice of the default of their valuable Soledad sugar estate by the insurgents. Incidentally they note that the insurgents are mainly negroes, and that the orders to burn their property were sent from Cuban headquarters in New York with the purpose of causing trouble between the United States and Spain. The chapter on Spain ends with correspondence relative to the cases of certain American citizens arrested and expelled from Cuba—Francis Carrillo, John A. Somers and the Ansleys.

Havana, July 15.—Several arrests have been made by the police of Havana of persons alleged to have been compromised by code cable messages supposed to relate to the latest landing of filibustering expeditions on this island.

In patrolling the coast between Guanabo and Boca Ceiga, Gen. Ochoa found 12,000 cartridges, a chest of bombs, supposed to be designed for the destruction of Mexican railway trains, and a box of medicine.

The insurgent loss in an engagement which Col. Amor had on the Gomez farm on July 9 was thirty killed.

George Guirre, an insurgent captain, who is said to be dead, is reported to have been captured in a boat by the gunboat *Antoni Lopez*, near Bucaramanga. Guirre is in solitary confinement at the navy yard. He says he was on his way to surrender with his boatmen, Guillermo, who has also been imprisoned, says that before being captured Guirre threw overboard many papers and a revolver.

Guirre from Santiago de Cuba reported that Spanish troops and insurgents under Jose Maceo, in which Capt. Monson and other Cuban leaders were killed.

BREAKS ALL RECORDS.

Water in the Columbia River Higher Than Ever Before.

Revelstoke Mail.—The Columbia river has broken all previous records. It was thought last week that it had risen as high as it was likely to do this season

and, towards the close of the week, had subsided somewhat, having reached within 12 inches of the '94 mark. It has fastidiously, however, and on Monday began to rise again, and by Wednesday had broken all former records, overtopping the '94 mark by two inches. The water has covered the marshall all along the river bank in front of the town, and at Allen's it required the addition of a large quantity of brush with wire and rock to keep the bank from going wholesale into the stream. It is necessary that something be done to reinforce the present protection works, or the river may, if these floods continue year after year, yet be running down Front street.

Down the river towards Arrowhead the water is over the track in several places, and has submerged many of the ranches. At Arrowhead the water covered the station platform.

At Hall's Landing, a neighborhood the ranches of several people—including Adair, Helstrom, Bourne Bros., Vickers, Lovell, Corsair and Mesley—have been covered up wholly or partly, and their crops, mostly potatoes, badly spoiled. The water is well up to the bridges on Cranberry creek, and an effort is being made to save it. D. Hall's and Boyd's and Hugh Ross's places were, when reports were received, in danger, but the water would have to rise two feet higher before reaching the houses.

All along the river the water has encroached hard upon the shores, and at Thompson's and Johnson's has done damage and caused considerable inconvenience.

At Langleigh City the water covers the face of the earth, and entry is made into the hotel by paddling your own canoe. The fish creek bridge is endangered. The water is almost up to the top, and men are working day and night to keep it clear of drift.

Trout Lake City is also reported as affected by the floods, water having reached nearly to Hume's store. The bridge here is said to be all right.

Bridges have been carried away on the Big Bend trail, and from over the Illecillewaet, and altogether very serious damage, entailing serious loss to many who can ill afford it, has been done by high water in this part of the district.

On the main line of the C. P. R., both east and west of Revelstoke, water has seriously interfered with traffic, causing numerous delays. East of here bridges were damaged at Six-Mile creek and Twin Butte this week. Thursday's No. 1 failed altogether to arrive. One from the west, though more or less late, have arrived, and the Arrow Lake branch is closed to traffic and will be until the water has subsided and the bridges have been repaired or replaced.

The floods have occasioned an immense amount of extra labor and expense to the C. P. R., but they are meeting every emergency with promptitude and care, and deserve the highest eulogiums of the travelling public for the extreme precautions taken to ensure the safety and comfort of passengers.

JAPANESE COAL TRADE.

Steamers Loading Coal at Kobe for San Francisco.

Japanese coal is to be placed on the California market in competition against the standard grades that have been used there for years. Three large steamers are loading coal at Kobe for San Francisco and two more steamers are being chartered to carry similar cargoes for the same destination within thirty days. The bulk of the coal consumed in California comes from Puget Sound and British Columbia mines, while a big share is supplied by Australia. The prominent part that Tacoma plays in the coal supply of the Pacific states, makes the latest trade move of the aggressive Japanese an object of special interest and comment in local circles. Some not well informed on the condition have expressed fears that the cheap-laboring little people of the insular nation would indirectly conspire to injure the home exports of coal, but others feel no alarm from competition from that source. The Japanese coal is known to be of a grade far inferior to anything produced on this coast. It is also very explosive. Several tramp steamers which took lumber here last year for South Africa arrived from their bunkers and masters reported that it was the poorest fuel they had ever used. While the last steamer *Aladdin* was in port last December with Japanese coal in her bunkers fires were discovered in the coal bins twice and it was only with much difficulty that the flames were extinguished. The coal is very dusty and dirty, which is one cause of its unusual combustibility.

