NG

a system which, he declared, when completed enable Canada end herself against even the States. This policy is being y pursued by the present gov- t. Canadians rejoice that the good feeling exists between the tions who divide the North an continent, and hope that eeling will ever continue, but lity to defend is the first ele- f national life. It is a repug- o every free man—and Canada d of free men—to be obliged to at he owes the security of his y, his liberty, and his life, to od nature of a foreign country. ew of these facts am I not jus- n saying that in no portion of tish Empire has more been o strengthen its weakest part Canada?

I further remind you that dur- unhappy Transvaal war, Can- ntributed 8,000 men to the sup- the British arms. The quarrel t of Canada's making; no part resultant material benefit could y be hers; but the Motherland volved and the cause of Empire perilled, and that was enough. course of the year 1899 it was d fortune to address fifty-six neetings in Canada, extending ydney in the east to Victoria Pacific coast, and in every one ere cheers to the echo of the nt that when parliament met move that the entire cost of rce should be paid by Canada. e action of the Prime Minister g on the table of the House e that the Imperial government not permit Canada to pay the ost prevented me from redeem- pledge and doing what an lming majority of the Cana- ple would have desired. When n was made in the House of s disapproving of the aid Canada in that struggle, after ent speech by Sir Wilfrid only three votes in a House embers could be found in sup- the motion. Such indeed was onal spirit that a wealthy n friend who will not allow disclose his name enabled me e the lives and limbs of the ntingent of a thousand men to nt of a million dollars, and ousand dollars were subse- paid to the sufferers under rance. Three hundred thous- ars were subscribed and paid ion out of the Minto Fund to r sufferers.

nbering all this, who will ven- say that Canada has failed in to the Empire? And by the future may be confidently

alfour told a vast audience in rt hall last month that he ave the British people think elf-governing communities of ire as a family, and the par- rue. May I, as one who has lifetime in the public service enior member of that family he United Kingdom, be allow- him that in her own sphere espect especially of trade and Canada has done what in her alize the family ideal? Indeed all the Colonies receive the y from the greatest colonial tor of modern times—I re- r. Chamberlain—his testimony act that if the union of the mpire is now brought within e of practical politics "this velopment we owe more to states than we do to our- They," he added, in his letter th of April, 1907, "have seen nd more clearly than we have essary it is that we should rd if we would not go back." amberlain in penning that may perhaps have had in undoubted fact that the us support given to the Country at the time of the by the outlying portions of ire was a potent factor in an intervention on the part n powers with results which pleasant to contemplate. The make their general and con- ceptance of the family ideal of no claim—they would do so; but it does entitle their s to the future of the Em- he full and sympathetic con- of the government and peo- s country. We live in mov- ; the issues of today are of st import; and if the Col- ference of 1907 has done noth- t has evinced the deep anxi- e men of our blood overseas e with the British people rd Rosebery has called the s of the race that nothing y be done and nothing now ndone to jeopardise for them children's children the right with Sir John Macdonald the stinction "A British subject orn, a British subject I will

Will Make You Glad

he years have slipped by and runs back over the path you he, you will be glad you o speak to every friend you left them all with a warmer their hearts because you did

u will be glad that you were en doing the small, everyday life, that you served the best l in earth's lowly round. l be glad that men have said your way: "I know I can , he is as true as steel." ll be glad there have been y days in your life. Clouds s are not the worst things f there were no storms, the would dry up, the sky would with poisonous vapors, and l cease.

ll be glad that you stopped gh every day to read careful- ith a prayer in your heart t of God's message to those

will be glad that you shut tight against all the evil n said about one another and best you could to stay her nged with poison.

l be glad that you have met rd things which have come h a hearty handshake, never ne of them, but turning o the best possible account.

—Well, old man, I haven't seen age. And how does matrimony

sighing)—It's an expensive joy; ly known what I had to pay in ills—

—You would have remained

No; I would have married the ustige Blaetter.

EIGHT INCHES OF SNOW AT EASTERN POINTS

Winter Revisits Eastern Provinces and States With Severity

FIERCE STORM RAGES ON LAKES

Frost and Wet Weather Damaging Crops in Kansas, Missouri and Other States

Sault Ste Marie, May 27.—The oldest inhabitant cannot remember a storm at this time of year like the one that swept the upper lakes district within the past few hours. Eight inches of snow has fallen, and is still coming down. All points on the upper peninsula of Michigan and in northern Ontario report a heavy fall. Shipping is all tied up, as it is impossible to see any distance. A high north wind is blowing from Lake Superior. The damage to farming interests and business houses is beyond estimating. The storm shows no sign of abating.

