

IMPROVEMENT OF NANAIMO HARBOR

Citizens Are Urged to Give Hearty Support to Pro- posed Scheme.

A remark which Hon. William Templeman left at the close of his address at Wellington serves to show that Captain Yates' abandonment of Nanaimo as a transcontinental terminus was no mere chimerical or visionary idea, says the Nanaimo Free Press. The minister of inland revenue and mines was dealing with the probable development of northern and central British Columbia. The Great Trunk Pacific railway, the first of two or three years' time, and he anticipated that the development that would follow in its wake would be much greater and much more rapid, than that which followed the laying down of the Canadian Pacific. It is a very reasonable assumption, and there will be few to quarrel with it. But, continued Mr. Templeman, it would become necessary for the line to have a terminus to the south, and connection with Vancouver. When that day came, and come it would, the Island might possibly see the E. & N. railway. Mr. Templeman did not elaborate the idea. It ought to be mentioned for it follows that the scheme has already come within the province of practical politics.

It is two weeks since Captain Yates launched his harbor scheme, and, in the course of his remarks, made a brief reference to the possibility of Nanaimo becoming a transcontinental terminus. It was by far the most advanced of his suggestions, and necessarily lies some years ahead. At the same time, this chance remark of a cabinet minister easily proves that it was not the idle dream of a crazed mind. There is, therefore, all the more reason that the suggestion which relates to the present should be enthusiastically taken up by the citizens of Nanaimo.

The first question is that of petitioning the government for a grant approximately of \$100,000 for the improvement of the harbor. It looks a big sum, but the town with justice could ask for four or five times as much. If any proof is needed of this assertion just turn to New Westminster, Vancouver or Victoria. And in addition to the question of natural gifts there is the consideration of trade and tonnage. Nanaimo has the advantage in all directions. No doubt the town is small but the industry is among the largest, if not the very largest, in the province. Also the coal that is shipped from here is a pure British Columbia product, and the tonnage exceeds the total shipping of the same class in all the other three ports combined. There is no getting away from the strength of the city's claim for even a very small grant, amounting to \$100,000. The Dominion authorities could not evade it even if they wished, which no one supposes they do. For all of these reasons let us hope that the citizens will rise to this great opportunity. It is as Captain Yates declared, time for the people to wake up; they have been long enough dead. Other cities have long ago realized that it is those who ask who get the plans, and in this principle alone lies the secret of other cities' progress the while Nanaimo has grown as fine a covering of moss as is to be found in the province. Let there be an end of it.

PLIMSOLL'S MARK

MUST BE ENFORCED

New Bill Deals With Sea-going Canadian Barges.

Ottawa, Feb. 8.—A bill of particular interest to the shipping interests of Canada, entitled "An Act to Provide for an Official Load Line on Ships," promoted by Mr. Lewis, of Huron, will be introduced in the Commons to-day. It provides that when a ship leaves a Canadian port between September 15th and April of the following year, there shall be left at the port of departure a list of the names and places of residence of the crew and passengers, which shall be preserved for public inspection.

Every ship of 50 tons gross used in the navigation of Canadian waters shall be permanently and conspicuously marked with lines, indicating the position of each deck which is above water. Another clause sets forth that the owner of every Canadian barge of 100 tons or over, proceeding to sea from a port on the Atlantic or Pacific, or on the Great Lakes or the St. Lawrence, shall, within 90 days of the enactment of the act, mark upon each side of the barge a disc marking the maximum load line. If the barge be loaded so as to submerge the centre of the disc indicating the load line, the barge shall be deemed unseaworthy and the certificate withheld. The owner of a barge failing to mark it shall be liable to a fine of \$1,000.

SERIOUS CHARGE.

Baltimore, Md., Feb. 8.—A charge of violence was granted today in the case of Joseph Janer, of the Brooklyn, N.Y., man under indictment here for alleged mistreatment of Katharine Loersch, the 11-year-old girl, also of Brooklyn, whom Janer brought to Baltimore, last week ago to-night. When arraigned in the criminal court here to-day to answer to the indictment Janer pleaded not guilty, and upon his sworn representation that he could not secure an impartial trial in this city the case was transferred to Baltimore county, and it will be called up at Towson on Monday, March 1st.

