

The Colonist.

MONDAY, MAY 15, 1899.

THE VANCOUVER FERRY.

The cost of putting on a ferry between Vancouver and the Island, of the nature contemplated in the offer of the E. & N. Company, would be greater than the cost of constructing and equipping a railway for the same distance over an average route. Two years ago, in subsidizing the Rainy River railway, the Dominion parliament provided that if the cost of the line should not exceed \$15,000 a mile, the company would be entitled to \$3,200 a mile subsidy, but if the cost exceeded the sum named, the subsidy should be increased pro rata until the maximum of \$8,400 was reached. There being no essential difference in principle between a railway line and a railway ferry, we submit that the latter is as much a legitimate subject of subsidy as the former, and if the rule adopted in the case of the Rainy River railway were applied to the proposed ferry, the latter project ought to receive aid from the federal government to the amount of \$8,400 a mile, which would be somewhere in the neighborhood of \$250,000.

The Committee of Fifty and the Board of Trade might properly join in a memorial to the government, setting forth the facts, and asking that in the proposed series of railway subsidies to be submitted to parliament there should be included one of \$250,000, in aid of the proposed ferry. If this could be obtained, the subsidy asked from the city would be reduced by that amount, which would be a great point gained.

If the federal government cannot see its way clear to granting such a subsidy, it might be willing to ask parliament to guarantee the interest of any loan which the city of Victoria might make in aid of the ferry. The reduction in interest through such a guarantee would probably be equal to a cash subsidy of \$175,000.

We submit to the gentlemen who are promoting this matter, if the action proposed ought not to be the first step taken for the reduction of the obligation which the city is asked to assume would have a material effect upon public opinion.

MR. COSTIGAN.

Mr. John Costigan, M. P., ex-minister of inland revenue, has seen fit formally to take leave of the Conservative party. His sympathies have not been with the party for a year or more. As the house is now divided, his defection will make little difference politically. His reasons for changing his party allegiance are probably not far below the surface. Sir Charles Tupper intimates that the public may learn what they are.

Mr. Costigan has been in public life for a long time. He sat in the New Brunswick legislature before confederation, and has continuously represented Victoria, N. B., in the House of Commons since 1877. He came into prominence in connection with the New Brunswick school question. It was claimed that the New Brunswick School Act, declaring that all schools established under it should be non-sectarian, was an infringement upon the rights of the Roman Catholics, and Mr. Costigan moved a resolution in parliament asking for its disallowance. Nothing came of the resolution, but it led to the recognition of Mr. Costigan as a representative of the English-speaking Catholics in Canada, and paved the way for his entrance into the cabinet. At one time he had a very respectable political following in New Brunswick, but of late years this has waned, although he is yet tolerably certain of holding his constituency, which is rather a peculiar one. It consists of the counties of Victoria and Madawaska, the population of the former being almost wholly English, and that of the latter being almost wholly French. Mr. Costigan has hitherto owed his election chiefly to the French vote, his support being personal, rather than political.

IMPERIAL TELEGRAPHY.

A conference was held in one of the committee rooms of the Imperial House of Commons recently to discuss the cheapening of telegraph rates between Great Britain and her colonies. The discussion was purely informal and Mr. Henniker Heaton seems to have had most to say. He drew attention to the fact that the rate per word between Great Britain and Vancouver is 1s 6d a word, whereas the rate to India, the distance being much shorter, is 4s. He urged the establishment of a land line to India for the purpose of cheapening rates. He pointed out that there is a land line to Merv, and that if a line were extended by land to India through Afghanistan, it would be possible to send messages to India for 1/2d a word. It would also be possible, he said, to connect the cable so that only 850 miles of cable would be necessary for the Australian connection. Last year about \$2,400,000 was paid out for telegrams between England and Australia, and he thought this could be reduced 75 per cent. by the utilization of land lines in the manner proposed.

Mr. Arnold-Forster and Sir Fortescue Flannery pointed out that the establishment of land lines would kill the cable service, which would be very undesirable for strategic reasons, and Sir Lepel Griffin urged that as a great naval power Great Britain must lay the greatest stress on sea lines. The result of the meeting was the appointment of a committee to facilitate the formation of a cheap imperial telegraphic service.