Cleveland, Ohio, May 27.—A heavy gale from the west prevailed on Lake Erie today, the wind blowing at the rate of fifty miles an hour. Masters of incoming vessels reported extremely heavy weather. Passenger steamers from Detroit and Buffalo arrived on time, but experienced heavy seas throughout their trip. Last night the temperature here dropped 42 degrees, or from 78 to 36 above zero. There were snow flurries in Cleveland during the day. According to the local weather bureau snow has never before fallen so late in the season in this vicinity since the establishment of the bureau here.

Detroit, Mich., May 27.—Snow is reported from all over the lower peninsula of Michigan today, with a veritable winter blizzard prevailing over the Saginaw valley. Cadillac reports that five inches of snow fell last night, with more coming, and six inches had fallen at Petosky. Snow fell during this morning at Jackson and Kalamazoo. In Detroit a cold rain fell, with the thermometer hovering close to the freezing line. It is feared the cold wind will cause much damage to vegetation.

Reading, Pa., May 27.—The thermometer reached close to the frost mark in the Schuylkille valley during last night. Farmers fear the continued wet weather will cause growing vegetables to rot in the ground.

Kansas Cit, Mo., May 27.—Frosts late last night were general over Kansas and Missouri, with the thermometer in many places in Kansas reaching 30 degrees.

CONCILIATION AT LETHBRIDGE

Ottawa, May 27.—Mackenzie King says that as a result of the Fernie settlement the pending strike at Lethbridge will be averted. The Lethbridge mine is under a twelve months' agreement, which will shortly expire, and the men planned to secure a new scale by means of a strike. They will now apply for a board of conciliation to settle the matter.

FUNERAL OF THEODORE TILTON

Paris, May 27.—The funeral of Theodore Tilton took place this morning at the little church of the American colony on the Rue de Berri and was very pathetic. Less than thirty were present, principally members of the American colony, including the Duchess de La Rochefoucauld and her mother, Mrs. Mitchell, of Oregon. Dr. Goodrich officiated. The service was simple, consisting of prayer and reading the offices for the dead according to the Episcopal rites. The body will not be taken to the United States but will be removed later to Barbison.

EXTENDING THE WIRE TO PRINCE RUPERT

Dominion Telegraph Line Will Soon Reach Terminus of Grand Trunk Pacific

Steamer Amur, which returned yesterday from the north, brought news that the Dominion telegraph line is being extended from Aberdeen on the Skeena to Prince Rupert, a distance of 30 miles, and the northern port will shortly be within telegraphic communication. The work is being carried on by Kenneth Smith and fifteen linemen. It is expected the work will be completed in three months, and when this is accomplished Rupert will be in touch with the outside world and made the headquarters for the telegraph service of the district. The telephone line from Rupert to Aberdeen will be completed in three weeks.

The railway right-of-way through the reservation is now being cleared, the topographical work on Kaien Island having been completed. The Port Essington Sun says Rupert is very peaceful at present. The northern paper says:: "The Indian reservation question has been a blessing in disguise," said a prominent G. T. P. man the other day, "for it has been the means of withholding a band of curiosity seekers from coming to a place where there is no accommodation. We were getting decidedly tired of feeding this class of people at the mess-house. Nomads would disembark here without even a blanket and came to us for shelter. They didn't want work, that was beneath them. Boat service is irregular and sometimes five days would interyene between the arrival and departure of boats."

ATTEMPTED TRAIN WRECKING

Miscreants Endeavor to Ditch an Erie Passenger Train

Buffalo, May 27.—An attempt was made to wreck the Erie passenger train No. 6 Saturday at a point a mile and a half east of Alden. This is the Erie's fast night train from Buffalo to New York, and on Saturday night had a full load of passengers.

The spot chosen for the work is known as Sullivan's crossing. The tracks are laid on a deep fill over a long ravine, and at a point in the middle of a curve a heavy 40 foot rail was placed across the eastbound track and bolstered up by huge stones. Several farm houses are visible from the spot. The train was composed of Pullman sleeping cars and heavy day coaches and could not have been going less than 25 or 30 miles an hour when the head light showed the rail directly across the track. Engineer Wolfe shut off steam and applied the emergency brakes.

An instant later the locomotive struck the rail. One rock being smaller than the one on the opposite side, the loose rail was shoved over it and thrown into the ditch. The pilot was smashed to splinters. The train crew got out and carefully examined the ground. It was raining and footprints were discernible all around the spot. A messenger was immediately started back to Alden and a phone message sent to Buffalo giving particulars of the attempt to ditch the train. The train then continued on its way.

