JUSTICE SCANDALIZED.

In Seattle a mother who killed the man who wronged her daughter has been acquitted by a jury of the charge of murder. The crime was admitted, and provocation pleaded in extenuation. And yet New York State will spend hundreds of thousands of dollars in an effort to convict Nan Randolph, an actress who has learned by experience the uses to which lovely human orbs set in a charming headpiece can be applied, of the charge of murdering a mere male companion. It is said no one could have beheld the commission of the crime, because it was perpetrated in a closed cab. But the age of chivalry is not yet past. A number of people are said to be ready to testify that they saw Caesar Young shoot himself. The prosecution will call experts who are ready to swear that the pistol wound could not have been self-inflicted. The defence has an equal number whose conscience will permit them to take oath to the contrary. But the attorney for the state has his skeleton and the piece of skin from the finger of the dead to impress the jurymen with the reasonableness of his arguments. Everyone knows what the result will be. Still it is meet that the majesty of the law shall be vindicated and that the instruments of the law obtain all that is their due on account of their jealousy for the cause of justice and right. It is not their fault entirely that the temple of justice has been converted into a theatre. Caesar Young is dead. No ill should be spoken of him. But his taking-off was not such a serious loss to the world that hundreds of thousands of dollars should be spent in endeavoring to punish one of his own class for the part she played in the tragedy.

ABOUT THE WEATHER.

Notwithstanding the obstinate logic of statistics carefully gathered and accurately compiled, there are sceptics who deny that Victoria enjoys climatic advantages compared with her neighbors of an exceptional character. A few days ago the Times invited an authoritative explanation of the apparent mystery of the atmospheric currents. To-day we publish a statement which is seasonable, authoritative and unassailable. Here it is:

Victoria, Annual Rainfall.
Victoria Meteorological Office,
November 24th, 1904.

The Editor, Victoria Times.

Dear Sir:—In a recent issue of your paper you ask for some information respecting the light rainfall of Victoria as compared with other or adjacent places. The whole "mystery" is simply a question of local situation, temperature and altitude, and is familiar to every meteorologist.

The following extracts from acknowledged authorities will, I hope, give the explanation you desire.

The late Professor Elias Loomis, of Yale College, in his treatise on meteorology, writes:

"The rainfall is uniformly greater on mountains of moderate elevation than it is at the level of the sea; and at a certain height the fall is from two to three times as great as it is at the base of the mountain. When a current of air meets an interposed mountain, it is forced up the side of the mountain; that is, it is elevated above the earth's surface into a colder region, and its vapor is precipated by the cold of elevation. . . . When the current descends on the leeward side of the mountain it is a dry air and has but little vapor remaining to be precipitated."

Professor Dr. Julius Hann, of Vienna, the best known authority on the subject, in his "Hand Book of Climatology," of which the first part has been translated from the German by Prof. R. DeCourcy Ward, of Harvard University, gives the following description:

"Mountains therefore play an important part with respect to the vapor of the earth's atmosphere. When they rise to considerable altitudes, they become effective climatic barriers, often separating by sharply defined lines, within a very limited area, districts which are well-watered from those which are arid. . . . The most important influence which mountains have is in causing condensation of the water vapor of the atmosphere, and thus affecting the frequency and the amount of precipitation. This influence is due to the fact that mountains give rise to ascending air currents, whereby a rapid cooling of the air is brought about and the watery vapor is condensed. Both general and local air movements are affected by mountains, for on the one hand the prevailing winds are to some extent forced to climb up the slopes of mountain ranges which lie in their paths, and on the other hand mountains themselves provoke local ascending currents.

"Many mountains have a wet side and a dry side; such mountains lie more or less directly across the path of prevailing winds which carry a large amount of water vapor. In the higher latitudes (such as Victoria) the western slopes are usually the rainy ones, because the prevailing winds are from the west. That the rainy side of a mountain range must be matched by a dry side on the opposite slope, hardly needs any explanation. The side of the mountain facing the moist wind receives all the precipitation which results from the condensation of the water vapor in the ascending current as it passes over the mountain. The amount of precipitation depends upon the dew point of the ascending air and upon the temperature to which the air is cooled as it passes over the mountain; when the air gradually descends to its former level on the leeward side of the mountain it is warmed during the descent and becomes very dry. The descending air is not saturated with water vapor after its temperature rises above that which prevails at the altitude where condensation occurred. . . . The rainfall increases on approaching a mountain range because the air is forced to rise even at some distance away from the obstruction which lies in its path. Almost all mountainous regions furnish examples of the rule that the rainfall does not increase suddenly just at the base of the mountains."