In this connection, the following extract from an editorial in the London Times of April 27th is of great interest. The Times regards the agreement between the Imperial government and the

colonies for the construction of the Pacific cable as virtually made, and says: "Messages from this continent will, of course, travel over existing Atlantic cables having their landing points on British territory, and then over land lines to Vancouver, running through British territory. Though the new route to Australia will be slightly longer than the existing one, it will have the great commercial advantage of involving about half the number of manual transmissions, which form a large item in the cost of working, and obviously increase the risks of error."

For this country alone it is an enormous task to maintain an alternative means of communication with the outlying portions of the Empire that shall not be liable to the multifarious risks which in circumstances easily conceived may beset lines running for great distances over territory which we cannot control, and which may be controlled by our enemies. But that is only a part of the imperial advantages accruing from a line which brings the extremities of the Empire into direct communication. At present Vancouver can communicate with Sydney only by the costly and slow medium of a telegraphic line of a length not far short of the circumference of the globe. In these days, when the greatest needs of commercial transactions are carried on by telegraph and merely confirmed by mail, it is easy to see how great a hindrance to the progress of this state of affairs to the expansion of commercial relations between important and growing portions of the Empire.

Western Canada, whose development it is impossible to place limits, will now, for the first time, be placed in practical communication with Australia at the eve of confederation, and therefore, by analogy of great commercial expansion, "Island colonies such as Fiji, which may in the future attain an importance as links in the chain of imperial power, will for the first time be brought under the direct and efficient control which is indispensable in modern conditions. Canada will, on one hand, reap solid practical advantages, and, on the other, will acquire new political importance as an imperial highway. In the same way, the Australasian colonies, while sharing in the commercial stimulus, will derive increased security from communications no longer liable to interruption at critical moments. This country will, in like manner, profit not merely by increased facility of communication with distant parts of the Empire, but also, and perhaps more conspicuously, by a notable strengthening of the political bonds which give the Empire homogeneity and security. It need hardly be pointed out that this great trunk cable once laid, branches still more closely connecting outlying portions of our dominion will easily and naturally follow."

Advantages so great as almost to be described as imperial necessities might well be secured even under ordinary circumstances. But the best expert opinion warrants a confident belief that the undertaking will pay its expenses almost from the first, and will very shortly become highly profitable. Taking the highest estimate of cost and adding something for contingencies, we may put the cost in round numbers at two millions, interest on which at 2 1/2 per cent. is \$50,000 a year. To this, of course, must be added the cost of repairs and of a sinking fund for replacement of the cable. But when all these things have been allowed for, the probable earnings of the cable are very low tariff as compared with that now existing show a handsome surplus. It is assumed that one-half the cost of the new cable, and the estimate being that it is persistently misrepresents, and that its efforts are received in an apathetic manner by the great body of those who ought to be most concerned in promoting the city's welfare. For month after month this paper has labored to interest public opinion here in matters touching the development of business, the improvement of channels of communication and the many other subjects, which every one agrees are of the greatest importance. Scarcely a word is ever spoken in encouragement, and there is a persistent effort at misrepresentation of its motives and intentions. What the paper says is read, and it is proved by the fact that if a sentence among five hundred can be construed to reflect in some slight degree upon somebody or something, even though its meaning on the face may be quite otherwise, we hear of it bright and early. It is the easiest thing in the world to avoid being misunderstood and being discouraged by public spats, and that is to let local subjects severely alone. South America, Turkistan, and the South Sea Islands are full of subjects which may be treated editorially, without exciting the suspicion of some one that the writer holds a brief for or against a particular scheme, or has set himself out to injure some particular business. It is certainly very difficult to keep from being completely discouraged.

THE SOUND SERVICE.

Messrs. Dowell & Co. are doubtless doing their best to provide a satisfactory service between Victoria and the Sound, and the observations made in this article must not be understood as reflecting in any way upon their good faith or business enterprise, which indeed would be quite out of the question in connection with a shipping firm of such known energy and standing. We wish simply to consider the Sound service from a Victoria point of view.

