LOCAL AND PROVINCIAL

News of the Day Selected From Tuesday's Evening Times.

C. P. N. AND C. P. R.

Rumors That They Have Renewed Their Contract.

The rumor has been current in the city for several days that an understanding has been arrived at between the C. P. R. and the C. P. N. companies in reference to the traffic between the cities of Vancouver and Victoria. A short time ago it was announced that the railway company were having a fast boat built on the Clyde for this route and that the C. P. N. company were no longer to have any connection with the former company.

Shortly after this the completion of the Victoria-Sidney route to New Westminster via Point Roberts was revived, the agitation culminating in deputations from the mainland waiting on the provincial government to ask for aid for the scheme.

Meantime Captain John Irving of the C. P. N. company had gone to see President Van Horne. It is believed that he represented to the C. P. R. magnate that the Delta, New Westminster & Eastern railway would be built if the Vancouver business was taken away from the C. P. N. company, but that it would not be built if the C. P. N were left alone; that a boat from Vancouver could not possibly compete for passenger traffic with the other route, and that if the C. P. R. people persisted in their course both would be cut out of the passenger business. It is almost certain that these arguments have had the desired effect on Mr. Van Horne, for the impression seemed to prevail this morning that a new arrangement had been made, although no one would state positively that such was the case.

R. P. Rithet, president of the C. P. N. company, told a Times representative this morning that he had not heard anything from Captain John Irving, the manager of the company, who is still in the east. He knew nothing more than he did before Captain Irving left.

—The two cars for the Victoria & Sidney railway were delivered at Sidney today by Cates & McDermott.

—A great many business men claim advertising does not pay, yet they would not have a three-line local inserted stating that they were high-priced, carried shop-worn goods, etc., for a hundred dollars.—Ex.

—S. Tyler, of Pasadena, California, who judged the poultry in the recent show at the market building given by the British Columbia Poultry, Dog and Pet Stock association, left for home last night on the steamship Walla Walla. Mr. Tyler made many friends while here by his strict impartiality in judging. He was praised even by losers and there was not one protest entered against any of his decisions.

New Presbyterian Church.

Last Sabbath was a day long to be remembered in connection with Presbyterianism in Nanaimo., when the new Presbyterian church was formally opened for divine service. The pastor, the Rev. D. A. McRae, presided. The Rev. Dr. Campbell of this city preached the dedicatory sermon, and Rev. Alex. Young, late of Wellington, offered the dedicatory prayer. The Rev. Mr. Maitland (Methodist) of Nanaimo, preached in the afternoon, and the Rev. J. M. McMillan, of Vancouver, preached in the evening. Large congregations were present at each of the services.

A concert was given on Monday evening, in which rare talent was displayed. The choir of the church, the Wellington Presbyterian choir, and the Methodist choir gave a good account of themselves. Mrs. Leighton, Mrs. Harris, Mrs. Davidson and Miss Glanholm gave solos which were highly appreciated. The Misses Gibson, Miss Smith and Mr. Wray gave instrumental selections. An ovation was given J. G. Brown, leader of the First Presbyterian church choir, Victoria, who enraptured the audience with the songs "The Village Blacksmith" and "The Auld Scotch Sangs," and for an encore enchanted the lovers of Scotch songs with "The Relief of Lucknow."

The building is of brick, of beautiful design in Norman architecture. The inside walls are of sand finish, yet to be frescoed. The pulpit and seats are of light wood, dyed and varnished. The auditorium is amphitheatre, with a commodious gallery. The floor rises towards the doors and the pews converge towards the pulpit. It is heated with hot air and lighted with both gas and electricity. The architect is Mr. W. H. Hyes, of Minneapolis. The contractor is A. A. Shaw, of Nanaimo. The sub-contractor for the brick work is J. G. Brown, of Victoria. The cost of the church is over $20,000. Half that amount is already paid and the balance is provided for. The plate collections at the dedicatory services, with the proceeds of Monday evening's concert, netted the handsome sum of $1,200.

From Wednesday's Evening Times.

IN SPECIAL SESSION.

City Council Discusses the Resolution of Ald Munn.

