

## By-Law in Committee

### Port Angeles Steamer Must Make Two Round Trips Every Day.

### Directorate and Shipping Register to Be Regulated by Victoria.

Very little business was transacted at last evening's meeting of the City Council, except the further consideration in committee of the Port Angeles ferry aid by-law. This resulted in some very radical changes being made in the proposals submitted by the promoters, changes which the advocates of the by-law said would result in its being killed.

Instead of one daily trip it was decided that the passenger steamer shall make two; that the boats be built in Victoria and be under Canadian register; and that the board of directors be limited to seven members, of which three shall be Victorians, including the mayor.

The only concession obtained by the promoters of the by-law was the reduction in the speed of the freight ferry from nine knots to nine miles an hour.

There was a much larger attendance of the public than has been the case for a considerable time, indeed there were more people beyond the rail than has been the case since the occasion upon which the Sunday closing by-law was defeated.

All the aldermen were present and his worship the mayor presided. City Solicitor Mr. C. Dubois Mason and his partner, Mr. J. M. Bradburn, were both present, and City Clerk Dowler was also in attendance.

The proceedings commenced a little earlier than usual, it being only five minutes after eight o'clock when the mayor called upon Mr. Dowler for the minutes of the last meeting, which were read and duly adopted on motion of Ald. Humphrey.

Correspondence was the next order of business and the first letter came from Albert T. Goward, local manager of the B. C. Electric Railway Company, asking the council to contract.

**A Wooden Guard Rail**  
On the south side of Rock Bay bridge, the same as has been placed on James Bay bridge.

Ald. Kinsman moved that the letter be referred to the city engineer with power to act, which Ald. Humphrey seconded, remarking that he understood it was the intention to lay a new floor on the bridge shortly and the guard rail might be placed there then.

The mayor asked whether it was the intention that the city or the company should pay the cost. The rail on James Bay bridge cost about \$50.

Ald. Stewart asked who bore the cost of that, but the mayor did not know, although other aldermen said the city paid for it. Ald. Kinsman's motion giving the engineer power to act was then carried unopposed.

**A Muddy Crossing.**  
Messrs. R. Porter & Sons called the attention of the council to the muddy condition of the crossing from the corner of Courtney street to the other side of Government street and expressed the hope that the council will be able to lay the stone crossing so long promised.

Ald. Stewart moved that the letter be referred to the engineer, and he be asked to report on the cost of laying a wooden crossing. There were probably enough blocks already tarred, left over in the corporation yard to do this work, and the cost would not be much. Everyone would agree upon the necessity of having the crossing laid.

Ald. Humphrey thought it would be better to have a report from the engineer as to the cost and necessity and a motion to that effect carried when seconded by Ald. Macgregor.

**Port Angeles Boat.**  
President Cushing of the Port Angeles Eastern Railway Company said he was informed some of the aldermen thought the steam passenger boat to ply between Victoria and Port Angeles was only to be 100 feet long. This was a mistake. The proposed steamer is to accommodate 150 first-class passengers and at least 150 feet long. A steamer 100 feet long would accommodate only half the contemplated number. The misapprehension was probably due to a plan being exhibited in the window of their Victoria headquarters, but that was the plan of a steamer which Moran Brothers happened to have prepared when the Port Angeles ferry scheme was brought up. The promoters approved of the general design, but not of the size.

Ald. Macgregor moved to receive and file the letter. The information would enlighten such of the aldermen as needed it.

Ald. Stewart said the mistake was not a mistake of the aldermen. The company exhibited a plan drawn to scale and he had taken the trouble to measure it, with the result that he found it was about 100 feet long.

The letter went on file.

**Electric Light Inspection.**  
E. R. Hedgman applied for the position of electric wiring inspector under the recently passed by-law and enclosed testimonials from the Edison Electric Company.

Laid on the table on motion of Ald. Macgregor.

**Engineer's Report.**  
City Engineer Topp's weekly budget was a very small one. He reported first that the repairs to Fairfield road and Cook street to enable the city men to reach the night soil tank would have to be in grading and graveling. The park commissioners should be applied to for permission to obtain the necessary gravel from the vicinity of the bear pits;

total estimated cost \$225. As to cleaning the paving in the centre of the city the engineer recommended having men employed during the day, each to have a small push cart, a plan followed by Eastern corporations. Cost of carts \$35 each.