No effort is being spared by the Erie officials to apprehend the wreckers.

PROPOSED NEW WORKS AT SAULT STE. MARIE

Company Incorporated to Manufacture Steel and Iron and Do Other Business

Sault Saint Marie, May 27.—An incorporation that seems to be important is that of the Lake Superior Iron and Steel Co., Limited, of Sault Saint Marie. Its authorized capital is $1,000,000, to manufacture and deal in iron, steel, nickel and any other products of the mine, and the products thereof.

It also aims to manufacture charcoal and by products and to deal in wood products thereof; to carry on the business of engineers and contract for the manufacture and building of iron and steel railways and highway bridges, cars locomotives, steamships or other water craft and other structural work in connection with the business, with incidental and subsidiary powers.

The provisional directors are Christopher William Thompson, Horace Bellingbroke Johnson, and Thos. Gibson, solicitors, Edward Warner Wright, student at law, Ernest Perryson, secretary, and Hamilton Todhunter, accountant, Toronto.

Ask for Amherst solid leather footwear.

BANK DEPOSITS SHOW A TREMENDOUS GAIN

Increase of Over One Hundred Millions of Dollars in the Year

Ottawa, May 27.—The bank statement for April reflects the remarkable progress which the Dominion is making. It also shows that the banks are "shortening sail" and curtailing credit upon speculative investments.

The notes in circulation in April, 1907, were $72,842,909, against $76,346,013 in March and $66,530,677 in April, 1906.

The deposits payable on demand increased by over one hundred millions in the year, the figures being: April 1907, $167,217,947; March, 1907, $163,637,868; April, 1906, $157,147,012.

The deposits payable after notice also show a substantial increase. In April, 1906, they totalled $373,376,049; in March 1907, $404,299,184; and in April, 1907, $407,370,491.

Dominion note circulation increased by nearly $3,000,000 in the month and by nearly $9,000,000 in the year, the figures being: April, 1906, $36,689,185; March 1907, $42,631,694; April, 1907, $45,407,377.

Call loans on stocks in Canada are over $5,000,000 less than in April, 1906 when they totalled $55,295,613. In April, 1907, they amounted to $50,357,266, against $52,676,592 in March.

Call loans elsewhere also show a decline. In April, 1906, they were $51,742,814; in March, 1907, $51,340,792; but in April 1907, had been reduced to $48,430,477.

Current loans in Canada have increased by nearly one hundred millions in the year. In April last they totalled $586,149,738 against $579,057,554 in March and $486,683,324 in April 1906.

Current loans elsewhere, on the other hand, show a decline from $35,578,156 in April, 1906, to $33,305,188 in March 1907, and $28,933,174 in April, 1907.

The total assets of the Canadian banks in April were valued at $961,053,557, against liabilities of $773,904,327. The comparative figures are: March, 1907, assets, $943,695,386; liabilities, $765,737,503; April, 1906, assets, $843,599,867; liabilities, $681,700,156.

A LONG JOURNEY.

Two Young Men to Go From Alberta to Mexico.

Edmonton, May 25.—By rowboat from Edmonton to the Gulf of Mexico—through the magnificent chain of Canadian waterways down through the Missouri, a distance of 3,500 miles—is the adventurous and interesting trip about to be taken by two young men now in Edmonton.

Robert Hoerschgen, one of the venturesome duo, has been in Edmonton four months, and in the states four and a half years, coming previously from Germany. His companion, G. W. Sparke, came to Edmonton a month ago, and together they have planned this interesting trip.

Their rowboat is a trim clinkerbuilt skiff of 16 feet, with a four-foot beam, made by Mr. Walters of Strathcona.

They propose to leave Edmonton early in June, following the Saskatchewan down its many windings and past its rapids until eventually their small craft comes out upon the broad waters of Lake Winnipeg.

Proceeding in a southwesterly direction, the travellers will touch at the island upon which the Icelandic settlement is located, and will remain there long enough to study the people and their ways.

Southward then to the Red river the young men will take their course, mounting that river to its source. Within a few miles of this point a stiff portage will have to be made across to the Mississippi.

Then down the historic river, the rowboat and its occupants will proceed in a direct route, until some fine day six months' hence the two will look out, like twentieth century Pizzarros, upon the magnificent body of water which they aim to reach.

The object of this Viking-like trip on the part of young Hoerschgen and his southern companion is to obtain a thorough knowledge of the great water ways of the North American continent—of the settlements and resources along these rivers.