It is Victoria's business which makes this service worth maintaining. The passenger service may be as large one way as another, but the freight business is almost altogether in one direction. We are not now referring to what business may be done between Tacoma and Seattle and Port Townsend. The business being Victoria's, it seems reasonable to claim that the steamer carrying it ought if possible to be one making Victoria her home port. As it is, the disbursements on account of the service, which in the days of the Kingston could not have been less than \$10,000 a month are made in a foreign port, and the profit on the service, if any, is enjoyed by a foreign corporation.

Objection is made that a Canadian vessel could not do business between ports on the Sound. This is true, but we do not know that it is a fatal objection. As we understand the law, a Canadian vessel could leave Tacoma and call at Seattle and Townsend for passengers or freight, although she could not land either at those ports. She could also, we think, take on and deliver mail from or for Victoria at either of all those ports.

The C. P. N. Co.'s steamer Islander would be admirably adapted for the traffic, and we are sure the citizens and business men of Victoria would be very glad to see her engaged in that service. She is fast and thoroughly safe besides being an exceedingly commodious ship. We mention this matter at this time in order that the people of Victoria may move in it, if they think it worth while, before Messrs. Dowell & Co. have completed any arrangement for a steamer for the route. If anything is to be done in the matter, there should be no delay about it. If the service is ever to be secured by a Victoria vessel, the present is the most favorable time likely to arise in a long while, for after Messrs. Dowell & Co. put on a new vessel, it will be too late, as well as unfair, to think of taking the question up. Therefore, if anything is to be done, it should be done quickly.

DISCOURAGING CONDITIONS.

The Colonist seriously contemplates abstaining, for a time at least, from the discussion of all questions affecting the business interests of Victoria, the reason being that it is persistently misrepresented, and that its efforts are received in an apathetic manner by the great body of those who ought to be most concerned in promoting the city's welfare. For month after month this paper has labored to interest public opinion here in matters touching the development of business, the improvement of channels of communication and the many other subjects, which every one agrees are of the greatest importance. Scarcely a word is ever spoken in encouragement, and there is a persistent effort at misrepresentation of its motives and intentions. What the paper says is read, and it is proved by the fact that if a sentence among five hundred can be construed to reflect in some slight degree upon somebody or something, even though its meaning on the face may be quite otherwise, we hear of it bright and early. It is the easiest thing in the world to avoid being misunderstood and being discouraged by public spats, and that is to let local subjects severely alone. South America, Turkistan, and the South Sea Islands are full of subjects which may be treated editorially, without exciting the suspicion of some one that the writer holds a brief for or against a particular scheme, or has set himself out to injure some particular business. It is certainly very difficult to keep from being completely discouraged.

FRIDAY NIGHT'S MEETING.

A correspondent yesterday directed attention to the fact that no invitation was extended to the Board of Trade to be present at the meeting when the proposition of the Port Angeles railway company was considered. This occasioned some remark during Friday, when it was known that the meeting was to be held. An explanation is certainly due to the members of the Board of Trade. At the joint meeting, when Mr. Atkinson made his verbal proposal, Mr. Lugin, speaking as a member of the Board of Trade, asked if he had a right to vote on the resolution requesting Mr. Atkinson to submit a proposition in writing, and explained that his reason for so doing was to ascertain the position of the members of the Board of Trade in connection with the negotiations. The result of the short discussion occasioned by this question was a statement by the Mayor that the Committee of Fifty and the Board of Trade were to be regarded as a joint committee in the premises and the report would be considered by them jointly. Through some oversight, which we cannot think was intentional, the Board of Trade was not notified of Friday night's meeting. We certainly think that some explanation is due to the Board of Trade of the reason why they were not notified of what it was understood would be a joint meeting. The suggestion made, that there might be too much discussion if others besides the Committee of Fifty are allowed to take

part, will not commend itself to the public generally, who think that full discussion is just what is wanted.

OCCULT SCIENCE.

A young Egyptian attached to the Turkish legation in New York has created something like a sensation by his remarkable occult powers. Some people do not like the word occult, but as it really means nothing more than mysterious and is a great deal shorter, we do not see why it should be thought objectionable. The young Egyptian does many very extraordinary things. For example, he bids his subjects think of something and he will at once tell them what it is, or if they prefer it, will draw a picture representing it. He does not claim his power to be other than the result of long study. It is certainly very mysterious and fascinating, if one allows his mind to dwell upon it.

