

B. C. CONFERENCE

Business Transacted at the Closing Sessions of the Meeting in Vancouver.

Pastoral Addresses Adopted—The List of Stations as Finally Revised.

Vancouver, May 20.—The conference re-assembled yesterday morning at the regular hour.

In the matter of a communication from Nicola, it was ordered that a reply should be sent by the secretary of the conference regarding the case in regard to Rev. H. H. Harwick, who, by his own express action had resigned.

Rev. O. Ladner reported the purchase of lots in Rossland, and the erection of a parsonage, and took the opportunity to thank the Epworth League and Sabbath schools for their financial help, asking for like help for the forthcoming year in behalf of the new mission at Grand Forks.

The pastoral address, which was prepared and submitted by Rev. S. J. Thompson, and adopted with great approval by the conference, reads in part as follows:

The halloving influences of the Holy Ghost has rested upon us and our hearts have been drawn to each other and to Him.

We thank God that our ranks are unbroken, through the trials, perils and afflictions of another year; and with renewed consecration we give ourselves to God and to you for the furtherance of the Gospel of Christ and the building up of our beloved Zion.

It has been a great delight to us to have been favored with the presence of Rev. Dr. Carman, the general superintendent, and of Rev. Dr. Potts, the general secretary of education in our church. Their valuable counsels, their fervent and powerful addresses and their spiritual fellowship we have enjoyed with them have been a great blessing to our conference.

We express our gratitude to God for the means of success which has attended the preaching of the Word of God by us during the year as evidenced by an increase of members throughout the conference. From the new Kootenay district has come cheering news of souls won for God amidst the excitement and enticements of the mining camps.

Our missionary work among the native tribes has been prosecuted with vigor and success. During the year the Lord has directed us to Japanese missionaries who have been educated thoroughly and has labored in connection with the M. E. Church. He has been given charge of our mission among the Japanese of this port. Remember that through his efforts under the blessing of God the entire work among these people is, in the care of our church, of which he is now an accredited minister.

The Chinese missions at various places have been maintained with some degree of success, and we hope that this important branch of our work will receive the sympathy of all our people.

We note with gratification the fact that at our present conference four young men were ordained to the work of the ministry. We commend them to you. Receive them in the Lord, as a messenger of Christ. Remember that we depend much upon you. Your love, your confidence, your moral and financial support are necessary for our highest success.

We again call your attention to the necessity of sustaining with increasing liberality all our connectional funds. From far distant Bermuda to the far Western province of Seachuen there is a line of stations where the glorious Gospel of the Son of God is proclaimed. Shall we not sustain them? Beyond these lines of light are still 1,000 million of our fellow men who know not Christ. Can we deny them the Gospel which has saved us?

The superannuated ministers' fund ought also to have a large place in your regard. Many of the ministers who are now laid aside through age and infirmity are entirely dependent upon this fund. These brethren have earned far more than the church can ever pay. We have reaped where they have sown; let us not turn away from them now.

Much interest was taken in the educational work carried on in Columbian Methodist College, New Westminster. This institution was established five years ago in the firm belief that with your accustomed liberality you would rally to its support with the needed funds and students. Our conference was brought face to face with the financial question: "Shall the college go on?" To ston at this stage of its history meant dishonor to the church. It meant a breach of faith with the generous donors of substantial gifts in the past. It meant that for a generation to come such educational work could be attempted by us as a church. It meant even more, for if this institution were closed we would forfeit our legislative charter.

The Rev. Dr. Potts assumed us of an additional loan from Mr. Massey, to consolidate the debt, and also a generous subscription if we resolved on continuance. Therefore in the face of God, and in strong faith in His Providence, we have resolved to go on. The ministers have assumed on your behalf the necessary to carry on the college for the ensuing year. Your pastors have given their personal notes, and we beseech you, brethren and fellow workers in the Lord, to rally to their relief in this matter.

After referring to the Epworth League, Sabbath schools and Methodist literature the address proceeds: We urge you to participate in all the patriotic ways in the world. It is the patriotic people to Her Most Gracious Majesty Queen Victoria. In the celebration of the diamond jubilee. To no one person do we owe more for the encouragement of every Christ-like, philanthropic effort, for the extension of the empire, than to the personal influence of our glorious Queen. Yes, continued we owe second to the God of Nations for His blessing upon her and the members of the royal family.

Turning the coming year we are to face the question of the prohibition of liquor. We have the Dominion as a whole had the opportunity to speak out upon this

all-important question. Remember our past record as a church; remember our oft-repeated pledges; remember our obligations to the rising generation; and to a man let the Methodist electors of British Columbia record their votes in favor of prohibition. Oh, that our beloved Canada were free!