Photographs will be taken by the travellers all along the route and articles will be contributed to old world and American papers.

DEATH OF MRS. McKINLEY

End Came Peacefully After Long Period of Suffering

Canton, O., May 27.—Mrs. William McKinley, widow of the late president, died at her home at 1.05 o'clock yesterday afternoon.

For many years Mrs. McKinley had been an invalid. She recovered from the shock of her husband's tragic death, but it left its mark, and when it was known that she had last Tuesday suffered a stroke of paralysis little hope was left that she could survive.

The end came peacefully, almost imperceptibly. Mrs. McKinley never knew of the efforts made to prolong her life, or the solicitous hope against hope of her sister and other relatives and friends for her recovery.

At the McKinley home when death came there were present: Secretary Cortelyou, Mr. and Mrs. M. C. Barber, Deborah Duncan, Mrs. Luther Day, Justice and Mrs. William R. Day, Doctors Portman and Rixey and the nurses.

The funeral arrangements so far as made are that Dr. Buxton will have charge of the services, which are to be simple. They will be held at the McKinley home at 2 o'clock Wednesday afternoon.

President Roosevelt, who is to speak this week at Indianapolis and Lansing, it was announced tonight, will arrive in Canton Wednesday morning to attend the funeral. Vice-President Fairbanks, who had often been a house guest of the McKinley family, is expected to reach here in time to attend the funeral service.

The body of Mrs. McKinley will be placed in the vault in West Lawn cemetery, which holds the body of her husband, until the completion of the national mausoleum on Monument hill, when both caskets will be transferred to receptacles in that tomb.

NATIONALISM IN CANADA.

Vigilance Necessary on Part of Those Who Desire a United Empire.

Toronto, May 27.—Speaking at a meeting of the United Empire Loyalists Association, at the Canadian Institute, Rev. Canon MacNab expressed the opinion that continued vigilance was necessary on the part of those who desired a United Empire of which Canada should form an integral part. He was afraid that there was growing up with the younger generation of Canadians a widespread feeling of nationalism among these who knew nothing about the manner in which the foundations of the country had been laid in the blood of their forefathers.

Premier Whitney, in his address, said that as soon as the people of the British Isles came to recognize that the Britons beyond the seas formed an integral part of the Empire, then the full idea of a United Empire would be realized. There could not be found, he thought, 400 people from Newfoundland to the Pacific, who desired separation from Great Britain, but if the Mother Country was to go on, incessantly, no doubt, forcing the outlying peoples to swallow humiliations for generation after generation, who could tell what would be the end of such treatment?

NERVOUS and WEAK

COULD NOT SLEEP AT NIGHT

To the thousands of people all over this land who are tossing on sleepless pillows night after night, or who pace the bedroom floor with nerves unhinged, and to whose eyes sleep will not come,

MILBURN'S HEART AND NERVE PILLS

offer the blessing of sound, refreshing slumber

They restore the equilibrium of the deranged nerve centres, and bring back the shattered nervous system to perfect condition.

Mrs. Wm. Richardson, Pontypool, Ont., writes: "I take great pleasure in recommending Milburn's Heart and Nerve Pills. I was troubled at times with my heart, felt weak and nervous and could not sleep at night. I have taken several boxes of the pills and am wonderfully improved.

I have recommended them to others and they have found them just what they needed."

The price of Milburn's Heart and Nerve Pills is 50 cents per box or 3 boxes for $1.25 at all dealers or will be mailed direct on receipt of price by The T. Milburn Co., Limited, Toronto, Ont.

YACHT THISTLE BURNED ON HOMEWARD VOYAGE

Lieutenant Governor Dunsmuir and Party Have Hard Experience

ESCAPE IN BOATS FROM VESSEL

Yacht Quickly Enveloped in Flames After Alarm Was Given—Dangerous Position

The steam yacht Thistle, was burnt at sea on Friday in Queen Charlotte Sound, five miles west of Pine island, and His Honor, Lieut. Governor James Dunsmuir, a shooting party including Major Audain, A. W. Burton and Robt. Barkeley, and Capt. Bissett and the steamer's crew escaped from the burning vessel in a steam launch and the steamer's lifeboats. They made their way to Hardy bay, 30 miles from the scene of the disaster in eight hours, and were picked up by the C. P. R. steamer Queen City. His Honor and the other survivors reached Victoria on Sunday.

The Thistle left some weeks ago with the party bound on a shooting expedition to Gardner's Inlet. The steamer anchored in the inlet and the party were landed with the steam launch carried by the Thistle. They enjoyed good sport, bagging twelve bears including four large grizzlies, and were on their way to Victoria with their trophies when the Thistle took fire and was burned to the water's edge, all escaping at considerable risk, saving scarcely anything other that what they wore at the time.