Occultism is better developed in what is usually called the East than elsewhere—that is, in India, Thibet, Arabia and Egypt. There is very little of it among those who are commonly called practical people. Persons whose minds are immersed in business or the study of material science do develop it not at all, or to so small a degree that it is unnoticeable. Contemplation, leisure, introspection and generally the cultivation of what may be called the spiritual side of our nature seems requisite to evolve it to any degree. Perhaps it may be well to add that those who seem to possess these powers in the highest stage of development do not furnish much proof that they are worth developing, so far as what we regard as practical results go. However, there is always room for doubt if practical results, which with most people are a synonym for money-making, are the highest result of human effort.

The above reference to the conditions under which occultism is the most fully developed recalls the extraordinary exhibition of witchcraft, culminating in the witchcraft trials, in New England at a time when the minds of the people were wrought up by the perils and isolation of the early settlements, which produced conditions something akin to those which characterized and still characterize the East. So, too, at the close of the Middle Ages in Europe we find the belief in witchcraft almost universal. Thus in Piedmont 100 persons were condemned to death at the same time for this alleged offence, and shortly afterwards 500 were executed in Geneva in the space of three months, all on the charge of witchcraft. Executions for witchcraft occurred in England by hundreds, and such distinguished names as Sir Matthew Hale, Sir Thomas Browne, Dr. More, Lord Bacon, Lord Selden and Archbishop Cranmer were believers in its reality. Even as late as 1601 no less than 120 persons were hanged in England in one year as witches. It is very easy to attribute these terrible events to superstition, but even superstition must have some sort of a basis upon which to rest. This basis can hardly be anything less than the promoting of the city's welfare. Cullen Bryant, in writing of the witch trials of Salem, says that a belief in witchcraft is as old as the world, which is after all no more than if he had said that there is an occult side to human nature, which ignorance, deception, fanaticism and superstition have distorted into almost infinite forms.

It was upon occult demonstrations of power that the early teachers of Christianity relied as proof of its divine origin. It will be remembered that it was by the superiority of his occult demonstrations that Moses proved to Pharaoh the divine character of his mission to free the Children of Israel. It may seem sacrilegious to some to include the miracles of Jesus in the same category with the parlor feats of the Egyptian atche, but we do not think so. The domain of the occult is as wide an ocean of mystery surrounds the Known, and of its magnitude we can form no conception. It is like the ocean of the physical world, which is whether it is a sun-kissed pool in whose bright waters little children play, or the profound depths into which no ray of light has ever penetrated, and in whose cavernous abysses blind monsters of unknown form grope their way. Occult science is the greatest possible domain of human research, and at the same time the most difficult of philosophical investigations.

Aguañado seems to have reached the conclusion that the United States is somewhat more powerful than he is. If he had taken the trouble to post himself a little better, he would have known this some time ago, and saved himself and his followers a long trouble.

According to a Vancouver dispatch, Mr. Attorney-General Martin says there has been no interchange of views between him and his colleagues on the Deadman's Island question. Has it come to this: "They never speak as they pass by?" Most people will think that if by government have not discussed the latest phases of that middle, some one is singularly remiss in his duty, and perhaps more than one.

The tardiness of warm weather in this latitude and the very early opening of navigation in the Yukon suggests that the seasons are out of joint. There is a rather a very decided inclination to wobble, so that if the North Pole were a huge lead pencil and a vast sheet of paper could be stretched above it, the point would draw a series of irregular circles. Whether this erratic season is due to an unusual amount of wobbling, we suppose, must remain an open question.

The members of the Methodist conference are to be congratulated upon the promptness with which they responded to an appeal for funds for the Columbia College. Nearly half the needed \$6,000 was subscribed in half an hour after it was asked for. At this rate, the remainder ought to be easily got together. There is one thing that can be said prominently of the Methodists—they are educated in the noble science of giving.