A special meeting of the city council was held in the mayor's office at the city hall this afternoon at 3. All the aldermen with the exception of Ald. Vigelius were in attendance.

Mayor Teague stated the object of the meeting was to consider the resolution moved by Ald. Munn and seconded by Ald. Humphrey, which reads as follows:

"That a bill entitled the Delta, New Westminster & Eastern Railway Act, 1894, is now under consideration by the provincial legislature, and contemplates the construction of a railway from English Bluff, on the Straits of Georgia, to Westminster municipality, with a branch running eastward toward Chilliwack and the upper Fraser; and whereas it is proposed to construct a railway and traffic bridge across the Fraser at New Westminster, which bridge would afford access to the above-mentioned railway, as well as to the other railways into the city of New Westminster; and whereas the Victoria & Sidney railway is nearing completion, and it is proposed to establish a ferry connection between Sidney, on the above railway, and the Delta, New Westminster & Eastern railway at English Bluff, and thereby establish quick communication between the city of Victoria and New Westminster and the important farming settlements on the upper Fraser; therefore in the opinion of this council it is desirable that the government of British Columbia should give every encouragement and all reasonable aid towards accomplishing the above object."

Ald. Styles complained that no proper notice had been given on the bulletin board. A notice should have been posted up.

Ald. Dwyer said it was only an adjourned meeting and did not require a notice.

Mayor Teague wanted things done in a proper manner. It was understood that it was an adjourned meeting. It was not a matter involving any expenditure.

City Clerk Dowler read the minutes and Ald. Baker objected, stating that the council had been simply adjourned in the usual way.

Mayor Teague argued that if there were parties in the city who were opposed to the resolution they might defeat it over a technicality. They wanted to do things right.

Ald. Baker poohpoohed the idea of the illegality of the meeting. It had no effect one way or the other. What was the good of calling a meeting and adjourning without doing anything?

Mayor Teague said if the resolution was carried and it was done illegally it would make fools of them.

Ald. Humphrey said the mayor had named the day at the time.

Ald. Styles objected, stating it was not embodied in the minutes at the time of adjournment.

Ald. Dwyer thought the council could well go on with the discussion.

Ald. Baker said illegality might mean something serious.

It was decided to proceed with the discussion.

Ald. Munn said a large body of the citizens were in favor of the resolution. The city did not give anything away: it was only putting in a good word for the undertaking. There was nothing inconsistent on the part of the council to do so. Corporations would always object; perhaps from selfish motives, perhaps not. Had the council the right to consider these objections? No. No matter who the company or individual might be. However, he did not believe that it would interfere in any great measure with the objecting parties. Was only connection in the city of Victoria enough? He had never heard of any city objecting to further railway or steamship connection. Yet there were people in Victoria who did so. He was happy to say they were few. The farmers of the Fraser valley favored the idea. At present it took three days to go and come from Westminster. Once Westminster was reached a connection was formed with the Great Northern and could put passengers and freight into Kootenay cheaply. Whatever point transcontinental connection or local advantage it was a good idea. He had not a cent of money in the idea. The time had ceased when Victoria should be a night station to dump down people. If this state of affairs was to continue only the ruins of the former glory of Victoria would be left.

Ald. Baker offered an amendment that the company deposit $30,000 in bonds and provided for the forfeiture of this sum unless the company transfer passengers between the two cities of Westminster and Victoria twice a day, the time of transfer not to exceed 3 1-2 hours.

The amendment was unanimously adopted and the resolution carried by a vote of 5 to 3. Ayes—Munn, Humphreys, Dwyer, Ledingham and Baker. Nays—Wilson, Harris and Styles.

Seizure of Silk.