—George Burns, an employee of the B. C. Electric company, while working on an electric light pole on Menzies street car Saturday, suddenly fell from a considerable height to the ground, injuring his knee and head. The patrol wagon was sent for and Burns was conveyed to his home. His injuries are not serious.

BIG TIMBER DEAL.

Vancouver Operator Purchases Limits in Harrison Lake District.

Vancouver, Feb. 6.—Forty-eight square miles of timber limits in the Harrison Lake district on the main land, and estimated to contain eight hundred million feet of standing timber, have been acquired by purchase by C. S. Battle, a well known timber operator of this city.

Mr. Battle has disposed of a portion of his interest to A. P. Sutherland, also of this city. Although both parties to the deal decline to give figures street rumor has it that the selling price was between \$150,000 and \$200,000. No plans have yet been made by the new owners. If they decide to operate the limits a large sawmill may be erected on Harrison lake on the line of the Canadian Pacific railway, or else build a plant at Vancouver or New Westminster.

The limits are located at the north end of Harrison lake, Fire creek, Fire lake and the Little river. Mr. Battle is credited with being one of the most extensive owners of timber limits in British Columbia. His holdings are said to considerably exceed one and a half billion feet.

HAS PROVINCE RIGHT TO TAX LAND GRANT?

C. P. R. Case Will Come Before
Nelson Court of
Revision.

Nelson, B. C., Feb. 5.—Without doubt the most important case that has ever come before a court of revision in British Columbia will be heard in this city, commencing February 8th, when the appeal of the C. P. R. against the assessment by the government of the company's wild lands in the Nelson, Slokan, Golden and Fort Steele districts will come up for hearing before R. S. Lennie, who has been especially appointed to hear the appeal.

The case involves a matter of between \$125,000 to \$150,000 to the province in additional taxes, and hinges upon the right of the government to tax the land grant of the British Columbia Southern railway, which up to last year was treated as exempt. The government last year, however, issued instructions to its officers to assess this land, and this was done. The company now disputes the right of the province to assess these lands, and has refused to pay the taxes demanded.

Mr. Lennie, as judge for the court of revision, will be asked to pass upon the company's liability in the matter. His decision will not, however, be final, for both sides are determined to see the matter through, which means that the case will be an appeal no matter which side loses, and the case will, it is likely, eventually go to the privy council. The land in question are part of the land grant of the British Columbia Southern railway, which the C. P. R. earned by the construction of the Crown's Nest Pass and other lines.

ESQUIMALT AND OAK BAY ASK FOR HEARING

Private Bills Committee Takes
Up City Waterworks Bill
Tuesday.

The city's bill to amend the Water Works Act—the original act passed in 1872 and the amending act of 1892—comes before the private bills committee on Tuesday morning. Leave has already been obtained by the Esquimalt Water Works Company and the municipality of Oak Bay to appear before the committee by counsel.

The Esquimalt company contends that if the bill is passed as it stands it will permit the city to enter upon lands within its watershed and work an injury to the company. It further alleges that in Elk lake, if properly developed, the city has a supply sufficient for twice its present population. Oak Bay wants to have provision made in the bill for its receiving a supply of water from the city, recalling its recent negotiations and their falling through because of no definite rate being proposed by the city.

The bill declares that the powers, rights and privileges conferred by previous legislation have been in no way abrogated by the Water Clauses Consolidation Act. In the matter of borrowing powers it is proposed that for all water works purposes, including sinking fund and payment of interest, the council shall have power to borrow by way of debentures or otherwise, as it sees fit, on the security of the system and the general revenue from it, and on the credit of the city. Money already raised or to be raised hereafter for water works purposes, whether with or without guarantee, are not to be included in the aggregate amount of indebtedness which the city is authorized to incur.

All revenues derived from the operation of the water works system are to be added to the credit of a separate account, and are not to form part of the general revenue of the city. They are to be expended on water works account alone, but in any year any surplus may be used for general purposes by a two-thirds vote of council.