We beg to remind you again of the necessity of continued adherence and faithful observance of the Day of Rest. The world would steal the day, from God and devote it to pleasure or business. Let us take our stand on the side of God and the true interests of the community.

Once more we urge your attention to the necessity of systematic benevolence. In the returning tide of prosperity, which we hope is coming to our province, we urge upon you to honor God with the first fruits of all your increase.

We affectionately plead with you to live near the heart of Christ, partake more and more largely of His Spirit, live for God, love the brotherhood, remember the poor, visit the sick, lift up the fallen, save the lost!

A recommendation was made that work among the Germans in the province should be undertaken, and a committee was appointed to communicate with the general Society of Missions thereupon.

Other matters of detail bearing upon the Indian work were dealt with. A resolution was unanimously adopted inviting the Rev. J. M. D. Kerr, Methodist evangelist, to extend his travels as far as British Columbia, with a view to his engaging in evangelistic work in the conference.

Another motion obtained, appointing a committee consisting of Rev. Dr. Eby, Principal Whittington and Rev. W. Lashley Hall, to draw up a memorial from the conference to the Queen in connection with the Diamond jubilee of her reign.

In view of an invitation extended on behalf of the Metropolitan church, Victoria, the conference will meet next year in that city.

The conference adjourned at 3:30 p.m., to meet again at 9 p.m., when the closing session was held.

Following is the list of stations as finally revised:

VICTORIA DISTRICT.

Metropolitan Church—J. G. Speer. (One to be sent.)

Centennial Church—J. F. Betts. C.

Victoria superannuated—J. E. Hicks.

Chinese Mission—Chang Sing Kai.

Saanich (Sidney)—J. P. Howell.

Cowichan, Salt Spring Island and Duncan—G. W. Winslow and T. Cropp.

Nanaimo, Central—T. W. Hall.

Nanaimo, Harbour—J. D. P. Knox.

Nanaimo, Chinese—To be supplied, F. C. T.

Wellington—C. H. M. Sutherland.

Union—Wm. Hicks.

Nitinat—W. J. Stone, S. Wilkison to attend Wesley College.

VANCOUVER DISTRICT.

Vancouver, (Homer street)—C. S. Eby, D.D.

Vancouver (Princess street)—R. Whittington, M.A.

Vancouver (Mount Pleasant)—A. E. Green.

Chinese Mission, including Richmond—To be supplied.

Richmond—W. W. Baer.

Howe Sound—To be supplied.

Maple Ridge—A. K. Sharp.

Nassau City—A. N. Miller.

Agassiz and Hot Springs—To be supplied.

Japanese Mission—Gora Kaboragi.

Cape Mudge and lumber camps—One to be sent.

At J. J. Irwin left without a station at his own request.

WESTMINSTER DISTRICT.

New Westminster Central—C. S. Watson, one to be sent; T. D. Pearson superannuated.

Saperton—To be supplied.

West End—R. Wilkinson.

Chinese Mission (Westminster and Lower Fraser)—T. C. T.

Ladner—W. D. Miskin.

Cloverdale—To be supplied.

Langley—E. Manuel.

Sumas—To be supplied.

Chilliwack—J. H. White.

Chetopa—To be sent; G. A. C.

Indian Mission—W. H. Barilough.

B.A. John Hall, principal Coquitlam Institute, by permission of the conference.

KAMLOOPS DISTRICT.

Kamloops—John Robson, B.A.

Thompson River—E. Osborne.

Nicola—W. Laidly.

Clinton—Jas. Turner.

Revelstoke—A. A. Wood.

Golden—G. A. Smith.

Enderby—W. L. Hall, J. E. Roseman superannuated.

Vernon—S. J. Thompson.

Okanagan—W. E. Moody.

Similkameen, Fairview—One to be sent.

Carbo—One to be sent.

KOOTENAY DISTRICT.

Rossland—C. Ladner, D. D. Birks.

Trail—One to be sent.

Nelson—Geo. H. Morden and J. Hicks.

Kaslo—C. A. Procunna, Ph. B.

Sandon—A. N. Sanford, B.A.

New Denver—R. N. Powell and J. N. Robins.

Grand Forks—J. Calvert.

Cascade City—To be supplied.

Ladner—To be supplied.

SIMPSON DISTRICT.

Port Simpson—E. Robson.

Nase—S. S. Osterhout.

Port Essington—D. Jennings.

Queen Charlotte Island—B. C. Freeman.

Upper Skeena—W. H. Pierce.

Hag-With-Get and Kitt Zee Sulma—C. M. Tate.

Japanese Mission—To be supplied.

R. B. Beavis left without a station at his own request.

BELLA BELLA DISTRICT.

Indian tribes, East Coast (Victoria)—T. Crosby.

Clap Kot—To be supplied.

Bella Bella—T. Neville.

Bella Bella—J. Jackson.