The owners of the Kobe mines thought they had good reasons for entering the California market at present because of the high prices of coal in the mines at Newcastle, N.S.W. have been closed for the last three months on account of a strike there, thus cutting off all supply from those fields. The Japanese ships are opening and quickly chartering vessels to carry their product across the Pacific. They are well informed shipping men say the foreigners will lose. They argue that tonnage in the Orient is in more than ordinary demand this season of the year for carrying the new crop of tea and other ripening Oriental products to the markets of the world, and if the Japanese coal shippers pay the prevailing rates there will be little profit left after the coal is landed on this side of the sea. It is contended the Newcastle miners are in a better way to compete for the California trade because Australia has fewer products of export and vessels going there with lumber from the Pacific coast are glad to take the coal to the coast at low rates rather than come this way in ballast. It is believed the Japanese manoeuvre will come to grief when the Newcastle troubles are settled and not before. High transportation rates and sharp competition are considered by certain ones as sure to eat up the ambitious sons of the land of the rising sun. Cheap labor and nominal cost of production is a strong point in their favor, as the opposite side contend.

The coast coal trade has brought the tariff question vividly to notice of the home dealers. American mine owners on Puget Sound are anxious for a high protective tariff on coal which they can compete in the San Francisco market to an advantage over the British Columbia, Australia and Japanese mines. On the other hand, subjects of Uncle Sam who reside in the Golden state and operate large factories there, are in favor of free coal. They say they want fuel at the lowest price possible, irrespective of where it comes from.

A prominent shipping man, said today: "In America the majority rule is in the conflicting situation the coast coal trade places the tariff. I believe the law should be made to favor the large number of people interested. If the benefits from high tariff on foreign coal will reach more people in this section than a free entry of the product would reach farther down the coast, then act accordingly."

The ship *Samaria* is now here loading the initial cargo of coal from the Roslyn mines for San Francisco. The managers of the mine are said to have considered this a good time to enter the California market because of the absence of Australian coal—Tacoma News.

SERIOUS COMPLICATIONS.

The World says that N. C. Schon, as reeve of Burnaby, sent a letter, preceded by a telegram, to the provincial attorney-general, in order, if possible, to obviate the risk of mult of municipal tax arrears under the proposed government tax sale. Many thousands of dollars due for municipal taxes and dyking charges, in arrears, are understood to be at risk unless some preventive action be taken by the government. Some of the Fraser river valley municipalities are far more seriously concerned than either Burnaby, or North and South Vancouver, all of which are, however, subject to the risk of more or less serious loss of tax arrears. Reeve Schon's letter is as follows:

Vancouver, July 11, 1896.

Hon. D. M. Eberts, Attorney-General, Victoria.

Sir:—If I understand to be the case, the land for government taxes in arrears gives the purchaser—should redemption not thereafter ensue—a title free of municipal tax and dyking charges, the result will be disastrous loss to the district municipalities. There are, for instance, in Burnaby, persons (heavily indebted to mortgage and other mortgages) whose lands will be sold and doubtless bought in by such mortgages and almost assuredly never redeemed by the originally liable owners. These persons owe in the aggregate to Burnaby between \$4,000 and \$15,000, previously believed by us to be amply secured, as indeed the municipal tax indebtedness in question should be, by land values. Rural district municipalities up river will suffer still more seriously. Not only in Burnaby but also as I am informed, in North and South Vancouver and doubtless other municipalities, there is a strong feeling that the government should somehow avoid this probable confiscation of municipal taxes in arrears. Would it not be possible to announce the sale in each case as subject to municipal taxes due and pass an enabling act next session to validate the municipal claims? There should be very ample value for both sets of arrears but unfortunately we of the municipalities have, as I believe, no power to protect ourselves and our taxpayers generally by "buying in" or otherwise. I would respectfully express you, sir, that strong feeling is being expressed everywhere over the possible loss of the assets of municipalities, many of which are working under very difficult circumstances, and I cannot but think that your government can, if willing, so to do, obviate the risk in question.

Yours faithfully,

NICOLAI C. SCHON, Reeve of Burnaby.

P.S.—I write by express request of the Burnaby council.

Hon. D. M. Eberts, Attorney-General, Victoria, B. C.

HAVE YOU CATARRH?

But One Sure Remedy—Obtain It for 25 Cents, Blower Included, and Be Cured.

Catarrh is a disagreeable and offensive disease. It usually results from a cold and often ends in consumption and death. The one effective remedy so far discovered for it is Dr. Chase's Catarrh Cure.

Physicians failed to cure George Beltry, toll-gate keeper, Holland Landing Road. Dr. Chase's Catarrh Cure did it.

One box cured William Kneeshaw and two boxes James T. Stoddard, both of West Gwillimbury.

Division Court Clerk Joel Rogers, Robert J. Hoover, and George Taylor, all of Beeton, voluntarily certify to the efficacy of Chase's Catarrh Cure.

J. W. Jennison, of Gilford, spent nearly \$300 on doctors, but found no permanent relief until he tried a 25 cent box of Chase's.

Miss Dryden, of Alliston, got rid of a cold in the head in 12 hours.