Some other sections deal with control of service pipes in tenements, exemption of the works from execution, collection of rates and recovery of arrears and making of by-laws.

KILLS WIFE, THEN SUICIDES.

Newark, N. J., Feb. 8.—Because she had quarrelled with her husband, Louis Greher, a machinist, to-day shot and killed his wife Pauline and then committed suicide by shooting himself. The tragedy took place in Greher's home in South 18th street. The bodies were found in the kitchen by the step-daughter.

Montreal, Que., Feb. 8.—SS. Monteville arrived at Yokohama at 3 p. m. on Saturday, February 6th, from Vancouver.

INDIANS CONFESS TO MURDER OF CHINAMAN

One Escapes From Jail and Police Are Now on Trail.

Kamloops, Feb. 6.—An Indian, Basil, who is charged with murder, has been brought here by Provincial Constable Burr, of Ashcroft. The crime was committed on the Fraser river, five miles north of Dog Creek and the victim was an aged Chinaman, Sah Tu. Suspicion pointed to two young Indians, Ernest Louie and Basil, and they were arrested a few days ago. They confessed and the story they told the constable was that they called the Chinaman to the door of his cabin and then shot him. After gaining access to the house, a few minutes later they found Sah Tu lying on a lounge and to make doubly certain that he was dead they shot him again. They then secured what money he had and after locking the door of the cabin, escaped.

Louie was placed in jail at Clinton, but escaped, and after placing Basil safely in the local jail, Constable Burr returned to search for the former.

ANTI-GAMBLING BILL.

Boise, Idaho, Feb. 6.—In the house of representatives an anti-race track gambling bill and a bill to repeal the Sunday rest law were introduced yesterday.

PORTLAND COMMENT ON DEVELOPMENT LEAGUE

C. C. Chapman, "The Ad Man," has been up in Victoria, B. C., says the Portland Telegram, scraping some of the barnacles of conservatism from the sclerotic Canadian attitude. He told the citizens and business men of "Treasure Island" how to forge ahead. Chapman was sent for to make a speech before a gathering of the most distinguished officials of British Columbia, one and all of them being deeply interested in knowing how to set on foot a publicity campaign. He wanted to know how Chapman had helped "triple the population of Spokane" and how he had helped make Portland a restless, turbulent, effervescent and growing spot on the map.

The captains of industry of Victoria gathered around a festal board at the big Empress hotel to listen to the man from Portland. Premiers, magistrates, and publicists, leaders in every walk of industrial and mercantile life were there to talk and listen.

The result in brief was that the Vancouver Island Development League was a good thing, and that the publicity campaign it was carrying on embraced the leading hustlers of every city, town and hamlet of any size on the island, and they are to work hand in hand in a great publicity and exploitation campaign to be waged along the line outlined by Chapman. The league will begin the work of canvassing for funds to defray the expenses of maintaining offices and headquarters, of compiling and publishing literature concerning the great industries of the island, of scattering the pamphlets all over the continent in the hunt for home-seekers, colonists, investors, tourists and all elements that assist to arouse interest and help upbuild communities.

According to the Victoria papers, it didn't take Chapman more than five minutes to show the eager Canadians that he was onto his job as a publicity "sharp," and his remarks covering the origin, growth and development of the industrial exploitation work in cities of the Northwest on this side of the line were listened to with great interest. He gave some effective illustrations by comparative figures of what Portland had done by observing the "get-together" policy, and maintained that the department of the C. P. R. and the same vim and vigor were injected into their efforts along the lines mapped out.

He showed how many important industries had been brought to Oregon, how the colonist business had been built up, how the railroads had assisted and given attractive low rates to encourage the mortgage-ridden farmers of the east to come west, where a small acreage could make a competence for large families, and where the climate and scenery surpassed belief. So impressive were Mr. Chapman's remarks and carried by him to the Premier McBride, who followed with an address in which he urged the business interests of the island to organize according to the Chapman idea. Chapman's cold storage accommodations at Okanagan Landing in order that fruit may be properly cooled before starting.

