

# A CONTINGENT TO BE SENT

## Prospect of Another Canadian Corps for South Africa.

### Railways Withdraw Concession on Western Freight.

OTTAWA, Nov. 21.—It is the generally accepted opinion here that a contingent will be sent to South Africa, with Col. T. D. Evans in command. The militia department is preparing an outfit for 600 men. Most of the men will come from the west, and those who have already seen service will get the preference. Major Merritt, who made the offer to recruit a force some time ago, is here today. It is likely he may receive the subordinate command.

TORONTO, Nov. 21.—Eight carloads of cattle selected by G. H. Hadwen, secretary of the B. C. Dairymen's Association, in Toronto, were shipped west today. They cost \$4,700.

MONTREAL, Nov. 21.—Advices received here today from South Africa state that a mutiny occurred among the horsemen on board the Allan line steamship Sicilian, which sailed from this port on October 13th for South Africa with a cargo of horses for the British army. The officers of the ship quelled the mutiny, and several of the leaders were placed in irons and handed over to the military authorities at Capetown.

HAMILTON, Nov. 21.—The old established furniture firm of John Hoodless & Son has assigned. The liabilities are estimated at about \$35,000, and the assets at \$50,000. The firm was established in 1850.

TORONTO, Nov. 21.—The Toronto piano workers have petitioned their employers for a nine hour work day and a uniform scale of wages ranging from 20 to 27 cents an hour.

HAMILTON, Ont., Nov. 21.—In the high court yesterday Rev. Joseph Wild, formerly pastor of the Bond Street Congregational church, Toronto, and one of the best known preachers and writers in Canada, was sued by his late wife's sister, Miss Nina Hixon, for \$2,500 on a promissory note, also for \$88.70 wages and \$400 damages for alleged breach of contract. The action was dismissed by Judge Britton with costs.

TORONTO, Nov. 21.—Thomas Allen, laborer, was smothered to death in a grain bin in the Sylvester elevator on the water front last night. Allen was tending the bin, from which a chute leads, and fell asleep on a heap of barley. The chute below was opened, his legs caught in the suction of the falling grain and 1,500 bushels of barley fell on him. He was 55 years old.

BURFORD, Ont., Nov. 21.—Herman Stewart was shot in the head by Dr. Harbottle yesterday, but the wound is not considered serious. Dr. Harbottle was placed under arrest and removed to Brantford, where he will have to stand trial on a charge of attempt to do bodily harm. The shooting is the outcome of annoyance which Dr. Harbottle has been subject to for some time owing to his openly expressed sympathy with the Boers. He regarded Stewart as the ringleader.

YARMOUTH, N. S., Nov. 21.—Hon. W. Law, member of the legislative council for Yarmouth county, died at noon today.

OTTAWA, Nov. 21.—It is announced that the International Order of Railway Conductors will have a paid representative in Ottawa at the next session of parliament to watch legislation affecting the interests of railway men. The proposed Canadian order of railway men was not formed yesterday, as was expected. The meeting was slimly attended and the officers of the present international railway orders discouraged the formation of the new order. The meeting was adjourned sine die.

ALEXANDRIA, Ont., Nov. 21.—Donald Cameron, aged 25 years, was found dead in his father's barn at noon yesterday. The cause of death is unknown. An inquest will be held.

OTTAWA, Nov. 21.—The Dominion government does not expect a reply to the cable of last night to the Imperial authorities, offering a mounted corps for South Africa, before Saturday. It will be received by Lord Minto, who will forward it to the premier. The militia department is ready to go ahead the moment Britain says she wants a corps. A contingent could be equipped inside of three weeks.

ST. JOHN, N. B., Nov. 21.—The six year old daughter of Oscar Causton, a letter carrier, died last night from lockjaw following vaccination.

HALIFAX, Nov. 21.—Admiral Sir Frederick Bedford some time ago recommended to the admiralty to place a training ship at Halifax. The recommendation, it is understood, has been acted upon, and such a ship will be named to go on the North American squadron next spring.