Seattle and Tacoma are both situated on the western side of, or adjacent to mountain ranges, and exposed to the prevailing rain-bearing winds from the Pacific, and have consequently a heavy annual precipitation. Victoria and Port Townsend, with very similar precipitation, are not situated in any special "dry belt," but both lie on the eastern or leeward side of mountain ranges, and have accordingly a comparatively light precipitation.

Sooke and Goldstream are both exposed to prevailing rain-bearing winds, and from their higher elevation consequently receive a much greater precipitation than Victoria.

I remain, sir, yours truly,
E. BAYNES REED.

PITY THE POOR CZAR.

Russia is the home and high place of political intrigue. The Mohammedans of Turkey are mere children in the art of political assassination compared with their northern neighbors. This fact is vouched for by all authorities who have had experience in the two countries. One would naturally expect the Czar, distracted as he must be at the present time by the awry state of affairs abroad and the no less precarious conditions at home, to welcome any means whereby he could transfer some of his perplexities to other shoulders. If he were to listen to the advice of the Zemstvos and transfer the intolerable load of empire to the three estates represented in the convention which has just concluded its deliberations, surely the crown would sit much more easily upon his head. If the representatives of the people of Russia, not the agents of the Czar of Russia, were responsible for the conduct of national affairs, the country would be a unit in its determination to vindicate and maintain the prestige of a real fatherland. But the Czar is either not strong enough to act in opposition to the will of those whose interests demand the maintenance of the despotism or he dreads the inauguration of a movement which might carry him he knows not where. And so Russia must continue indefinitely under the thumb of the nobles who are the most expert at intrigue. The weakness of great Russia is to be found in the conspiracies and secret workings of her favored sons in their efforts to attain coveted posts. All the world now knows this, and is talking about it. A St. Petersburg correspondent of one of the Paris newspapers explains that the recent rumors of the impending resignation of the new Russian minister of the interior, Prince Sviotopolk-Mirsky, were caused by the secret efforts of M. Pobiedonostzeff, the procurator of the Holy Synod, to secure his removal by the Czar. Naturally, in the eyes of M. Pobiedonostzeff, the price must be the incarnation of all that is perilous and revolutionary. It appears that the former in a private memorandum to the Czar declared that the minister of the interior was leading Russia headlong to her destruction. The assault was not altogether ineffective, for the Czar, at first, was inclined to give ear to it, and not only received the prince very coldly, but raised a number of objections against his plans of reform. The prince, it is said, reminded the Emperor of the conditions on which he accepted office, and added: "Although I am a relative of Sipiaguine, my views were not the same as his. I had drawn up my resignation as his assistant on the very day of his assassination. It was only through a sense of duty that I remained at my post. I am on the side of the Zemstvos and not of the Bureaucracy." He then tendered his resignation to the Emperor, who, however, declined to accept it, and frankly adopted his views. As soon as these facts became known, hundreds of letters of encouragement began to pour in upon the Prince. One of the first acts of the latter was to get rid of the army of detectives, who failed so signally in saving the life of M. de Plehve.

M'BRIDE'S OPPORTUNITY.

It has been intimated to the Grand Trunk Pacific Company by agents of the McBride government that if it asks it shall receive. It is not in the nature of a railway company any more than it is in the nature of an individual to be backward in accepting freewill offerings. Last night the Times published an item of news to the effect that "officials of the Grand Trunk Pacific are expected in the province next month, and it is generally admitted that they will approach the local government asking for concessions with respect to their proposed lines in the province." It is no idle speculation to say that the officials of the railway company will come here and that they will consult with the government. The company is going to construct about five hundred miles of railway through British Columbia. Ultimately, we have no doubt, that five hundred miles will be but a fraction of the mileage in this province of the Grand Trunk Pacific. It will require a right-of-way, concessions for stations and lands for terminal purposes. Doubtless there will be many matters upon which a complete understanding with the local government will be necessary. But the Premier and his friend the Chief Commissioner of Lands and Works must not attempt to hatch a conspiracy involving the spoliation of the province under the belief that they can escape condemnation by pleading that they were compelled to make the sacrifice in order to secure the construction of the line from the Pacific end. The officials of the Grand Trunk Pacific will get all they can from the McBride administration. It is their business to work for their shareholders. The duty of the government is to protect the interests of the people of British Columbia. The Grand Trunk Pacific Railway will be built from this end. We have the assurance of Mr. Hays that as soon as surveys have been made the work will be commenced on the coast and pushed to completion as rapidly as possible. There is something even more convincing than the assurance of the general manager back of this proposition. Good management and sound business principles demand that no time shall be lost in getting the line into operation and earning money upon the capital invested.