James Johnstone, of Nelson, was re-elected president, and L. M. Hager was elected manager of the exchange for the ensuing year. These officers with Messrs. Robertson and Hume of Revelstoke, and Lawrence, of Peachland, constitute the executive.

Following the business of the meeting a banquet was given to the members under the auspices of the Revelstoke board of trade. Inspiring addresses were heard from Mayor Linn, of Revelstoke, who presided, Judge Foran, of Nelson, Mr. Lawrence, president of the board of trade, Joseph Martin, K.C., of Maxwell Smith, and others.

One sentiment, which found unanimous expression, was that the future success of the fruit growing industry in British Columbia depended on the strict adherence to the principle of co-operation amongst the fruit growers, the transportation companies and the wholesalers interested in the business.

—On Tuesday evening, the 23rd inst., a concert will be given in First Presbyterian church lecture hall under the auspices and for the benefit of the funds of the Young Women's Christian Association. The arrangements and management of the concert are in the hands of J. G. Brown, whose lengthy and varied experience in concert matters should ensure success so far as this is concerned, as well as the quality of the entertainment. It is expected that some of the best talent in the city will be secured for the event.

WIFE UNDER SUSPICION.

Rochester, N. Y., Feb. 8.—A special from Palmyra, N. Y., says: "It is unofficially reported, but on good authority, that Mrs. Georgia A. Sampson has been indicted by the Wayne county grand jury for the alleged murder of her husband, Harry Sampson, a nephew of the late Admiral Sampson. Mrs. Sampson, it is stated, will not be tried at the next term of court."

CHILD BURNED TO DEATH.

Set His Clothing on Fire While Playing With Matches.

Ymir, Feb. 6.—Willie, the five-year-old son of William Gray was fatally burned at his home here. It appears that the little fellow was playing with matches which in some way set his clothing on fire and before the flames could be extinguished he was horribly burned about the body and face. The child had been at the time only a neighborhood of some light material and when first seen was entirely enveloped in flames. Frantic efforts were made by one of his older sisters to save the child by throwing water over him, but it was impossible to put out the flames.

"The little fellow was taken to Northport by his parents where, in spite of every advantage in the way of medical attendance, the little fellow succumbed to this injuries.

TEXAS AND PROHIBITION.

Austin, Tex., Feb. 6.—The house today, by a vote of 85 to 44, defeated the resolution to submit a state-wide prohibition law. The prohibitionists only secured two votes of the necessary two-thirds majority.

NANAIMO AGRICULTURAL SOCIETY RE-ORGANIZED

Officers Elected and Committee
Named to Draft By-Laws.

Nanaimo, Feb. 5.—The Nanaimo Agricultural Society has reorganized with the following officers: President, Jos. Booth; vice-president, Dr. Ross; district vice-presidents, R. Malpass, Wellington; J. Thomas, Cedar; J. Gray, Gabriola Island; Major Hickey, Englishman's River; S. Mottishaw, Five Acres; W. W. Southin, Ladysmith; treasurer, Mr. Richardson; directors, Messrs. E. Cook, Thos. Cunningham, W. Hunter, A. E. Malinwaring, J. Perry, A. E. Planta, A. C. Wilson, J. Shaw, J. Leonard.

As a result of considerable discussion it was left in the hands of the directors to arrange matters in connection with the twenty acres of land which is held in trust for the society for exhibition purposes, and also the fixing of membership fees, etc., for the financing of the society.

At the general meeting the directors held short meeting at which Mr. Erza Cook was appointed secretary and a committee of three, Messrs. A. C. Wilson, A. E. Malinwaring and Dr. Ross, were appointed to draft by-laws for the society.

FRUIT MEN MEET AT REVELSTOKE

C. P. R. Will Provide Cold Storage
Accommodations at
Okanagan Landing.

Vancouver, Feb. 6.—Mr. Maxwell Smith, fruit inspector for the Federal government, returned to the city yesterday from Revelstoke, where he attended the annual meeting of the Fruit and Produce Exchange of British Columbia, Ltd. Mr. Smith was there by request and addressed the convention on the financial situation.