WINNIPEG, Nov. 21.—Mrs. Earnest McCabe, wife of one of the mine foremen here, committed suicide last night by taking carbolic acid. Medical aid was at once secured but without avail. Dependancy over family troubles is supposed to be the cause. An inquest will be held.

MONTREAL, Nov. 21.—The Canadian Pacific will resume its heated car service for the western and Pacific coast points next week. Freight will be concentrated at North Bay and forwarded in trainload lots every Wednesday, commencing November 27th.

The C. P. R. and Grand Trunk today issued a circular notifying shippers to the Pacific coast that after December

31st next the practice of allowing two or more shippers to make shipments in one car so as to secure carload rates will be discontinued. Rule No. 2, Canadian joint freight classification, and No. 6 in the western classification are to be enforced.

HALIFAX, Nov. 21.—Admiral Saul Mosher, member of the city council for 18 years, dropped dead tonight. He was 61 and a wealthy retired business man.

## Years of Suffering

### HOW RELIEF CAME TO THOMAS FINDLAY, OF PETROLIA.

He Had Suffered for Forty Years From Dyspepsia—Food Became Detestable and Stomach Cramps Made Life a Burden.

From the Topic, Petrolia, Ont.

Few people in Petrolia are better known than Mr. Thomas Findlay, who has resided here nearly forty years. In 1862 Mr. Findlay came here and before the railroad connected with Petrolia he drove a stage coach bringing the early oil men. When the railroad came here Mr. Findlay engaged in the oil business, but later he suffered from a gun accident that disabled his hands permanently. After recovering from this Mr. Findlay was appointed constable and night watchman for the town, which office he has held during thirty years past. This accident was by no means Mr. Findlay's worst misfortune. From early youth he had been a martyr to dyspepsia, which finally became so bad that he looked forward to death as a merciful release. Happening to hear that Mr. Findlay had found relief from his lifelong foe, a Topic reporter waited on him to find if this was true. Mr. Findlay was only too glad to tell his story, hoping its publication might help some other sufferer. "I am a pretty old man now," said Mr. Findlay, "but I cannot remember the time when I was not in pain from pernicious dyspepsia and stomach troubles until lately. As a young man on the farm I suffered all sorts of pain with it; food would sour on my stomach and violent vomiting spells would follow. As I grew older my sufferings increased. I could not eat anything but the simplest kind of food, and little of that. My system became badly run down and I grew so weak that I really looked forward to death as a release from my misery. One after another I tried doctors and medicines, but could get no relief; then in despair I concluded to quit all and start at the end. Meantime my condition became worse. Violent cramps attacked my legs, prostrating me for a time. They became worse and more frequent until they one day attacked my stomach, and I thought my end had come. Unable to move and in agony I was driven home, as I thought to die, but after an injection of morphine I gradually recovered. From that time on the cramps increased in frequency and violence. Nothing gave me relief except the temporary immunity from pain afforded by morphine. I became so weak from pure starvation that death stared me in the face. Finally a friend said: "Why don't you try Dr. Williams' Pink Pills?" "What's the use?" I said, "I've tried everything and just got worse all the time." "Well," he said, "you try a box of Dr. Williams' Pink Pills, they cured me, and I believe they will do you good." Well, I purchased a box and started taking them. After a little I thought they helped me, so I kept on taking them for a couple of months when I felt I was really cured after so many years of suffering. My strength came back, my stomach recovered its power, and I was able to eat anything I fancied, and once more could enjoy life. This is nearly two years ago, but I was cured to stay cured. I have never had a sick day since or known the slightest stomach trouble. I am confident I would be a dead man now if it were not for Dr. Williams' Pink Pills—nothing else ever helped me."

The old adage, "experience is the best teacher," might well be applied in cases of dyspepsia, and if sufferers would only be guided by the experience of those who have suffered but are now well and happy through the use of Dr. Williams' Pink Pills, there would be less distress throughout the land. Dr. Williams' Pink Pills can be had at all dealers in medicine or by mail, post paid, at 50 cents a box or six boxes for \$2.50, by addressing the Dr. Williams' Medicine Co., Brockville, Ont.