Adopted on motion of Ald. Stewart and Macgregor, after the mayor had suggested that as the cost of repairing Cook street and Fairfield road is necessitated by the night soil traffic, the cost should be charged to the Board of Health, and Ald. Humphrey objected to any such charge being made against the Board of Health.

**More Light Needed.**  
John Breidford and 24 others petitioned for an electric light at the corner of Sayward avenue and North road, the vicinity being dangerous to pedestrians owing to want of light.

Referred to electric lighting committee on motion of Ald. Macgregor.

**St. Ann's Laundry Fire.**  
The fire wardens and the chief engineer of the fire department reported upon the complaint of Mr. Flewin, referred to them, regarding danger of fire from the laundry of St. Ann's convent. There will be no further cause of complaint.

Received and filed on Ald. Stewart's motion.

**Money Matters.**  
The standing committee on finance recommended for payment out of current revenue accounts amounting to \$1,307.88 and the report was adopted on motion of Ald. Stewart and Hayward.

**Printing Voters' Lists.**  
Ald. Macgregor moved and Ald. Humphrey seconded "that tenders be invited in the Victoria Daily Times for publishing the voters' list of the city for 1900, to be received not later than Friday, the 20th inst. at 3 p.m. at the city clerk's office, and that a special committee be appointed with power to award the contract and affix the corporation seal thereto."

Ald. Hayward could not see the necessity of calling for tenders until the number of voters is known and that will not be until the end of November.

The mayor explained that they could not wait for that. The lists can be made up to include the names of the property owners.

Ald. Stewart moved to amend the motion by extending the time for receiving tenders to Monday, 23rd; the amendment was accepted and the motion then agreed to.

**V. & S. Railway Matters.**  
Ald. Stewart moved and Ald. Kinsman seconded:

Whereas, the Victoria & Sidney Subsidy Act of 1892 recites that the railway company has agreed, in consideration of a guarantee of interest on its bonds, to pledge its undertaking and security therefor;

And whereas, the company is empowered to charge its undertaking and its tolls, and its property, real and personal, in respect of such guarantee, secured and subject only to the charge in favor of the bondholders;

And whereas, the Lieut.-Governor in Council in by the act authorized to enter into all agreements and arrange all details for carrying out the provisions of the act;

And whereas, provision is also made for permitting the corporation to share in any security taken in advance;

Be it therefore resolved that the government be requested to take such steps as may be necessary to obtain security for the nature of a mortgage on the Victoria & Sidney railway, its undertaking tolls and property, real and personal, for the amount of the advances made by the government and corporation to the railway in satisfaction of their respective guarantees of interest, and that the mortgage contain such terms and clauses as will permit the corporation to share in such security pro rata, to the extent of the guarantee.

Ald. Macgregor said he had had occasion to look at the act and that the government has the power to safeguard the city to the extent of the interest guarantee on the loan and he had made some enquiry with the result that he found no steps had been taken in that direction. He thought the aldermen were there for the purpose of protecting the city's interests and it would be well to call the attention of the government to the matter.

Ald. Stewart—I have just been wondering whether the other railway scheme had anything to do with this.

The Mayor—That has nothing to do with the question, Ald. Stewart.

Ald. Stewart—Well, of course, I have said all I intended to say, your worship. (Laughter.)

Continuing, Ald. Stewart said he was surprised to see the motion, as the by-law was passed during the time of Hon. Robert Beaven's occupancy of the mayor's chair, and he had always been given credit for looking after the city's interests carefully. Ald. Stewart did not think there was much wrong with the by-law. It seemed peculiar that the city should be in danger in this connection about this particular time.

Ald. Humphrey had no objection to the motion, although he did not think it would do much good. He recommended that there should be added to it a suggestion that the railway company and the government audit their accounts. The mayor said an audit had been had some two years ago.

Ald. Humphrey thought there would be no harm in having another. He understood the bonds were bearing eight per cent, and as the government paid only two per cent, and the city three, that left three per cent to be paid out of the earnings of the road, as well as the expenses of the road.