Kita-Mant—G. H. Bailey.

Glad Tidings—Under president.

Cape Mudge—One to be sent.

J. C. Spencer left without a station for one year at his own request.

SUBMARINE BOAT

Holland's New Torpedo Boat Launched—May Change the Art of Making War.

Propelled by the Combined Agencies of Gasoline and an Electric Storage Battery.

Elizabeth, N. J., May 17.—The Holland submarine torpedo boat was launched at Crescent shipyards in this city to-day. The inventor of the boat, John P. Holland, has closely watched the construction of the vessel. The vessel was christened the "Holland," by Mrs. Nixon, wife Lieutenant Lewis Nixon, the constructor. There were few present at the launching.

Inventor of the boat, there will not be any attempt at sub-marine evolution for several weeks. The construction of the boat has been eagerly watched all over the country. The boat is cylindrical in shape, 50 feet 3 inches long, with a four-foot screw-protecting extension. The diameter is 10 feet 3 inches, and the model diameter is the same. The boat can travel twelve knots an hour under water or on the surface. The power comes from a gasoline engine and a dynamo, the former to be used when the boat is sailing on the surface, and the latter when she is submerged. It will take less than a minute to submerge the boat, and about the same length of time to raise her to the surface. The armament consists of three torpedo tubes, which discharge high explosives. Six men will constitute the crew.

Mr. Holland was asked by the United States, British and Spanish governments to allow a representative on board during a trial trip of the boat, but he refused the request. After a trial trip, he says, he will allow an engineer from each government to see the workings of the boat, which, it is believed, will revolutionize warfare. Several foreign nations have bid for the vessel, but it is likely that Mr. Holland will sell her to the United States.

Mr. Holland thus describes his craft: Our object is to turn out a sub-marine boat—a type of as nearly perfect sub-marine torpedo boat as it is possible to invent. I have built six of these boats. The first, in 1877, was a small, long, built for private purposes. The second, constructed in 1879, was thirty-one feet long and six feet in diameter. She was built at the Delamater Works. Boat number three was a working model, sixteen and a half feet long by thirty inches in diameter. She was built at Jersey city. Number four—the Zailin skit boat, forty by eight feet—was built at Port Lafayette, Number five, now in construction, at Baltimore, is eighty-five by eleven and a half feet, of 160 tons displacement.

No. 6, the boat which we have launched to-day, is 53 feet long by 10 feet 3 inches in diameter. Her displacement is 75 tons. I intended to put in 800 horse-power engines, but found that they would have to be mounted on board, so we have a 50 horse-power gasoline engine, and a 50 horse-power electric engine, which will give us 12 knots an hour under or on the surface of the water. The government proposes to try the boat, which is capable of 150 horse-power.

We want to demonstrate the power and value of a sub-marine boat of this size, containing the highest type of machinery and warlike implements known. As to its success I have no doubt. The second boat I built, which was dubbed the Fenian Ram by a newspaper man, carried me all over New York harbor under water. I could steer it in any direction and could raise or lower it at will. The boat was not intended for the Fenians, but as a legitimate business enterprise in the way of submarine boat building. Then electric storage batteries were unknown. The chief objects we are now after are power and speed. Our present boat will carry three torpedoes and a dozen projectiles for the aerial torpedo thrower, each containing 100-pound charges, with a range over the water of 1,800 yards.

With this boat, if we could reach the harbor, we would be helpless to return fire, for the boat cannot be seen. With it we can enter any harbor, regardless of torpedoes or obstructions, and blow every vessel in the harbor to pieces. Havana could be reached and bombarded in spite of the Spanish fleet.

The first and greatest desideratum in a sub-marine boat is simplicity. Each man has one thing to do and nothing else. The crew will consist of one pilot, one "operator" or assistant pilot, one electrician, one engineer and two torpedo experts. Six men can run this boat under any circumstances. In any harbor, attack anything on sea or land, and at the same time disappear after each discharge of guns and always be out of reach of the enemy's fire. There is very much less danger in a sub-marine boat of this kind than on any surface boat. If we make a success, and these boats become an established feature of marine and naval service, they will be used for carrying passengers through the rough sea between Dover and Calais. They are absolutely safe and free from motion. Neither fog nor storms can have any effect on them. There will be no collisions, for they can sail far below the deepest ocean liners.

The passage across the English channel can be made along the bottom of the sea in from one to two hours. With compressed air in steel tubes, such as we use in this boat, the ventilation will be perfect. These tubes stand a pressure of 5,000 pounds to the square inch.

When our boat goes to sea for business, it will carry one aerial torpedo thrower, one sub-marine gun, one Whitehead explosion tube. Even when in action there will be no great danger of being detected. The boat will be invisible from the air, and will be able to approach land and blow their big ships to fragments.