Fortunately the weather was at its best, the sea calm. The Thistle was churning her way at full speed through Queen Charlotte Sound and the party on board were sitting down to luncheon when the engine-room crew came running up from below shouting: "Fire." Smoke poured up immediately, quickly followed by flames. The engineers and fire-room crew were driven up by the sudden spurt of smoke and flame from the bunkers, where the fire orlginated, and were unable to stop the engines before escaping.

In five minutes the whole steamer was in flames from end to end, and was burning fiercely. Capt. Bissett put out the boats and gasoline launch immediately the alarm was given and all hands hurriedly left the steamer. There was no time to save anything. Capt. Bissett even leaving his gold watch and money in his room, and all others rushed to the boats with scarce more that what they stood in. A few rifles were saved nothing more.

The launching of the gasoline boat was extremely difficult, as the steamer plunged ahead at full speed driven by her red-hot engines, and owing to the helm being unattended she swerver and swung around while going at full speed. His Honor Lieut.-Governor Dunsmuir, Capt. Bissett and a Chinese were lowered in the launch, and Major Audain, Mesrs. Burton and Barkley, the mate, engineers and crew saved themselves in the life boats, which were got out without accident, and the steam launch took them in tow.

Queen Charlotte Sound is often a very rough stretch of water, but this day it was fortunately most calm, and there was not much danger of the boats being swamped. They were quickly worked away from the burning steamer which held considerable gasoline carried for the launch, and before they had gone far an extra large spurt of flame rising above the sheets of fire that rose from the burning vessel showed that this had exploded.

The boats were taken in tow by the launch and the flotilla set out for Scarlet Point lighthouse at the north end of Vancouver island, near Hardy Bay. The party were without food and water, other that a few biscuits snatched up in the hurry of the flight from the burning steamer. The lighthouse toward which they headed was thirty miles away and after eight hours of travel they reached there at 8 p. m., and remained until the steamer Queen City called on her way from River's Inlet to Victoria. They were all taken on board the Queen City and brought to Vancouver where they took passage home on the Princess Victoria on Sunday.

The steamer Thistle has had an eventful career. Built at False Creek, Vancouver, by James McAlpine and Michael Manson, now wharf manager at Union bay, the vessel did general freighting for some time, being then operated in connection with the Comox mines. The steamer made her first trip in charge of Capt. Hanson on Sept. 28th, 1890. She was next in charge of Capt. Nickerson, whose wife was among the victims of the Islander disaster. Afterward in command of Capt. Arthur, who brought the Canadian-Australian liner Warrimoo to Victoria, inaugurating the Australian line, she took a boundary survey party to Portland canal, remaining in northern waters a whole season. Then the Thistle became a scaling steamer, operating with indifferent success until regulations were made under which sealing was permissable only with sailing craft.

The Thistle has been a whaling steamer, a fishing vessel, Klondike trader, opposition steamer on the west coast route, and ended her days as a steam yacht. She was the only whaling vessel sent from Victoria to the Arctic whaling grounds. After being withdrawn from the sealing business the steamer proceeded to San Francisco where she was overhauled and outfitted at a cost of $30,000 as a whaler. The steamer then came to Victoria and was sent to the Arctic, where she engaged as a whaler with a fair measure of success.

With the organization in 1894 of the Victoria Trading and Fishing Co., in Victoria, the Thistle was taken over for the halibut fishing business and with Capt. Wallace Langley, now operating the river steamer Monarch, in command she went to the halibut grounds in Hecate straits, spending a season in this business. The hull of the old C. P. N. steamer Isabel, now a wrecking barge of the B. C. Salvage company, was fitted with facilities for storing fish and used as a floating station for the fisheries. With the abandonment of the business by the local company the New England Fish company chartered the Thistle, and she continued as a fishing vessel until 1896, when Capt. J. Butler took charge of her and the steamer was sent to the west coast, running between Victoria and Quatsino via ports, in opposition to the C. P. N. steamers on that route. Ultimately an agreement was made whereby she was withdrawn. This was in 1897. Soon afterward the rush to the Klondike began and the steamer was fitted with a house and passenger accommodation to fit her for that trade. On her first trip to Skagway from Victoria the steamer carried 116 passengers. After leaving the Alaskan route the Thistle again engaged in general freighting in British Columbia waters, continuing until about three years ago, when she was remodelled and converted into a steam yacht for His Honor the Lieutenant-Governor.