Ald. Williams thought the motion a waste of the right direction. Suppose the railway company involved themselves in a large amount of money which caused them to go into the courts. That amount would be filed against them as a charge and the city would be liable in the cold. As to Hon. Robert Beaven's connection with the by-law, the speaker had heard that gentleman say, and he had told others, that it was not passed in accordance with his wishes.

The mayor was not certain, but he thought that under the by-law the money advanced by the government and by the corporation has a preference over all other claims except those of the bondholders, in which case a mortgage would be of no use to the city. A mortgage

could only be taken for the money already paid to the government.

Ald. Beckwith thought it would be better for the aldermen who have this matter so much at heart to move to refer it to the city solicitor to see that the city's interests are protected. The government may think they might have been approached in a different manner. He was perfectly well satisfied the motion was brought up for an ulterior purpose, and didn't think anything would be gained by passing such a motion. A second mortgage would not be worth the snap of a finger.

The mayor read a section of the by-law which provided that all money paid by the government to the corporation should be considered as a debt to the government and to the corporation and be a charge on the property of the company, real and personal, then belonging to them or afterwards acquired.

Ald. Hayward thought the question raised by Ald. Williams a very pertinent one. Suppose the company ran into debt in some way by the purchase of rolling stock or otherwise, and a judgment was rendered against them. He presumed the bondholders' mortgage is registered, and there was nothing on the books of the court to show that the city holds this mortgage. Ald. Macgregor had done quite right in calling attention to it, but perhaps the better way would be to refer it to the city solicitor before anything be done. He was anxious to protect the interests of the city, but was not sure it was in the right way.

Ald. Beckwith moved that the matter be referred to the city solicitor for advice. Ald. Hayward seconded, and as Ald. Macgregor expressed his acquiescence with that course, the motion carried.

**Electric Light Wiring.**  
Ald. Macgregor moved that Mr. K. H. Sperling be appointed to the position of electric wiring inspector under the provisions of the recently passed by-law. The mayor explained that three applications for that position had been received. The Municipal Clauses Act gives the city the power to appoint an official either by resolution or by ballot.

Ald. Macgregor thought it was in the interest of the city and of the consumer that an independent man be appointed. Independent in the sense that he was not compelled to rely upon the proposals of the position for his living. Mr. Sperling is connected with the Electric Railway Company, and is the best electrician in the city, next to the city electrician. If Mr. Hutchison had time to devote to this work he would be in favor of him. As that could not be done Mr. Sperling was the next choice. Connected with the Electric Company, who are not interested in the sale of supplies and it is to their interest to have the wiring done on the best plan, as in the case of an independent being done on the onus falls upon them.

Ald. Cameron raised the question whether Mr. Sperling is willing to accept the position in accordance with the terms of the company to allow a rebate of half the fee.

This placed a new light on the subject, and as Ald. Stewart said he knew of several others who were waiting for an opportunity to accept the position, applications it was agreed to defer action for one week.

**Douglas Street Cars.**  
Ald. Williams asked the city solicitor a statement regarding the present position of the claim made by the city that the Street Railway Company shall carry its street cars on Douglas street to the end of the line. It is a question that has been dragging all through the year, and the failure of the company to run the cars as required works a great weight on those who live out at the end of Douglas street.

City Solicitor Bradburn explained that he had filed the statement of claim against the company and two months ago he filed in the filing of pleadings because of the intervention of the long vacation. Mr. McPhillips, for the company, had asked him to wait a few days for the pleadings. He believed they are now ready, and would be filed within a week. The delay was not Mr. Bradburn's.

**Trade Licenses.**  
Ald. Macgregor asked if anything was being done in regard to enforcing the payment of trade licenses not due. He was not sure whether the city was in a position to do so. There are some professional men, he believed, and men in his own line of business, who defy the license. If one had the power to do so.

The mayor said the proper course to pursue would be for the collector to place such cases in the hands of the solicitor. This was hardly a convenient time to ask the collector what was being done.

The matter dropped.

**Port Angeles Ferry By-Law.**  
Ald. Macgregor moved that the council resolve itself into committee of the whole with the mayor in the chair for the further consideration of the Port Angeles ferry aid by-law. It carried unanimously, and clause B. was taken up.

Ald. Brydon wanted the plans of the steamer and ferry boat submitted to the council before the by-law was passed. There would be no guarantee that the necessary concessions would be made to the desires of the council if this were postponed until after the by-law was passed.