Silk goods to the amount of 135 yards were seized by Customs Officer F. B. Loftus on the steamer North Pacific Sunday evening just after the boat had left Victoria. The goods belonged to a young Jew, who was aboard the boat, and claims to have recently come from San Francisco to Victoria by way of ocean steamer. The Jew said that he intended to pay the duty on the goods when he arrived at Port Townsend and claimed that he was on his way to Seattle with the silk. Mr. Loftus left both the prisoner and the silk in the hands of the customs officers at Port Townsend. He may be let off by paying the duty on the goods. The silk is estimated to be worth $135. It consisted of 20 patterns averaging from five to 15 yards each. The patterns were very beautiful. The man had been noticed in Victoria for some time. He told casual acquaintances that he came from Detroit and boasted that he had been smuggling silk across the border there for a long time. The silk was concealed in a package of old clothes in such a way, it is claimed, as would mislead the customs officers as to the contents of the bundle. An overcoat worth $25, which was in the satchel, was also seized. The overcoat was new, though four of the buttons had been cut off. These were cut off, Mr. Loftus thought, to give the impression that the coat had been worn. The coat was afterwards given back to the Jew. What is puzzling the customs officers is why the Jew was attempting to smuggle silk goods into this country, as they claim he could realize little more from them across the line, and the duty on silk, amounting to about 60 per cent, they say, would make the business a losing one. The only supposition is that the man got a bargain in silk at Victoria and was bringing it into this country where he anticipated a readier sale.—Seattle Telegraph.

A Signal Honor.

In recognition of the valuable services rendered by Mr. D. Donaldson to the Young Men's Christian Association of Vancouver, says the World, the board of directors have unanimously elected him an honorary life member. This is the only instance where such an honor has been conferred by the Vancouver association, and will be highly appreciated by the gentleman whose work for the Y.M.C.A. has been fittingly recognized. Very few know what a herculean task was before Mr. Donaldson when he was called to the position which he has so creditably filled, and only one of his courage and devotion to any cause committed to him could have surmounted them. In thus honoring Mr. Donaldson the board of directors simply pay a fitting tribute to a good servant, and the World tenders Mr. Donaldson its congratulations in receiving so deserved a compliment from so worthy an institution. Mr. Donaldson is one of our best citizens and has so lived his life as to command the respect of even those who differ with him on many of the burning questions of the day. He is fair, and the tribute accorded him was deserved.

IN FROM THE ORIENT.

Empress of China Arrives in Port, Eleven Days from Yokohama.

LATE NEWS OF THE FAR EAST

Brigands Attack the Suite of the Chinese Empire—Japanese Strike—Dynamite Outrage—Sealing Steamer Movements—Accident at Formosa.

The R. M. S. Empress of China, Capt. Archibald, arrived off the outer harbor at midnight last night, 11 days from Yokohama. She came to an anchor inside the San Pedro and remained until 2:30 o'clock, when she got under weigh and steamed to Vancouver. She had a very good run across the ocean as shown by the following voyage report furnished to the Times representative: Left Hong Kong at 0:18 p.m. on January 24th, and had moderate to fresh northeasterly winds and overcast weather, with fog at times in Formosa Channel. Arrived at Woosung on January 27th at 6:15 a.m., leaving the same day for Yokohama, via Nagasaki and Kobe, having fresh to strong northerly winds. Arrived at Yokohama on Feb. 1st at 10:25 a.m., leaving on the following day, Feb. 2nd, at 0.16 p.m. Experienced moderate winds with snow and considerable head swell to the 180th meridian, which was crossed on Feb. 7th. Then fell in with an easterly gale and very high sea, which lasted for two days. Thence to Vancouver Island had westerly to southwesterly winds and cloudy weather.

The ship brought but seven cabin passengers, whose names are appended: Hon. H. H. Risley, Mr. Kawashima, Mr. and Mrs. Shephard, R. Chandler, Miss M. A. Sheldon, Mrs. E. Schoffler. None of them left the ship here and in fact none were up when the ship arrived. In the steerage were about 200 passengers, of which number 52 Chinese and 30 Japanese came off here in the tender Maude. Of cargo the China had 1300 tons for Pacific coast and overland points. Victoria will receive probably 100 tons of it.

There was little of interest going on in the Orient when the China sailed. The Yokohama Herald printed the following news summary on Feb. 1:

Preparations are being made for celebrating the silver wedding of the Emperor on the 9th of March.

Viscount Enomoto has been appointed minister of agriculture and commerce in place of Count Goto.

A rumor is current that Viscount Aoki, at present minister to Germany, will be transferred to London.

The government have instructed the provincial governors not to interfere in the approaching elections, which have been fixed for the 1st of March.