Job Couldn't Have Stood It. If he'd had Itching Pills. They're terribly annoying, but Bucklen's Arnica Salve will cure the worst case of piles on earth. It has cured thousands. For Injuries, Pains, or Bodily Eruptions it's the best salve in the world. Price 25c a box. Cure guaranteed. Sold by Goodvee Bros. and T. R. Morrow.

"TORONTO'S PROGRESS." TORONTO, Nov. 15.—A building permit has been issued to the "Salada" Tea firm for extensive alterations and enlargement of their already commodious premises, including the building of two extra storeys. This looks like substantial progress and speaks volumes for the popular daily beverage "Salada" Ceylon Tea.

Book's Cotton Root Compound. Is successfully used monthly by over 100,000 Ladies. Safe, effective. Ladies ask your druggist for Book's Cotton Root Compound. Take no other, as all Mixtures, pills and ointments are dangerous. Price, No. 1, 21 per box; No. 2, 10 degrees stronger, \$1 per box. No. 3, mailed on receipt of price and two-cent stamp. The Book Company Windsor, Ont. For Sale and sold and recommended by all responsible Druggists in Canada.

No. 1 and No. 2 is sold in Rossland by Goodvee Bros. and Rossland Drug Co.

## MR. BODWELL'S PLATFORM

In an interview published in the Victoria Times, E. V. Bodwell, K.C., who will be a candidate at the coming Victoria bye-election, is reported as speaking thus:

"I first want to say that I have no confidence in the present government. And in stating that, I wish to say that make no personal reflection on any member of that government, or any supporter of it. But I think they have adopted a wrong policy and have got so committed to it that it is impossible to shake themselves free and follow out a policy in the interests of the country. It is because I feel that I have no confidence in the administration.

"As I told the deputation that waited on me, I have strong views as to the proper policy to be adopted in this country. There are several things that stand out prominently:

"1. The railway question.

"2. To arrange the difficulty now existing between the mine owners and the government.

"3. The position of the lead mines, taken as a whole.

"4. The fiscal system, which needs entire reorganization.

"5. The question of the importation of Japanese and Chinese laborers and a number of other local matters, such as the settlement of the Indian reserve difficulty in Victoria.

"First in regard to the railway question, I believe we ought to adopt a comprehensive scheme, and work for the construction of railways on a scale which will best develop the whole country, and to confine our attention to the subsidization of trunk lines of railway. We ought to make up our minds what we can do as a province, and do it. After that there should be a determined agitation in favor of Dominion assistance to all railways which we have assisted, and here will be an advantage of giving public aid to only trunk lines, as we are more apt to get assistance from the Dominion for that kind than for the local branch lines. Besides, where trunk lines are built, local lines follow. On the other hand, the building of trunk lines seldom follow the construction of local ones.

"The roads which I think ought to be subsidized are the Coast-Kootenay, Island Railway, Kamloops & Athol Railway, which runs north from Ashcroft to Cariboo, and which, if built now, would serve the new discoveries at Horsely, and that portion of the Canadian Northern system now building through the Northwest Territories, and which when completed will extend through British Columbia, practically adopting the route of the British Pacific. This when completed will connect at the north end of Vancouver Island with the extension of the Island Railway, with a branch running from Hazelton to Kitimaat Arm.

"There is a necessity for this last branch, aside from the development of the country through which it runs, in the fact that it gives us an ocean port in British Columbia territory on the way to the Yukon, and this road is a part of what is essentially an all-Canadian road to the Yukon. It is necessary for the coast cities that this be built, as otherwise there would be a danger of the Yukon trade being diverted east, when all the railways now contemplated through the Northwest Territories are completed, and of us being cut out of our share. This could not be done if we had an ocean port in our territory and a direct line of railway to the north. My own idea at present is that the remainder of the all-Canadian line to the north should be a Dominion work, and should be constructed as such there would be no danger of its being diverted east, when all the railways now contemplated through the Northwest Territories are completed, and of us being cut out of our share. 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