The mayor explained that the clause submitted that the plans must be approved by the council and such officers of the corporation as may be appointed.

Ald. Macgregor moved to reduce the speed of the ferry boat from 9 knots an hour to 9 miles.

Ald. Stewart twitted Ald. Macgregor, as the latter had said in a week so much about the people of Victoria, and things up to date. Of course they wanted everything up to date, and the speed of the boats should be.

Ald. Williams thought the city was paying a cheap price they should expect a cheap article. The speed would not make much difference in regard to freight.

Ald. Beckwith had no objection to the motion to change and the amendment was adopted.

Ald. Brydon again brought up the question of the plans of the boats being submitted to the council before the by-law is passed.

There would be endless disputing afterwards if this was not done. The company might insist that the plans they submitted were the plans they had intended to build, and there would be no inclination on their part to change them. Ald. Brydon insisted that

in addition to the specifications, the cost should also be submitted to the council for approval. This was seconded by Ald. Stewart, but the mayor said the solicitor thought it had better not be included.

Ald. Williams thought the aldermen had not read the by-law. Sub-section J provided that on the board of directors there should be three Victorians, including the mayor.

Ald. Brydon wanted to know what good three directors would be on a board composed possibly of fifteen.

Ald. Hayward thought anything further than was already in the clause quite unnecessary. They had submitted what the size, the speed, and the seaworthy qualities of the boat should be. That would be sufficient to determine the cost.

Ald. Beckwith thought the section as it stood left a loophole for contention. Supposing the plans submitted did not meet with the approval of the council? Ald. Hayward—They will have to prepare others.

Ald. Beckwith insisted that more details should have been given. The company posted plans in their window and they proved to be wrong. They should have submitted the plans of the boats they intended to run.

Ald. Williams reminded the council that the stipulation was that the boats must be able to run in any weather. That did not leave much room for a poor boat. Perhaps it would be better to strike that portion out.

The mayor asked if Ald. Williams would move in that direction.

Ald. Williams said he only wished to meet Ald. Beckwith's wishes, but Ald. Beckwith denied that such an amendment would meet his wishes.

Ald. Brydon's amendment to insert the word cost in addition to specifications to be submitted to the council for approval was lost.

Section B was then passed.

Section C being taken up Ald. Beckwith thought the steamer should make two round trips a day, instead of one, as contemplated.

Ald. Macgregor thought that was going too far. If there were sufficient travel for the boat to make two trips it might be taken for granted she would run. It would be too bad to make it compulsory to run the boat twice if there were not sufficient travel.

Ald. Humphrey wanted to move that amendment if he had not been forestalled. If we were to pay that amount we should certainly have two trips.

Ald. Hayward said there would be two trips; one of the passenger boat and one of the ferry.

Ald. Williams thought it rather amusing that the aldermen would insist upon two trips when they said last week there should not be travel enough to justify one trip. Having cut the bonus down so low it would not be advisable to put this amendment in.

Ald. Cameron raised the arguments of the aldermen were that there would not be sufficient travel to justify paying the subsidy of \$17,500. Some think \$8,750 too much. Had it come down to running empty steamers the city would ask the city to pay that amount for running empty steamers.

Ald. Brydon said the council should remember this subsidy is for twenty years.

Ald. Beckwith reminded the council of the transportation traffic. It would be absurd to have a steamer on a twenty mile run only make one trip a day.

Ald. Hayward thought this was only another move to kill the by-law. There would be only one train a day.

Ald. Beckwith said there are two trains a day on the N.P.R.

The mayor said there might possibly be times when it would not suit Victorians to go across just when trains were leaving.

Ald. Macgregor asked if the aldermen had any conception of the cost of running a steamer. He had figured it out at \$200 a day. That was \$73,000 a year. Pretty big figures for some of them to think about.

More desultory discussion followed in which the aldermen tried to estimate the cost of running the steamer, but eventually the amendment carried against Ald. Kinsman, Williams, Macgregor and Hayward.

In clause D Ald. Humphrey moved that the boats must be built in Victoria and be under Canadian register.

Ald. Brydon thought that very reasonable. There was nothing otherwise to prevent the boats being American bottoms, and then aliens could not get a chance to work on them.