Our advice to Premier McBride is to "stand pat." If he becomes a party to a scheme of plunder, and pleads in extenuation that in the interests of the province he was forced to yield, the people will not believe him. Let the Hon. Premier, in his usual forceful fashion, bringing his strong right hand down with a mightly crash, says, "Not an acre of land; not a cent of money."

THE SAMSON ORATORIO.

Conductor J. G. Brown, Soloists and Chorus Taken After the Performance in the First Presbyterian Church.

VOICE OF THE WEST.

The Winnipeg Free Press says the West—using that term to represent Manitoba and the Territories—will send to Ottawa fourteen Liberals and six Conservatives. The best the Liberals hoped to do was to elect thirteen of their candidates; while the Conservatives had visions of a sweep for their side. Mr. Roblin on one occasion was generous enough to admit that the Liberals would carry five seats; but Robert Rogers, that prophetic soul, could not see where the five were coming from, and conceded the Liberals but one or two at the outside. The figures show that the Conservatives were lucky to get six seats. All the Liberal victories were decisive with the exception of Provencher, the other Liberal majorities running from 242 in Lisgar to over 3,000 in Edmonton; while three of the six seats carried by the Conservatives had majorities of less than a hundred. With a little more luck and a little more work the Liberals might have carried 17 out of the 20 seats. Our own Premier McBride was much more exuberant in his optimism than the Premier of Manitoba. The member for Dewdney was quite sure, emphasizing his statements after the usual manner, that every constituency he had addressed in company with his irresistible side partner, Hon. R. F. Green, would return a Conservative. Each one elected a Liberal. The able ministers placed too high an estimate upon their powers of impression, that is all. So we find that the real West will send to Ottawa 21 Liberals and 6 Conservatives.

It is a great advantage to a man, or to a woman either, to posses a fervid, riotous imagination. To those who can set their imaginings upon paper in an interesting manner, the gift of perception is also profitable. The popular writers of this and past generations have been people of unlimited vision. Camille Flammarion, the imaginative French astronomer, can see farther into the unknown depths or heights of the fathomless sea of ether in which countless millions of worlds float than any mere mechanical contrivance in the shape of a telescope can carry a matter-of-fact man. And Flammarion's speculations are always interesting. Discussing the question of the habitability of the planets, he examines the physical nature of the celestial bodies so far as it is known, and concludes that in the case of Mars at least "we have the right to suppose there may be creatures with the manifestations of animal life and in the enjoyment of intellectual faculties," while the unlimited variety of forms in which life may manifest itself "is an argument to those who trust that there are superior beings in the distant world." M. Flammarion makes a strong point of the fact that the habitability of the planets is reasonable evidence of their habitation. He shows that the physical conditions of the earth are by no means the most favorable for the maintenance of life, and in one of those eloquent bursts for which he is famous he adds: "Superior worlds, magnificent dwellings of great advantages, stud the unexplored expanse of distant space, and it is in that wide expanse that humanity probably lives quietly and gloriously under a pure and beneficent heaven in the bosom, with a temperature in harmony with the functions of organism, and in the enjoyment of peaceful relations with nature. An eternal spring (perhaps more diversified by ever-fresh charms than our most variable seasons) reigns in the fortunate spheres, where man is free from all grosser needs inherent to our terrestrial organization."

* * *

The great men of Great Britain and the United States sometimes give themselves a great deal of concern about insignificant matters. Canadians are principally concerned about the matter of the government of the United States officially arrogating for the country the title "America." We would not change the name of Canada even to establish verbally a connection with the continent to which we belong. Our country will soon be of such importance in the eyes of the world that it will not be necessary to emphasize its situation on the American continent. Let our neighbors remain Americans. As for us and our children, we shall ever be Canadians.

* * *

Old England is ice-bound. She is covered with snow as by a mantle. In some parts of eastern America the air is crisp enough to make the hair curl. In Seattle a few days ago the floods descended in such force that a visitor from the East was willing to lay odds the town would float away inside of three days. In the course of time, when all men partake in equal degree of the fruits of their labor, perfect justice rules among the Sons of Adam, and life is not so strenuous, a large portion of the population of the globe will hie to Victoria as the one ideal summer and winter place of residence.