I consider that there is nothing more important about this system of submarine warfare. Every point has been demonstrated. We are now making a more perfect model with the highest class of machinery to work it.

In 1883, when I was sailing around on the bottom of New York harbor, I found that we could go anywhere with perfect safety. Off Castle Point, Hoboken, we were within three feet of the rocky bottom and forty-seven feet below the surface. Yet at that depth the engine worked perfectly, giving us a speed of nine miles an hour. With our present boat I expect to go sixteen knots an hour before I finish with her.

The difference between a boat of this type and an ordinary torpedo boat which sails on the surface is beyond words to express. In rough weather life on a torpedo boat is horrible. After a rough trip the crew have to be sent to the hospital for treatment. In a gale such a boat could not live. We are indifferent to storms. We can accompany a fleet of the biggest warships in the roughest sea, and land our crew at any port we have a cabin 15 by 10 feet for the accommodation of experts or visitors who may accompany us. The temperature in the engine rooms of torpedoes is almost insupportable. We shall be perfectly cool, having the temperature of the sea surrounding the boat. While ships are covered with ice, we, deep in the sea, will be as comfortable as if we were at home. The boat will not be in danger of sinking, as she is always sunk. She cannot leak, because her double bottom is always filled with water for ballast. If I had had a chance to attack Havana I would skim the bottom of Havana bay, rise to the surface, and with the camera-obscura see on a sheet of paper the plan of the harbor with its shipping. I would ram holes in the ordinary war ships and blow up the armored vessels. If I did not wish to sink them I would use the aerial torpedo guns and carve in the decks, and then practice on the forts at my leisure. The power of these weapons is enormous. The muzzle energy of the sub-marine gun is 750 foot tons, enough to force projectiles through any obstruction.

In using the torpedo thrower the recoil from the gun pushes the boat back into the water out of sight, so that she cannot be located by the enemy. The twenty-ton tons of electric storage batteries in the bottom of the boat always keep her right side up, the centre of gravity always being under the centre of buoyancy. In our fifty-three foot boat we shall carry enough gasoline fuel in tanks surrounded by sea water to make a 2,000 mile voyage. The telescopic turret can be projected three feet above water in from one to two seconds. The pilot inside can thus obtain a view of his surroundings. When that is impossible the camera-obscura thrust above the water shows a picture of the harbor or sea for miles around, throwing it down a tube on to a sheet of paper, giving a photographic view of all that is going on above the sea.

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900 DROPS

CASTORIA

Vegetable Preparation for Assuaging the Food and Regulating the Stomachs and Bowels of

INFANTS CHILDREN

Promotes Digestion, Cheerfulness and Rest. Contains neither Opium, Morphine nor Mineral. NOT NARCOTIC.

Prepared by J. C. F. Fitcher, New York.

At 6 months old 35 DROPS—35 CENTS.

EXACT COPY OF WRAPPER.

SEE THAT THE FAC-SIMILE SIGNATURE OF

CHARLES H. FITCHER

IS ON THE WRAPPER OF EVERY BOTTLE OF CASTORIA

Castoria is put up in one-size bottles only. It is not sold in bulk. Don't allow anyone to sell you anything else on the plan or promise that it is "just as good" and "will answer every purpose." See that you get C.A.S.T.O.R.I.A.

The fac-simile signature of Charles H. Fitcher is on every wrapper.

BOTTLED WIND

Gulline Metal Stretched Air Collars

MADE BY THE GULLINE PNEUMATIC COLLAR CO., GRAND, P.Q.

No sweat pads. The strongest, most durable, lightest, coolest, easiest and best fitting Horse Collars on each. Heavier loads drawn with less exertion than with any other collars. Sure cure for sore necks and shoulders. The stitching is rust-proof metal, is not affected by moisture, and will not rot. All collars from the light buggy to the heaviest dray, are made of the very best leather, and tested by a pressure equal to fifteen tons pull, and are so guaranteed.

THE GULLINE STRAW COLLARS

are also metal stitched and challenge all others for durability and beauty of finish (the Gulline Pneumatic Collars excepted).

THE AMES HOLDEN COMPANY, OF MONTREAL, LTD.

Sole Selling Agents for Canada, with full stocks at Montreal, Toronto, St. John, N.B., Winnipeg, Victoria & Vancouver, B.C.

Mr. Carson renewed his motion to adjourn.

The Best Remedy for Rheumatism.

From the Rochester, N.Y., Register.

Mr. James Rowland, of this village, states that for twenty-five years his wife had been a sufferer from rheumatism. A few nights ago she was in such pain that she was nearly crazy. She sent Mr. Rowland for the doctor, but he had read of Chamberlain's Pain Balm and instead of going for the physician he went to the store and procured a bottle of it. His wife did not approve of Mr