Ald. Macgregor said this was another attempt to kill the by-law. They were making it of no use to the present company, and it could not be used by any other company.

The mayor reiterated the argument that if American bottoms the boats would be closed to Victorians as far as work went.

Ald. Humphrey said our people have a right to be protected. It was under the by-law that the boats were to be built in Victoria, but what would be of them if they were built elsewhere? They would be piled into the waste paper basket.

Ald. Hayward and Kinsman said they were both in favor of protecting the people of Victoria, but although they would support this amendment it was from a different purpose from that which animated the others. They did not wish

to kill the by-law. It should be referred to the people to vote on.

The amendment carried, Ald. Macgregor and Williams being the only dissenters in the vote.

Ald. Hayward moved to reconsider clause C for the purpose of inserting the length of the boat, 150 feet, and the amendment carried.

Ald. Hayward then moved to change the two daily trips to one daily trip, but was defeated, being supported only by Ald. Kinsman, Macgregor and Williams. Clause J being reached, Ald. Humphrey moved that the board of directors be limited to seven, the city having three members. That would give the company a majority.

Ald. Hayward said this was unreasonable. Ald. Macgregor could not agree to it either, but it was adopted.

A long discussion then took place on the matter of the city terminals, Ald. Brydon being afraid the company was not sufficiently bound down to come within the city limits.

Ald. Williams had a sarcastic amendment to the effect that nothing in the by-law should be construed into meaning that the city desired better railway connection, and Ald. Humphrey said that would carry manfully.

Ald. Hayward expressed the hope that Ald. Humphrey was speaking only for himself in saying that.

Ald. Humphrey retorted that everyone was doing their best to protect the city. Ald. Hayward included. That gentleman had been in favor of giving the Port Angeles people as much as possible, and had started at the highest notch, but had come down by degrees.

It being impossible to get through the by-law, and it being 10:35, the committee rose, reported progress and asked leave to sit again. The report was accepted and the council adjourned.

**HOSPITAL BOARD.**  
The Monthly Meeting Held Last Evening.

A meeting of the Hospital Board was held at the Board of Trade building last evening, with Mr. H. D. Helmcken in the chair and Messrs. A. Wilson, Drury, Yates, Shanbolt, Braverman, Crimp, Lewis, Holland and Day present.

A letter was received from John Piercy & Co. saying that the firm understood that at a recent meeting of the committee it was decided to order necessary supplies in the dry goods line from "the east." The letter was to protest against this procedure.

The letter was received and filed, and the writer was ordered notified that he was laboring under a misapprehension. A report was received from the medical health officer that the total number of patients in the hospital during the month was 116. The daily average number of patients was 37.50. The total days' stay was 1,247. The daily average cost was \$14.22. The ambulance ordered from Weston's carriage factory not having been furnished, the suggestion was made that as it was urgently needed, one be ordered from Messrs. Stevens of Toronto, who offer to supply same for \$40. The accounts for the month to be passed for payment amounted to \$1,408.08. Received and filed.

Motion that the president stir up Mr. Weston.

The steward reported that "he had nothing to report." Donations were received from Rev. Mr. Barber, Mr. F. Scott, Mrs. W. Le Pogre Trench and Mr. H. D. Helmcken. Received and filed and donors thanked.

The matron reported the receipt of donations from Mrs. Goodacre, Mrs. L. P. Duff, Mrs. A. J. Smith, St. Saviour's church per Rev. Mr. Barber, Mrs. Musgrave, Mrs. Landsberg and Women's Auxiliary.

The vacancies caused by the graduation of Misses Fraser and Budden have been filled by Miss Brownrigg and Miss Toimie, both of whom reside here. Received and filed and donors thanked.

Mr. Wilson then had something to say of patients who were placed in the free ward at the hospital. He cited the case of Peter Jackson, who had been there a month, and suggested that an effort be made to get some payment.

Mr. Lewis wanted something put in

Given Up to Die by Two Doctors.

THE THIRD DOCTOR SAVED THE YOUNG LADY'S LIFE BY PRESCRIBING DR. CHASE'S NERVE FOOD.