Mr. Okamura, a Japanese barrister, left by last mail in connection with the appeal to the privy council in the Chishima case.

An elevated railway is about to be constructed in Tokyo.

The German emperor's birthday was duly celebrated here on the 27th of January.

Mr. McIvor, the new United States consul-general, assumed charge today.

The N. Y. K. S. S. Sakata Maru is stranded at Fushiki.

There is still but little doing in imports. The bad news from Europe has exercised an unfavorable influence on the silk markets, but there has been a little more business in tea.

The Vancouver schooner Beatrice reached Yokohama on January 27. The Maud S sailed from there on her cruise on Jan. 26. The American schooner Retriever sailed on January 24, but five days later put back in distress. The American schooner Diana, and the British schooners Aurora, Worlock and Arctic were in Yokohama on Feb. 1.

The appended items are a strong side light on the rapid advancement to civilization of the Japanese:

By a telegram published in the Jiji Shimpo, dated 26th ultimo, we learn that the majority of the 1412 hands employed at the Tenma Spinning Mill have gone on strike, owing, it is reported, to the fact that two graduates from the Workmen's School had been appointed overseers in the workshops. All work is suspended, and the strikers prevent any workmen by threats and even assault from entering the mill. The police are reported to be making enquiries into the matter.

A rejected suitor, says the vernacular press, has revenged himself by throwing a bomb into the house of the girl he wanted to marry, taking advantage of the occasion of her marriage to another man. One person was killed, and four were severely injured, including the newly married couple and their maid. The bomb thrower's name is Tsuboi Zenjiro, aged about 26 years, and the outrage took place on the 13th instant, at Miyogi-machi, Kanra-gun, Gunma prefecture. The murderer has not yet been arrested.

A mild case of smallpox was found on the U. S. cruiser Baltimore at Yokohama on Dec. 21. The usual precautions were taken.

A terrible accident is reported from Formosa to have occurred on the second ultimo, in which a shell in course of loading at the Formosa arsenal burst, killing three of the eight workmen in the room where the accident occurred, and severely wounding the other five.

The Russian cruiser Zabiaka is at Hong Kong.

Although the Emperor of China is theoretically supposed to possess absolute authority in his vast dominions, and in serious matters he can generally make it felt in the long run, yet in smaller matters, curiously enough, the imperial power is frequently set at naught in the calmest manner, says the Hong Kong Free Press. Thus, when an imperial procession takes place, although the roads are sprinkled with clean gravel and specially swept for the occasion, and no man is supposed to intrude on the privacy of the Son of Heaven, yet in practice the crowd press pretty closely upon it, and the respect shown for the court is more pretended that real. A proof of this was given the other day near the capital. The emperor was returning on the 2nd ult. from the Lake Palaces to winter quarters at Peking, when the rear portion of the imperial suite was unceremoniously cut into by a band of brigands from the hills, who carried off some four thousand ounces of silver plate and some of the principal eunuchs belonging to His Majesty's personal staff of attendants. The latter no doubt they intend to hold as hostages for a ransom, and the plate will probably be melted down into sycee. These brigands belong to a band which holds possession of the passes in the Miaofeng hills west of Peking, and the coup shows that the outlaws possess a daring leader, who fears neither the emperor nor his government. It is stated that a large body of troops has been despatched to punish the marauders, but unless the imperial temper is seriously ruffled it is not unlikely that in the end the brigands will get off unmolested, and the officials to whose care the plate was confided will be compelled to make good the loss.

OUR ENGLISH LETTER.

The Hard Times—Wolseley's Superstitions—The World's Fair.

(From our own Correspondent.)

To the Editor:—Chairmen of banks, who are perhaps as good judges as any, take a pessimist view of the condition of the country. At the Union bank meeting yesterday, Mr. Ritchie said he could not see any signs whatever of returning prosperity. At the London and Westminster bank meeting Mr. Bonamy Dobree took the gloomiest view. On all sides, said he, there was a tale of social disorder. Spain, Portugal and Greece were all practically bankrupt, while the condition of Italy was deplorable and that very rich country, Brazil, was a prey to civil war.