The steamer had been fortunate, and had few accidents. She was the first command of Capt. Butler, the well known master of the tug Lorne, and while in the fishing business in his charge she had a unique accident. While steaming from Hecate straits to Victoria with her catch a log broke the four blades of her propeller, leaving the vessel helpless. The vessel had three masts then, a strong mast with heavy blocks to handle whales having been shipped when she was converted into a whaler, and Capt. Butler started to sail his vessel. The fishing dories were put out and the crew started to tow the vessel. She was taken into Holmes Cove, where a two-bladed propeller carried on board was shipped, and the vessel proceeded to port.

BUFFALOES HOME AGAIN

Lord of the Plains Being Repatriated by the Canadian Government

Calgary, May 27.—A trainload of the buffaloes which the Dominion government have purchased from Montana has just passed through Calgary. There were eighteen cars in the train and about two hundred head of the old prairie kings on board.

The second train will leave some time in August. It will be composed of the cows and young calves, and there will be more animals in this train. It is expected that there are nearly five hundred head in the entire herd which is being shipped to Canada. The buffalo will be shipped from Ravalli to Helena, thence through Great Falls, Sweet Grass, Lethbridge, MacLeod, Calgary, Edmonton, and will be unloaded at Lamont, on the Canadian Northern, near which place their range will be.

On their old range they had no restrictions, no fences, no hindrance at all. They had located and remained where they were. Up to a couple of years ago they were herded by Indian boys and corralled every night, but latterly they have only been rounded up occasionally. The range was next the Flathead lakes, and they stayed there all the time, rustling through the winter and getting fat through the summer. They were purely range animals, and the only trouble caused was when they were rounded up, and that was not much, as they are very quiet.

THE IRISH QUESTION

Premier Campbell-Bannerman Not Ready to Make Statement

London, May 27.—In anticipation of Premier Campbell-Bannerman's promised announcement on the subject of the Irish council bill and other governments measures, a large crowd assembled in the house of commons today. The premier was not ready to divulge the government's programme. When the questions relating to the Irish bill were taken up the premier asked that they be postponed for a week, when he would swer them and outline the course proposed by the government in connection with other business of the session. The chief secretary for Ireland, Mr. Birrell, occupied his usual seat in the house.

TIDED OVER SHORTAGE.

Sole Smelter to Continue Work During Coke Scarcity.

Phoenix, B. C., May 27.—The British Columbia Copper Co.'s smelter at Greenwood has been able to tide over the coke shortage, most fortunately, and continues to operate two blast furnaces without let up, being the only Boundary copper producer this month, coke now coming in more freely. This week the smelter treated nearly 10,000 tons of ore. At the Mother Lode mine of the company, in Deadwood camp, work and shipments move on steadily also, Supt. McIntosh having some 200 men employed, who will receive the increase of wages eventually agreed on between the miners and mine managers of the Boundary.

NO MAN IS STRONGER THAN HIS STOMACH.

Let the greatest athlete have dyspepsia and his muscles would soon fail. Physical strength is derived from food. If a man has insufficient food he loses strength. If he has no food he dies. Food is converted into nutrition through the stomach and bowels. It depends on the strength of the stomach to what extent food eaten is digested and assimilated. People can die of starvation who have abundant food to eat, when the stomach and its associate organs of digestion and nutrition do not perform their duty. Thus the stomach is really the vital organ of the body. If the stomach is "weak" the body will be weak also, because it is upon the stomach the body relies for its strength. And as the body, considered as a whole, is made up of its several members and organs, so the weakness of the body as a consequence of "weak" stomach will be distributed among the organs which compose the body. If the body is weak because it is ill-nourished that physical weakness will be found in all the organs—heart, liver, kidneys, etc. The liver will be torpid and inactive, giving rise to biliousness, loss of appetite, weak nerves, feeble or irregular action of heart, palpitation, dizziness, headache, backache and kindred disturbances and weaknesses.

Mr. Louis Pare, of Quebec, writes: "For years after my health began to fail, my head grew dizzy, eyes pained me, and my stomach was sore all the time, while everything I would eat would seem to lie heavy like lead on my stomach. The doctors claimed that it was sympathetic trouble due to dyspepsia, and prescribed for me, and although I took their powders regularly yet I felt no better. My wife advised me to try Dr. Pierce's Golden Medical Discovery—and stop taking the doctor's medicine. She bought me a bottle and we soon found that I began to improve, so I kept up the treatment. I took on flesh, my stomach became normal, the digestive organs worked perfectly and I soon began to look like a different person. I can never cease to be grateful for what your medicine has done for me and I certainly give it highest praise."