Dr. J. W. Bates, of Corbi, N. Y., writes: "I have had a case under my hands of late and fully convinced me of the wonderful power of Dr. Chase's Nerve Food in the treatment of nervous debility. A young lady who was treated for over two years for epilepsy by two doctors was given up to die. She came to me, and on careful examination, I found that she was suffering from nervous debility. I prescribed Dr. Chase's Nerve Food, and after each meal and before retiring, she is now three months since she began her treatment, and she has not had a single return of her bad spells. Her health is in weight, and I do not hesitate to say her life and made her well."

(Signed) J. W. BATES, M.D.

Dr. Chase's Nerve Food is the world's greatest restorative for male, weak, nervous men, women and children. 50 cents a bottle. Sold by all dealers, or Dr. A. W. Chase Medicine Co., Toronto.

Dr. Chase's Syrup of Iodine and Terpentine is a positive cure for croup, bronchitis, coughs and colds.

What is CASTORIA

Castoria is for Infants and Children. Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It contains neither Opium, Morphine nor other Narcotic substance. It is Pleasant. Its guarantee is thirty years' use by Millions of Mothers. Castoria destroys Worms and allays Feverishness. Castoria cures Diarrhoea and Wind Colic. Castoria relieves Teething Troubles, cures Constipation and Flatulency. Castoria assimilates the Food, regulates the Stomach and Bowels of Infants and Children, giving healthy and natural sleep. Castoria is the Children's Panacea—The Mother's Friend.

Castoria is an excellent medicine for children. Mothers have repeatedly told me of its good effect upon their children.  
Dr. G. C. Osgood, Lowell, Mass.

"Castoria is so well adapted to children that I recommend it as superior to any prescription known to me."  
H. A. ARCHER, M. D. Brooklyn, N. Y.

THE FAC-SIMILE SIGNATURE OF  
Chas. H. Fletcher.  
APPEARS ON EVERY WRAPPER.

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## SCENE IN COURT.

(Associated Press.)  
Montreal, Oct. 18.—Norman Murray, a news dealer, charged with selling immoral literature, created a scene in court to-day by declaring if given an opportunity he would take action against some of the most respectable booksellers for selling Bibles and classic literature, on the ground that the Bible was a bad book. He afterwards, in a rage, destroyed a Bible which he had in his possession.

**A GOOD TEST.**  
If you have backache and there are brick-dust deposits found in the urine after it stands for 24 hours you can be sure the kidneys are deranged. To effect a prompt and positive cure and prevent Bright's disease, suffering and death, use Dr. A. W. Chase's Kidney-Liver Pills, the world's greatest kidney cure.

**WATERLOO ELECTION CASE.**  
Toronto, Oct. 18.—Justices Osler and Meredith this morning gave their decision in the North Waterloo election case, unseating Member Breithaupt, Liberal.

**TO THE DEAF.**—A rich lady, cured of her Deafness and Noises in the Head by Dr. Nicholson's Artificial Ear Drums, has sent £1,000 to his Institute, so that deaf people unable to procure the Ear Drums may have them free. Apply to Department N. N., The Institute, 780 Eighth Avenue, New York, U. S. A.

**CARTER'S LITTLE LIVER PILLS.**

ACHIEVE THE GREAT CURE OF THE HEADACHE.

Headache, yet Carter's Little Liver Pills are equally valuable in Constipation, curing and preventing this annoying complaint, while they also correct all disorders of the stomach, stimulate the liver and regulate the bowels. Every family should have a box.

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Trooper Spencer,

cers, was slightl

"I moved my

I have selected, w

ing Ladyemith, a

the Boers might

near us to strike

"To-day, howev

have retired west

with a com

at Boster's Statio

"Communicatio

tion was cut off

they captured a

"The Boer fore

gersberg Nek.

"Communicatio

open via Greytow

The Staff

London, Oct. 2

received the app

Ladysmith, filed

"The following

camp just at han

"The King's Re

Fusiliers are atta

by Boer artillery,

"They are with

sition and are adv

of our artillery, a

"Scouts report

Boers are advan

The Fifteenth Ba

Regiment have go

Ladysmith, Oct

patch from Glen

stin has been cap

shire and Dorsets

engaging the Boer

OFFICAL C

The Boers Rot

Takun—Bri

W

London, Oct. 2

received the follo

filed at half-past

"We were attac