Of the results of the meeting, Mr. Smith takes an optimistic view. He said that the exchange was greatly encouraged by the fact that the British Columbia and the United States fruit growers' associations had agreed to a new career of usefulness in facilitating the fruit grower's business.

The meeting was attended by Mr. Robertson, representative of the Federal department of the C. P. R., and Mr. H. Helme, superintendent of the Dominion Express, each of whom had something encouraging to say, looking to the co-operation in the development of the fruit business. Mr. Lee, route agent of the Dominion Express Company, was also present.

Among other announcements appertaining to the future plans of the transportation companies was stated that proper transportation facilities would be provided at Okanagan Landing, Kamloops and other Okanagan Lake points, whereby carload lots may be loaded in one car, carried by barge to the landing for trans-shipment. These facilities will be in operation during the coming season. It was stated also that the C. P. R. contemplated the erection of cold storage accommodations at Okanagan Landing in order that fruit may be properly cooled before starting.

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INJUNCTION REFUSED.

New York, Feb. 8.—The application of the New York Central & Hudson River Railroad Company for an injunction restraining the Interstate Commerce Commission from exercising its order regulating the rates for grain and flour on the road was to-day denied by the United States circuit court. The proceedings, which resulted in the issuance of the order by the Interstate Commerce Commission were instituted by the Hecker, Jones, Dowell Milling Company, and the order was issued on June 24th, 1908.

GRAIN ELEVATOR

NEEDED ON COAST

Calgary Conference Will Present
Petition to Government.

Calgary, Feb. 5.—At yesterday afternoon's session of the Grain Conference, resolutions were adopted that the Dominion government be asked to erect an elevator at Vancouver, falling which, that the Canadian Pacific railway be requested to build one in time for this year's crop. The unanimous opinion was that Alberta grain must be shipped by the Pacific route.

The morning session was largely taken up by the address of L. P. Strong, president of the Alberta Pacific Elevator Company, of Calgary. In a forceful manner Mr. Strong showed that if sufficient terminal elevators and storage facilities were built in Vancouver, Liverpool and other grain markets of the Old World would take all the Alberta grain that the farmers of the West could grow. At present, he said, a fairly good business had already been established between Calgary and Liverpool, via Vancouver, but the expensive method of loading and the lack of terminal elevators the trade was not as profitable as it could be made. Mr. Strong pointed out that the rate to Liverpool via Montreal or St. John was 55 cents per bushel and via Vancouver and the Horn or Suez canal only 45 cents. The rate would be materially reduced when the Panama canal was completed.

Mr. Strong continued: "I don't know how or by what means we shall have terminal elevators in Vancouver, but we must have them at once. Everything in connection with the question of western export must give way to speed. Speed counts for everything at the present time. If the government will build elevators at Vancouver and Liverpool, within six months, I will build them myself. I can assist in the C. P. R. can be shown that it is to its interest to build the necessary terminal elevators at Vancouver, I say let the C. P. R. build them. But have the elevators we must, no matter who builds them."

"We must have wheat in store in Vancouver to take advantage of the trade with Liverpool and the trade with Mexico, China, Japan, South Africa and the Philippines when the prices offered by those places are higher than we can get in Liverpool. We are now shipping flour from Alberta to Liverpool via Vancouver for the first time. We are going to try both the Horn and Suez routes to see which is the more practicable. When the Panama canal is opened in five or six years we will get still lower through rates. Up to the present 22,000 bushels of Alberta red have been shipped by the Vancouver route. We must have those terminal facilities in Vancouver and have them immediately."

A permanent committee was appointed to carry into effect the resolutions passed by the convention, and to take legal action as may be deemed necessary. The convention ended most harmoniously, and the best of feeling prevailed among the different interests represented. The speakers, who were each other's positions through the discussion of the different questions.

It didn't occur to the learned editors on the Colonist to call up the C. P. R. telegraph office and secure a copy of the original. That was over looked, and in the intense excitement which must have prevailed the learned editors accordingly published the text of the message as they remembered it. They made Mr. Borden declare for a "white Canada" when he didn't. Perhaps, the thought that the learned editors had any idea that the leader's declaration for a "white Canada" would influence the vote in British Columbia.