The Times begins its review of the E. & N. ferry project with the statement: "Mr. James Dunsmuir wants the city to give him a cash subsidy of \$700,000," and so on. This is about as unfair as anything could very well be. Mr. Dunsmuir has offered to take such a subsidy and the other considerations mentioned and put on a ferry, but he has never said or shown that he wants to do anything of the kind. It is an unfortunate thing that the discussion of the matter should be approached from the standpoint given by the Times. Mr. James Dunsmuir could get along quite comfortably, so far as the world's goods go, if a fence forty miles high were built around Victoria. The city of Victoria is interested in this city willing and able to take hold of a railway ferry scheme, and the Victoria a transcontinental connection, as soon as the steamer can be built. Mr. Dunsmuir has given much consideration to this matter, and it is well known that while not specially desirous on his own part of undertaking it, he has been for a long time ready to meet the people with an offer whenever they asked for it. He has been asked for an offer, and has made one, and it is very unjust to treat that offer as his "scheme" and to connect it with sundry imaginary blows at Victoria's interests.

Cathartics Cannot Cure Chronic Constipation
(Catarrh of the Liver)

FIRST—Because Cathartics do not touch the cause—Catarrh of the Liver.

SECOND—Because they waste the Bile, and thus drain the system.

THE BILE IS NATURE'S PURGATIVE. It is extracted from the blood by the liver and carried into the bowels. But when the bile has done its work in the bowels it should go back into the blood to enrich it.

Cathartics prevent this. They irritate the bowels so that these organs, instead of re-absorbing the bile, throw it violently out. It passes away in the evacuations, often burning and smarting on its way out. The blood becomes gradually impoverished from this drain. Each time it is harder for the liver to extract the bile from the blood. Thus stronger and stronger cathartics have to be used.

As more and more bile is lost, the blood grows poorer and poorer. It may not seem much, but it is clogged with impurities, and it lacks the rich, life-giving properties. The sufferer, because of the poor state of his blood, feels dull and heavy, with no energy, and his appetite is variable. He has a tendency to the "blues." And all the time the constipation grows steadily worse.

With Dr. Sproule's treatment all this is changed. The liver is gently but surely cured of the cause of the trouble—the catarrh of the liver, which prevents it from doing its work. It begins to produce bile in small natural quantities. Easy regular movements are thus established. At the same time the bowels are toned up. As a result, they no longer eject the bile. They re-absorb it. It goes back into the system. It carries with it new health and strength; NEW LIFE from the food with which it has come in contact.

The dull, heavy system feels the change. The dull, heavy feelings disappear. The weakness vanishes. The circulation improves. The mind grows clear. The "blues" depart. The patient feels like a new man. Best of all—the cure is permanent.

Dr. Sproule has done all this for thousands of others, who had suffered for years.

THE LIVER

He Can do it for you.

SYMPTOMS OF CATARRH OF THE LIVER.

This condition results from the liver being affected by catarrh extending from the stomach into the tubes of the liver.

1. Are you constipated?
2. Is your complexion bad?
3. Are you sleepy in the day time?
4. Are you irritable?
5. Are you nervous?
6. Do you get dizzy?
7. Have you no energy?
8. Do you have cold feet?
9. Do you feel miserable?
10. Do you get tired easily?
11. Do you have hot flashes?
12. Is your eyesight blurred?
13. Have you a pain in the back?
14. Is your flesh soft and flabby?
15. Are your spirits low at times?
16. Is there a general feeling of lassitude?
17. Have you a gurgling in bowels?
18. Is there throbbing in stomach?
19. Is there a general feeling of lassitude?
20. Do these feelings affect your memory?
21. Are you short of breath upon exercise?
22. Is the circulation of the blood sluggish?

If you have some of the above symptoms you have Catarrh of the Liver. Cut out this slip and send it marked Dr. Sproule, B. A., English Catarrh Specialist (formerly surgeon British Royal Naval Service), 7 Deane street, Boston, He will advise you free.

ALL WOOL BLUE SERGE SUITS, \$5, \$7.50, \$9
HALIFAX TWEED SUITS, \$6.25, \$6.75
ENGLISH TWEED SUITS, \$8.50, \$10, \$12

English Norfolk Suits, Sweaters, Bicycle Hose, Caps, Tennis Flannels, etc. Largest Stock, Lowest Prices. Eastern Tailor Made Suits to measure, \$14, \$16, \$18, fit guaranteed.

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Sent for catalogue of this splendid wheel.