Don't be wheedled by a penny-grabbing dealer into taking inferior substitutes for Dr. Pierce's medicines, recommended to be "just as good."

To gain knowledge of your own body—in sickness and health—send for the People's Common Sense Medical Adviser. A book of 1008 pages. Send 31 one-cent stamps for paper-covered, or 50 stamps for cloth-bound copy. Address Dr. R. V. Pierce, 663 Main Street, Buffalo, N. Y.

METLAKATLA INDIANS

Money for Purchase by G. T. P. Has Arrived—200 Beneficiaries

Port Essington, B. C., May 25.—A letter was read before the Metlakatla Indian council last Monday informing them of the arrival of the money for the purchase of the lands secured by the G. T. P. last year, at $7.50 per acre. The acreage sold is 11,500. The terms upon which the money was to be paid over were also stated to them by the Indian agent. The beneficiaries under the sale number 200, inclusive of children. In round numbers $50,000 will be distributed among the 200 Indians. Fifty per cent of the purchase money will be paid to the Indians (male and female) in cash, equally distributed among those of the full age of 21 and over, at the time of the surrender. The other fifty per cent. will be funded with the department of Indian affairs. The interest from this 50 per cent. is payable annually under these conditions:

First, charge on the interest each year is a fixed sum of $200, payable to each boy and girl that comes to the age of 21 that year.

The balance of the interest is payable to the Metlakatla Indian council for necessary municipal expenses such as lighting, walks, sanitary improvements, etc.

In view of receipt of money the Indians are improving their homes, building new houses, etc., and are very jubilant over the prospects of settlement. At no time did they refuse to sell their land.

The money is reported to be in the British Columbia Bank at Prince Rupert.

The day of distribution, however, has not yet been announced.

STREET CAR RECEIPTS BREAK ALL RECORDS

Over 48,000 People Handled on Friday and Saturday Last

The Victoria street railway system established a record for itself in the number of passengers carried on Friday and Saturday, the number for the two days being 48,698, or 4031 more than for the corresponding two days last year, the total for which was 44,658. The figures established a record for the company. The showing can be taken as another evidence of the increase in the number of people who came here to spend the first holiday of the season.

Although the number of people carried by the street railway company was so much larger than in former years the crowds were handled with a great deal more dispatch than on previous occasions. This may be partly due to the experience gained in other years but the improvement of the system was mainly responsible. The double tracking that has been done on the Gorge route since last year proved of immense help in the expeditious handling of the pleasure seekers. That the large crowds were handled without mishap of any kind speaks well for the company's system of operation and for the carefulness of its employees.

PARTY EXPLORING THE YELLOWHEAD COUNTRY

President of McInnis Lumber Company Leaves Edmonton on a Long Trip

Edmonton, May 27.—Dr. H. L. McInnis, head of the McInnis Lumber company, has just left on a trip through the Yellowhead pass and down the Fraser river. He will be absent from the city ten or twelve weeks, during which time he will make a thorough investigation of the forest and mineral wealth of the country through which he passes. He took eight horses to pack the supplies, and will pick up two old traders and explorers in the persons of "Dave" Adams and "Joe" Brewster at Lac Ste. Anne. Further west at Lobstick lake they will secure a couple of guides, who will be familiar with the ground to be covered.

The doctor and his party will travel across country, following in the line of the G.T.P. survey lines, crossing the Pembina and McLeod rivers to Jasper Pass, about 85 miles west of Edmonton, thence through the Yellowhead Pass and down the Fraser 80 to 100 miles to Tete Jaune Cache and west to Barkerville.

Dr. McInnis is no tenderfoot in the west, and this is not the first trip he has made through this country. As early as 1884 he made a similar trip through the Bow river pass. In 1893 he was over practically the same ground he will cover this season, and in 1898 and 1905 he travelled through the Peace river district and Peace river pass. There are few men who have such a valuable knowledge of the natural resources of this district.

In reply to queries as to the timber and mineral resources, Dr. McInnis said they were practically unlimited. All that is wanted is the means of transportation. Fabulous treasures await the coming of the bands of steel.

He was not a whit surprised at the reported gold strikes in the Yellowhead. There had been many rich finds made in days gone by all through that section of the Rockies, and several thriving mining towns had sprung up, but the advent of the railways through other sections equally rich had drawn the prospector and miner to them. There are several old mining towns in the vicinity of Quesnel lake and the Fraser which use Ashcroft, on the C. P. R., as their shipping station and base of supplies. The distance of two to three hundred miles which has to be covered by these miners is a pretty sure indication of the quality of the output.