Yesterday afternoon several hundred unemployed at Liverpool held a meeting preparatory to marching to the town hall and demanding work from the corporation. Violent speeches were made and cheers given for the "Social Revolution" and the abolition of capitalists. Reference was made to a juvenile fancy dress ball given by the lord mayor of Liverpool last week as an entertainment to the "bull pups of the aristocracy." If the unemployed stood such things, it was said, the blood of their children would be on their own heads. The lord mayor refused an interview.

Probably the longest record of services by any member of a municipal corporation in the United Kingdom is Alderman Brown, a nonogenerian, who has been continuously a member of the Deal corporation since 1836, when the municipal corporation act came into operation. When the present mayor, who has passed the alloted span of three score years and 10, was appointed, Ald. Brown jocosely remarked that he had known him from his cradle.

Sir George Trevelyan, in reply to receiving the freedom of Glasgow this week, said that 45 years ago his uncle, Lord Macaulay, obtained a similar honor, and amongst Sir George's most cherished possessions was the box containing his title of citizenship. Glasgow corporation had been faithful over many things. Her system of accounts was conspicuous over national, municipal and commercial budgets for the leading attributes of publicity and simplicity. Glasgow was recognized as a model self-governing community. He, of course, must envy the Glasgow town council for the admirable way in which it managed its multifarious business. Parliament sat up to unholy hours, too often trifling, dawdling and squabbling about issues which had been best men of all parts would unite in best men in all parties would unite in making parliament a model deliberative assembly."

The Central News says that it is enabled to state that the government naval programme, which is to be submitted to parliament next session, involves an additional expenditure of seven millions sterling over and above the normal expenditure. The question of "ways and means" has been left to the chancellor of the exchequer to decide, subject, of course, to the approval of the entire cabinet.

A meeting has been held in Glasgow to protest against the running of tramcars on Sunday. One of the speakers said the passengers went out, not for fresh air but for whiskey, and if they really wanted to make the Sunday cars a pecuniary success they had only to "attach a car of whiskey to each vehicle" and every seat would be crowded. Resolutions were adopted requesting the city council not to run tramcars on Sundays.

Viscount Wolseley, in a letter to the secretary of the Thirteen Club, says:—"I not only believe in many superstitions, but I hug them with the warmest affection. They link me, if not with a spiritual world of which I know nothing, at least with a glorious, artistic and picturesque past of which history has told me much. I believe in ghosts and in amulets. I have worn out the rims of several hats since I have been in Dublin through my salutations of single magpies—that mystic bird abounds in Ireland,—and I would not on any account walk under a ladder, etc.; in fact I am prone to adopt any superstition I am told of which I find others believe in. How, therefore, could I express sympathy with the objects of your club? I could not, but I can thank you and all the members most cordially for your kind invitation, and wish you many very pleasant meetings. I am sure they will be so, although you all have the misfortune to reject superstitions which are the salt of life to yours very gratefully, Wolseley."

By 54 votes against 18 the London county council this week resolved in favor of a government bill for taxing all land in municipal areas, whether covered with buildings or not. The problem of finding new sources of revenue is an extremely urgent one for London. The Daily News, in an editorial, says it need not argue a proposition so obviously just as that those who profit by public improvements should pay some part at least of its cost, which is a truism on which the lords desired a joint committee of both houses to sit. Our present point is that work imperative for London is absolutely stopped for want of funds.

The steamer Finsbury entered the Salford docks this week with a cargo of about 1000 tons of cotton from Galveston, Texas. This is the first cotton laden steamer that has gone up to Manchester by its canal. The Finsbury was followed into the locks at Eastham by another ship with a cargo of cotton, the steamer Glen Isle, also from Galveston.