It Comes High...
••But we must have it.

Ferry Vancouver or Port Angeles, and go in for the best? The days of sailing ships are gone. 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, 25c. lb.
California Roll Butter, 40c. roll.

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Will find it profitable to handle only the best in...
PURE COFFEES PURE SPICES and PURE BAKING POW'D.R.
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OBSERVE THAT THE SIGNATURE
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DIAGONALLY ACROSS THE OUTSIDE WRAPPER
of every Bottle of the ORIGINAL WORCESTERSHIRE SAUCE.
Wholesale by the Proprietors Worcester & Blackwell, Ltd., London; and Export Olmen generally.
RETAIL EVERYWHERE.
AGENTS: M. Douglas & Co., and G. E. Goleson & Son, Montreal.

The Sealers

Big Average Catch Fleet Out Spring

Catch Compares With Last Year's Fleet.

With the exception of Coast sealing fish is not yet absent are the Doras, the Behring Sea, the Island coast, the Fenella Taylor and Hattie. They are given in the list reported by other vessels April, or within a week of the spring season, with the good prices for at last fall's sales, the made this year has put on the spring industry, vessels of this year's splendid hauls, the Fenella Taylor, Capt. Andrew Byers, being "top-liner" as will be observed. The catches below may prove on by according to the list as it appears with the general success of list is as follows:

Viva, Capt. McPhee...
Minnie, Capt. Mohr...
Enterprise, Capt. Anderson...
Geneva, Capt. Byers...
Umbrina, Captain Pepp...
Zillah May, Capt. Hagan...
Otto, Capt. Goss...
Ocean Belle, Capt. Lave...
Beatrice, Capt. Alfred M...
Favourite, Capt. McLean...
Ainoka, Capt. Geo. Hea...
Borealis, Capt. Harold...
Aristia, Capt. Walter H...
Dora Siewer, Capt. H...
Hattie, Capt. J. Dalry...
Zentelope, Capt. D. G. M...
Mary Taylor, Capt. J. V...
Mermaid...
One hundred and sev...
and nearly four hundred...
employed in the industry...
ring Sea, for according...
opinion most of the ton...
upper harbor will be...
The season just closed...
a plentifulness of seal, a...
pretty fine weather. The...
borne out by the abse...
one of the fleet has re...
Losses of a more serious...
curved, but these are ge...
every year. The amount...
hunter and the risk he i...
considered, they are not...
wondered at.

SONYER NOT GUILTY
The granting of a New Him From Life Im...
The jury last evening...
verdict of not guilty in...
Cowichan Indian, Sonye...
first trial, held at Nanaimo...
guilty and sentenced to...
on the charge of attempt...
Francis Jones, storeke...
Crossing. Thus the...
Supreme court of Canada...
the new trial, has made...
ence in the life of Sonye...
There is no doubt but...
of Mr. H. D. Helmecke...
Frank Higgins, who app...
prisoner in keeping and...
statements made by Sonye...
his arrest, were responsi...
dict of not guilty. The...
their whole attention to...
vent these statements fr...
jury, holding that they...
jury but had been convic...
This was not done by...
handled the case, but by...
who exceeded his instr...
told the statements out...
been left was that the...
been seen coming from...
the store on the night of...
robbery, and that after...
question he spent consid...

TORONTO YOUTH
Embezzled Collections for...
Company and Is a...
Rochester, N. Y., May...
tives of this city are sear...
Price, a young man who...
ter a short time ago fr...
who is charged with robb...
ter Gas & Electric Co. ...
senting collections made...
company. Price came ha...
ada about two weeks ago.

A JAPANESE W...
Regarded as One of the...
Soldiers of His T...
Now Dead
Washington, May 13.—...
received at the Japanes...
afternoon announcing the...
Viscount Kawakami, chi...
quarters of the imp...
Japan. He was regard...
most famous soldiers of...
NANAIMO NO...
Nanaimo, May 12.—...
Anne McKay died at ...
denice this morning, leav...
children and a husband...
untimely end.

DR. A. W. CHAS CATARRH CURE
Heals the ulcer...
val Swallow, 7 Deane...
throat and p...
free. All dealers of...
Medicine Co., Tor...