Strange, though, the "regrettable" mistake was uttered as the star motto for all gatherings held in the deferred elections, and the voters were exhorted by voice and lurid statement to vote for "Borden and a White Canada."

BRITISH CANADIAN PULP AND PAPER MILLS

Excellent Photographs of
Works Are on View in
Hibben & Co.'s.

Through the courtesy of Greely Koits the T. N. Hibben Co. are exhibiting for a few days, in their show windows, an extensive group of large pictures of the British Canadian Wood Pulp and Paper Company, showing the progress of their big plant now under course of erection, at Port Mellon, near Vancouver. Much interest is manifested in this plant, due to the fact that there is a large number of local stockholders and that this is the pioneer pulp and paper mill of British Columbia. The photographs give a splendid interior view of the plant and showing the four distinct paper machines, cylinders, beating engines, etc., already installed. One of the views shows the huge digesters being swung into place by heavy cranes. These digesters are capable of treating five tons of wood per charge and were manufactured by the Pusey-Jones Co., Wilmington, Del. The machinery is being rapidly installed and the big plant should be in operation within six to eight weeks time. The paper machine already installed is capable of turning out about 150,000 pounds of book, ledger and other paper per week. The capacity of the beating engines blow tanks, incinerator, digesters, furnaces and general equipment is considerably in excess of the present capacity of the paper machine, therefore, to insure another machine at once, so as to accommodate the capacity of the remaining machinery. The mill as shown by the photographs is divided into two distinct departments, the concrete buildings consisting of ship room, mixing room, engine and boiler house and incinerator are separate from the main buildings. The dimensions of the main buildings are as follows: Digester room 60 by 45 feet, evaporator room 60 by 37, acid room 42 by 45, finishing room 60 by 44, tank room 60 by 40, stuff chests 60 by 80, warehouse 60 by 60, mixing room 38 by 50. All of the buildings are to be equipped throughout with an automatic sprinkler system. The erection of this plant marks an epoch in the development of the wood pulp and paper industry of British Columbia, and the opening of the plant is being looked forward to with great anticipation not only will employ a vast number of men, but will be the means of further developing the industry.

New York, Feb. 8.—Arrived steamer Le Bretagne from Havre and steamer Minnetonka from London.

Vegetarians, Epicures and Others

Who must have keen vegetables every day throughout the year should peruse this little list. They'll surely be pleased with the unrivalled values.

ASPARTAGUS, per tin, 50c, 40c, 35c and 30c
ITALIAN ARTICHOKE, per tin, 50c, 40c, 35c and 30c
FRENCH ARTICHOKE, per tin, 50c, 40c, 35c and 30c
FRENCH PEAS, per tin, 25c and 20c
FRENCH SPINACH (pure), per tin, 41c and 35c
FRENCH IXED VEGETABLES, per tin, 35c
CORN ON THE COB, per jar, 75c, 60c and 50c
FRENCH BEANS, per glass jar, 25c
OKRA, per tin, 50c
FRENCH BEANS, per tin, 35c
SUCCOTASH, per tin, 30c
SWEETS POTATOES, tin, 25c
FRENCH MUSHROOMS, 40c
and many more...

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"Golden Vibrator"

FOR
MECHANICAL MASSAGE
Surpasses any other electric vibrator and is sold cheaper.
PRICE \$20.00

Can be attached to an ordinary electric light socket; no danger; no shock; marvelous in its beneficial effects on health and beauty.

Removes Wrinkles, promotes a complexion of lilacs and roses. Kindly call and we will give you all the desired information.

CYRUS H. BOWES
CHEMIST
GOVERNMENT STREET
Near Yates Street.

Ald. Fullerton has been taken to the hospital for a severe attack of pneumonia. He is now in a critical condition.

Mr. Topp said that he had never before had such a severe attack of pneumonia. He is now in a critical condition.

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STREET INQUIRY

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