* * *

London Financier: Germany made a big mistake in attempting to bully Canada for daring to make a graceful trade concession to the United Kingdom, which pays for the protection of Canada's mercantile marine. The result of German interference between this country and a British colony is that German trade with the Dominion has been practically ruined by Canadian retaliation. Hence a plaintive petition to the German Imperial government from the Chemnitz Chambers of Commerce.

* * *

An approximate calculation based on newspaper reports of majorities shows a popular Liberal majority in Canada of some 50,000 votes in a total vote of about 800,000. Foster, the expert at making figures say what they do not mean at all, will have to work overtime to demonstrate that Canada is yet Conservative by tradition.

HEALTH FOR BABY.

Babies that are well, sleep well, eat well, and play well. A child that is not lively, rosy-cheeked and playful, needs immediate attention, or the results may be serious. Give an unwell child Baby's Own Tablets and you will be astonished how soon he will be bright and playful. For diarrhoea, constipation, simple fever, indigestion, colic, and teething irritation, these tablets have absolutely no equal. They do not stupefy the child as poisonous "soothing" medicines do—they go to the seat of the trouble and cure him. Mrs. E. Bancroft, Deerwood, Man., says: "I have used Baby's Own Tablets for stomach and bowel troubles, for simple fevers and teething and I think them the best medicine in the world." You can get these Tablets at any drug store, or by mail at 25 cents a box by writing the Dr. Williams' Medicine Co., Brockville, Ont. Wise mothers always keep the Tablets in the house to guard against a sudden illness of little ones.

RESCUED ON THE COAST OF OREGON

PITIABLE PLIGHT OF THE WEBFOOT'S CREW

Five Days Huddled on Cabin of Wrecked Barkentine—Victims of Storm.

An Astoria dispatch of Wednesday's date says:

"With three men of her crew missing and probably drowned, with her decks awash and the surviving members of her crew well nigh exhausted from five days' exposure to the elements, the old American barkentine Webfoot, water-logged and dismasted, limped into port to-night in tow of the bar tug Wallula. Captain Lewis reports a most unusual occurrence. While his vessel rolled in the heavy seas off the mouth of the Columbia river yesterday, threatening every moment to go to the bottom, three steam schooners bound south and three bound north passed him, yet none offered him assistance.

"For five days the crew of the barkentine were huddled on the top of the cabin, with no protection whatever from the gale. Excepting a few raw potatoes the men had nothing to eat, and only such water as could be secured by catching rain in their oilskin hats. Captain Lewis states that he could not possibly have survived two days longer.

"The Webfoot sailed from Coos bay for San Francisco on October 14th, carrying a cargo of 350,000 feet of lumber. On the 18th she became water-logged. The cabins were flooded and everything loose was carried away, including the clothing of the men and the provisions.

"During the night of the 21st all three of her masts were rolled out, but it was daylight before the crew succeeded in cutting them clear of the vessel.

"Tuesday afternoon, after the six vessels had passed the barkentine and failed to offer aid, the mate, a man named Bromer, and two seamen, one named O'Neill, left the vessel in a small boat to seek assistance. At this time the gale was raging with great fury, and there is no doubt that the three men were drowned.

"This morning the steamer Elder, on her way to San Francisco, sighted the dismasted barkentine off Tillamook rock. The Elder gave the men some provisions and hastened back to the Columbia river, where she summoned assistance. Tugs and government vessels put to sea, and the Wallula soon had the wreck in tow. When the Webfoot arrived here her men were almost dead.

"The vessel lost 100,000 feet of her lumber cargo."

SHIPWRECKED CHILIANS.

Reference was made in Thursday's Times to a shipwrecked party picked up off Gambier Island. Further details are now published in the Vancouver papers, the story being given as follows:

"During a heavy gale on November 17th their boat had been driven ashore on the coast of Gambier Island and smashed to atoms, the members of the party narrowly escaping with their lives. The members of the party were a Chilean fisherman and his Indian wife, their daughter and son-in-law. About half an hour after the party reached shore, the married daughter gave birth to a son, and the following Monday (four days later) was delivered of a second son. A small quantity of bread was washed ashore, but was rendered almost unpalatable by being immersed in the salt water. The second day one of the number managed to kill a deer, so that the party practically had nothing to live on but venison during the five days they were on the island. After hearing the story, Capt. Cates sent a ship's boat ashore in charge of the first officer and took the party on board, landing them at Eagle Harbor. The men did not seem much the worse of their hard experience, but the women of the party were very weak. The mother of the twins was carried on board on a stretcher made of bark. Captain Cates gave the sufferers every care and attention. The infants, strange to say, are strong and healthy, and none the worse for their trying advent into the world."