Henry R. Nicholls, 176 Rectory street, London, tried a box with excellent effect.

Dr. Chase's Catarrh Cure is for sale by any dealer, or by Edmondson, Bates & Co., Toronto. Price 25 cents including blower.

A CHANCE FOR OCULISTS.

Wealthy Man Will Give a Million For Restored Vision.

New York, July 15.—For the restoration of sight to his rapidly failing eyes, Charles Blandy Rouse, a millionaire of this city, will pay \$1,000,000. This offer is open to anyone who may wish to try—man, woman or child.

Mr. Rouse first became alarmed for his eyes about two years ago, when his sight began to fail rapidly. He consulted all the noted eye specialists, but without relief.

Mr. Rouse then decided he would try a new way of solving the problem, and offered the \$1,000,000 to any one who could make him see as clearly as he can at the age of six years ago. The result of this proceeding was as might have been expected. Medical people of every school—clergy, doctors, healers, Christian scientists, spiritualists, Indian doctors and cranks of all sorts have poured letters in thousands upon the thousands. Scores have claimed in person and others have sent their offers.

Mr. Rouse does not try all the cures that are offered him. Indeed, he tries only those which command themselves to his judgment, but as yet he has failed to find one that has the least effect upon his eyes.

—Sir Richard Musgrave and party have chartered the comfortable steam yacht belonging to Rev. Mr. Nixon of Denman Island. They intend making a pleasure cruise in northern waters.

To the Editor:—The fallen Tupper dynasty, before leaving office, awarded the faithful among the lawyers throughout Canada, not by office and the emoluments of office, but by a simple declaration set forth in 178 Orders-in-Council that such lawyers are undoubtedly "learned in the law," and have an immense amount of national ability, even if they have never given any evidence of it. So far as Victoria is concerned Mr. McPhillips has fairly well earned an honor to which his legal knowledge and political combative-ness and earnestness give him some sort of claim which even his opponents will not dispute. So with Mr. Cassidy, too, although his friends and many of his opponents would prefer to see him elevated to the bench, now that there is a vacancy to be filled in British Columbia; or perhaps the Hon. David Mills might be induced to step aside and allow the brilliant Victoria lawyer to take the place allotted to him on the Supreme Court of Canada bench. As to the lawyers in Vancouver and in the Upper Country, although an old timer, I have never heard of the names mentioned in connection with litigation of any kind, and I think it strange that it requires an Order-in-Council to bestow such honors upon them. As in the glorious Republic to the south of every scrub of a justice of the peace is a judge, so in Canada under the beneficent Conservative rule, every scrub of a lawyer gets to be a Q.C. Let Laurier complete the farce by setting all the remaining lawyers, notaries and land agents as Q.C.'s also.

An acquaintance of mine who lately escaped from New Westminster lunatic asylum, upon reading the dispatch from the Colonist announcing the appointment of Q.C.'s, was at once seized with the madness, not less than the inspiration of poetry and dictated the following lines. He assures me that "Mike" does not represent any particular individual, but is typical of the whole class of newly-designated Q.C.'s, and is adopted for the sake of euphony:

No longer Mike you see,
But a thoroughbred Q.C.,
With a wig and gown
Judicial and dignified,
That betoken dignity.

My clients now will pay
My fees without delay,
And Conservative Mike
Will invest in a Mike
To carry the briefs away.

Chorus—Admire me all who see
A thoroughlybred Q.C.,
An ultra-political
Super-judicial
Work-forgoing Q.C.

HIGH LOW JACK, Q.C.

Mrs. E. Allen and children left for Buffalo, N. Y., via Great Northern railway and Northern steamship line yesterday.

CARTER'S LITTLE LIVER PILLS.

CURE SICK HEAD.

Headache, yet CARTER'S LITTLE LIVER PILLS are equally valuable in Constipation, curing and preventing this annoying complaint, while they also correct all ailments of the stomach, stimulate the liver and regulate the bowels. Even if they only cure

ACHE.

Is the bone of so many lives that here is where the cure is to be found. Our pills cure it while others do not.

CARTER'S LITTLE LIVER PILLS are very small and very easy to take. One colony pill makes a dose. They are strictly vegetable and do not gripe or purge, but by their gentle action please all who use them. In vials at 25 cents and five for \$1. Sold everywhere, or sent by mail.

CARTER MEDICINE CO., NEW YORK.

Small Pill. Small Dose. Small Price.

WHITE STAR BAKING POWDER PURE & WHOLESOME

"Merry as a Marriage Bell"

White Star Baking Powder IS USED.

For the "Blue Devils" of indigestion cannot resist the pure and wholesome baking which so uniformly results from the use of this matchless powder.

WHITE STAR BAKING POWDER

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DEAD AND DYING

Of the Victims of San Francisco's Accident Brought Into Omaha.

The Victims of the Railroad Accident Brought Into Omaha.

Any information as to the fate of the victims of the railroad accident brought into Omaha.

July 14.—Omaha is a city of the victims of San Francisco's accident brought into Omaha.

The bright Sabbath morning of the 14th of July, 1896, was a day of mourning in Omaha. The city was filled with the victims of the railroad accident brought into Omaha.

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