The opening of this country by the great transcontinental railway system means much to the people of Canada and much to the people of the western prairie cities in particular. Between Edmonton and the Rockies are districts rivalling the Edmonton district in fertility, while besides the mineral wealth there are millions of acres of timber lands awaiting the coming of the lumberman.

REBELLION BREAKS OUT IN SOUTHEAST CHINA

Civil and Military Officials at Wong Kong Killed by the Rebels

SITUATION CONSIDERED SERIOUS

Disturbances Reported from Points in Other Provinces—No Missionaries in Danger

Swatow, Province of Kwangtung, China, May 27.—A rebellion has broken out in the Wong Kong district of the Chinchu prefecture. All the civil and military officials at Wong Kong have been assassinated and their Yamens burned. The local revolutionists, who were joined by natives of neighboring provinces, concentrated for their attack on the officials without being molested by the populace. The military commander here has mustered the station guards and started for the scene of the outbreak. Steps are being taken by the local police to prevent excesses here. The Chinese bankers have organized a steam launch patrol off the coast to prevent piratical attacks on part of marauders from the eastward.

Chinchu, or Tsinenchou, is a maritime district of China comprising parts of the province of Kwangtung and Fokien, on the southeast coast. It is inhabited by a hardy and industrious people, who furnish the majority of the men who form the crews of the Chinese imperial and commercial navies. Swatow, from which the news of the rebellion comes, is situated in about the centre of the Chinchu district, and is a treaty port of China on the Hang Khan river, about five miles from the open sea, and 220 miles from Canton.

Canton, China, May 27.—Admiral Li, with the Kwantaih and Neefoo, on board of which are detachments of troops, is proceeding to the scene of the rising in the Upping district.

Berlin, May 27.—According to advices received by the German Cable Co., at Shanghai, disturbances have also broken out at Pakhoi. The situation there as well as at Lienchow is apparently serious.

Toronto, May 27.—Inquiries at the foreign missionary departments of the Anglican, Presbyterian and Methodist churches here elicited information that they had no Canadian missionaries stationed within hundreds of miles of the district in which rebellion has broken out in China.

THE PEACE CONFERENCE

No Announcement Expected Regarding Britain's Policy

London, May 27.—A cabinet meeting was held Saturday to determine the attitude Great Britain will adopt on the various questions to be taken up at the approaching Hague conference, early action having been prevented by the pressure of work consequent on the meeting of the Imperial conference and the heavy legislative programme in parliament.

Instructions will be given to delegates to The Hague during the week, but the government will not make any announcement concerning Great Britain's attitude, either in the House of Commons or elsewhere, before the peace conference meets.

"SILENT" SMITH'S WILL

Goshen, N. Y., May 27.—The will of J. Henry Smith, the multi-millionaire, who died in Japan while on a wedding tour around the world, was admitted to probate here today. The value of Mr. Smith's estate is placed at $25,000,000 to $50,000,000.

TO SUBJUGATE EAST FORMOSA

London, May 27.—The Times Tokio correspondent says the Japanese have resolved to subjugate the whole section along the east coast of Formosa. A force has been steadily pushing into the savage region where good progress has been made.

PANTHER PAYS PENALTY FOR FEEDING ON SHEEP

Savage Brute Killed in Shawnigan District After Making Raid on a Fold

A panther that had been feeding fat on sheep at Cobble Hill was trailed into the woods on Sunday morning and killed while in the peaceful act of digesting a large quantity of raw mutton.

Alex. McNiven, of Victoria, was responsible for the fate of the beast. He was fishing in Little Shawnigan lake in the vicinity of Charles Hogg's ranche when he noticed a large animal creating some havoc in the sheep pen. At first he thought it was a dog, and started in the direction of the ranche for the purpose of informing the owner. As he drew near he was observed by the panther, which bounded into the woods and was soon lost to view.

An inspection of the pen showed that two sheep had been killed and parts of the carcasses devoured. Cyrus Dugan, who was at Mr. Hogg's place, immediately took a rifle and set out on the trail of the panther. After tramping for an hour through the bush he came upon his game, and bagged it. The beast measured 7 feet 4 inches from his nose to the tip of his tail.

Panthers appear to have been numerous around Cobble Hill of late, and to their ravages Mr. Hogg attributes the loss of eight sheep within a week.

Belfast, May 25.—A great demonstration of the Ulster Unionists last night unanimously condemned Mr. Birrell's Irish bill, which was characterized as "Settling nothing and unsettling everything."