Not until after the annual fall sale of skins has taken place in London, England, will anything be done towards fitting out the local fleet of sealing schooners for the ensuing year. The sale is dated for December 16th. Not till then or until the returns come to hand will it be known what profits have been made for the year's work just ended.

It is not thought that any of the fleet will stir from their moorings in the upper harbor until after the Christmas and New Year's holidays. At the annual meeting of the Victoria Sealing Company, the question of hunting grounds will again come up, and the advisability of sending vessels over to the Asiatic side will have to be considered. During the past year no schooners were sent to the Japan coast for fear of an encounter with the Russian or Admiral Togo's fleet. This danger has not yet been eliminated, and there is little prospect of the war ending before the sealing fleet is ready to sail. So far as known there was no hunting whatever done in the Japan Sea this year. The sea is too near the danger zone for this. Indeed it would be interesting to note what effect the heavy cannonading around the vicinity of Port Arthur will have on the millions of seal which annually make their appearance in the Sea of Japan. It has been claimed that the hunting done on this side of the Pacific has tended to drive the seals to the Asiatic rookeries, and possibly the naval warfare now taking place on the latter coast may have the effect of sending them in this direction again.

PILOTAGE BOARD MEETING.

On December 5th the pilotage boards of Victoria, Vancouver, Nanaimo and New Westminster will meet in Vancouver to consider the redrafting of the schedule of charges relating to shipping entering and clearing British Columbia ports and other matters. The original date was December 21st, but owing to the members of the Victoria board not being able to attend on that date, the alteration was made. This conference was suggested by the Hon. Raymond Prefontaine, minister of marine and fisheries, when on his trip to the Pacific Coast last summer, the question of a revision of the schedule having been brought before him by the Nanaimo pilotage board.

The adoption of by-laws for the Vancouver and New Westminster pilotage districts will also be considered. At present they are practically without by-laws, and are acting on those of the old Yale and New Westminster pilotage district.

A SECOND COLLISION.

A Port Townsend dispatch says: "An accident very similar to that which occurred a week ago when the British ships Blythswood and Crown of Germany collided in this bay, was repeated last night, and one vessel lost her mizzen topmast as a result. The two vessels which got tangled up last night are the British barque Arracan, Capt. Kelk, and the British barque Englehorn, under the temporary command of Capt. Gibson. The Arracan has been lying at anchor on the ballast grounds for a week past, and the Englehorn arrived here last night at 10 o'clock in tow of the tug Lorne from Victoria. For some reason the tug ran in too close to the Arracan, and the latter's bowsprit fouled the rigging of the Engelhorn, with the result that the latter's mizzen topmast was carried away. The Lorne stood by, and after the two vessels were got clear, towed the Engelhorn to an anchorage further up the bay.

C. P. R. TABLE SERVICE.

The C. P. R. Company has been considering the advisability of serving breakfasts on board the steamers Princess Victoria and Princess Beatrice a la carte instead of table d'hote. Nothing, however, has yet been done. A great many travellers by these steamers have expressed the opinion that as people frequently desire a light breakfast, they should be able to secure it without paying seventy-five cents, the price of a full meal on any of the company's steamers.

THE MINNESOTA.

The Great Northern steamship Minnesota is on the way from Coronel, Chili, to San Francisco. She will remain at San Francisco long enough to discharge a considerable cargo of coal, after which she will proceed directly to Seattle, the exact time of her arrival being somewhat dependent on weather and other delays to navigation.

The Minnesota will make Yokohama, Kobe, Shanghai, Hongkong and Manila on her maiden voyage in regular service. The vessel is fitted with luxurious staterooms, smoking rooms and other equipment for first-class passenger business, and the company has already notified the various railroad agencies that it intends to actively compete for a large share of trans-Pacific passenger business.

DID NOT CALL HERE.

With a full cargo and 165 steerage passengers, the steamship Shiyomei, Capt. E. V. Roberts, sailed on Thursday for Japanese ports, not stopping at Victoria.

While the cargo of the big Boston Steamship Company liner is not as valuable as that of the Blue Funnel liner Telemachus, which recently sailed, it amounts to the enormous sum of $624,549.

The largest single consignment is a lot of cotton which in value reaches nearly $150,000. In all there are 3,497 bales of cotton. Other items on the manifest are 500 tons of nitrate soda, 9,716 barrels and cases of salt and canned salmon, 17,775 barrels of flour and $65,000 worth of business.

ANOTHER CRIPPLE.

Another victim of the recent terrific storms off the coast has arrived at Port Townsend. The vessel is the schooner Mathew Turner, from Iloilo, October 27th. The vessel had a good passage until reaching the coast off her destination, Gray's Harbor, when the storm nearly wrecked her, tearing out her foot and main sails, and breaking the booms of both.

Before the wreckage could be shipped clear, the vessel was nearly driven ashore. Heading northward, a similar experience overtook the Turner off the mouth of the Columbia river. The schooner was finally forced to try for the Straits of Juan de Fuca, which she succeeded in entering.

THINKS MAKAWELI SAFE.

Capt. Kindlen, of the schooner Mildred, which arrived at San Francisco from Bellingham, makes a report which has inspired the owners of the barkentine Makaweli with renewed hope for the safety of their vessel. Capt. Kindlen says that from November 1st to November 5th he was in company with a vessel he believed to be and still thinks was the Makaweli. They parted company south of the Columbia river. Capt. Kindlen also reports that October 30th and 31st, while coming by Cape Flattery, he passed through a large quantity of new lumber.

ONTARIO LIBERALS.

Toronto, Nov. 24.—At this morning's session of the Liberal convention a resolution was adopted favoring the appointment of a minister of colonization and labor, and also a bureau of labor in view of the probable unsettling effect on labor conditions by pouring in of new settlers to New Ontario.

The resolution committee discussed temperance all morning, and finally compromised on a resolution favoring the compulsory submission of the local option by-law in every municipality on January 1st, 1906. If passed, such by-law can be appealed only by act of parliament, and if defeated the by-law will not be submitted again for three years. The resolution comes before the convention this afternoon for discussion and adoption.

DECLINED TO TALK.

Procurator-General of Holy Synod Has Nothing to Say Regarding the Zemstvos Movement.

St. Petersburg, Nov. 25.The Associated Press correspondent saw M. Pobiedonstoff, the procurator-general of the Holy Synod, who is credited with having informed the Emperor in connection with the presentation of the Zemstvos memorial to His Majesty, that no middle ground is possible at the present.

This remarkable man who has exercised so much influence in the councils of empire, is now a mere shadow, almost fourscore, and his tall withered form seems to be bowed beneath the weight of his finely chiselled, dome-like head. Nevertheless, fire still smoulders in the sunken caverns of his gray eyes. An impression of wonderful virility still clings to the ghost-like figure. He to-day received the correspondent of the Associated Press in a kindly manner, but absolutely declined to discuss the Zemstvos movement.

"I am an old man," he said. "Little time yet remains, but the days and thoughts still granted to me are consecrated to church affairs. The world concerns me no longer."

Under Consideration.

St. Petersburg, Nov. 25.—According to the best information obtainable, the Zemstvos' memorial is still under consideration at Tsarskoe Selo. Emperor Nicholas is said to be under no illusions regarding the gravity of his decision, and is giving the memorial the most careful and most earnest consideration. By some he is represented as greatly concerned and grieved over the situation both at home and abroad, to be weary of war and ready to welcome any honorable means to bring the war to a conclusion, and anxious to remove the cause for discontent and secure tranquility at home. The influences surrounding him, however, are said to be almost entirely hostile to concessions. Fear is expressed that if the whole Zemstvos programme is rejected there may be a revival of the old terroristic duel. The Emperor is said to have been acquainted with Interior Minister Sviatopolk-Mirsky's irrevocable decision not to remain in the ministry if the policy of Liberalism, on which he went into office, is abandoned. The reactionists and bureaucrats profess to see no danger in the present situation, declaring there is agitation provoked by the Zemstvosists that will soon sink out of sight and affairs resume their normal sway.

Catarrh Sufferers, Read!

C. G. Archer, of Brewer, Maine, says: "I have had catarrh for several years. Water would run from my eyes and nose for days at a time. About four months ago I was induced to try Dr. Agnew's Catarrhal Powder, and since using the wonderful remedy I have not had an attack. It relieves in 10 minutes."

Dr. Agnew's Heart Cure relieves in 30 minutes. 34