The foreign office issued a paper this week containing the report drawn up by the British consul at Chicago, on the close of the World's Columbian Exposition. The story which has to be told is varied in its character, mingling congratulation with disappointment. The enterprise was at once a "magnificent success" and a financial failure, the shareholders of the Exposition company recovering no more than about 15 per cent. of their subscribed capital. "The grandest exhibition which has yet taken place," with all its unwise expenditure and labor, has finished its course, and a large sum of money "has been practically lost." For its gigantic outlay there ought to be a result of no ordinary magnitude. Something has, doubtless, been learned, and something will be gained. The seed has been sown lavishly, but the harvest which presents itself is scanty in the extreme. For something like commensurate results we are bid to look mainly to the future, and that not the immediate future. It is said that one effect in America has been to stimulate exertions for the purpose of securing a larger proportion of foreign trade. All this is "business" and "business" was the one thing aimed at by the 90,000 exhibitors on the shores of Lake Michigan. In outward show the affair was grand, was colossal, but it has not achieved a rare success. Nor have our own merchants and manufacturers any great reason to rejoice, for, if our consul is right, this country will be all the worse for the Chicago exposition, seeing that England, being brought into contactemfwypcmfwy nations, failed to make "the larger and more effective display."—London Standard.

An important invention which will enable battleships to keep afloat after serious injury, has been made by two shipwrights employed at Devonport Dockyard, who have devised an ingenious arrangement for closing the watertight doors on board ship automatically. By this arrangement when a ship has been torpedoed or rammed, the water as it rushes in the compartment will first ring a bell, to warn any person in the neighborhood of the danger, and then, on reaching a certain height, will cause the watertight doors to close without any manual assistance. The invention has been brought under the notice of the admiralty and their lordships have been so favorably impressed that they have asked to be supplied with further particulars.

It is stated that in a very short time electricity will supersede gas in St. Paul's Cathedral, London. The dean and chapter have already made several experiments with more than one partial success. They calculate that an immense saving of labor and economy will be effected by the substitution, as of course every gas jet has to be separately lighted, and as the process takes so long the lights are left burning from afternoon to evening service. Gas, too, plays havoc with the beautiful decorations circling the dome and elsewhere, and not only will the electric light prevent this wear and tear, but it will enable the decorations to be seen to better advantage.

The day of inland navigation is not over, as it was thought to be when railways spread a cobweb over the land. There is just now a marked movement in the direction of canal enterprise and river navigation. At Nottingham there is a disposition to revive the old scheme for deepening the bed of the river Trent, so as to allow vessels of from 100 tons to 150 tons to come up from the Humber. The depth now is only from 3 feet to 4 feet in places. The subject of a ship canal between Goole and Wakefield is also being revived, and there is a new scheme on foot for a canal between Leeds and the Humber. The new dock at Diglis, near Worcester, has been completed, and the river dredged to a depth of ten feet at low summer level for a distance of 28 miles out of the 30 between Gloucester and Worcester Bridge.

The statistics given as to the cost per mile of the Manchester ship canal have prompted a correspondent to write for some figures showing the greatest cost per mile expended on a railway. It is believed the costliest mile of railroad is a mile measured on the steel portion of the Forth Bridge. The length of this portion is a mile and 20 yards, and the cost of it was considerably over $10,000,000. The most expensive railway system in the world is the "Inner Circle" line of London, which cost, including the purchase of land, from $3,750,000 to $5,000,000 per mile. The last constructed mile, between the Mansion House and Aldgate, cost altogether, including "compensations," nearly $10,000,000.

It is stated that out of 273 vessels inspected by the board of trade inspectors under the act brought in by Mr. George Howell and carried in 1892, for examining the food and water supply on board ship, in nearly 100 of them improper provisions were found and thrown out.

A gigantic industrial exhibition is announced to be held in Manchester next September and October in commemoration of the opening of the ship canal.

Yours, etc., JOHN HALL.

January 20th, 1894.

RHEUMATISM
NEURALGIA, MUSCULAR STIFFNESS, PAIN IN SIDE & LAME BACK MUST GO
WHEN THE "D.&L." MENTHOL PLASTER IS USED

A NOVA SCOTIAN'S STORY.

Mr. Abel Wile Relates a Remarkable Escape After Weary Months of Suffering.

Mr. Abel Wile, says the Bridgewater, N. S., Enterprise, is a well known farmer residing a few miles out of town. It is known that Mr. Wile had a narrow escape from death, and our reporter meeting him in the best of health and spirits asked him as to what he owed his renewed condition. Mr. Wile at once exclaimed "I might express it all by saying that I believe Dr. Williams' Pink Pills saved my life. Last spring I was violently thrown from my wagon, and although I escaped having bones broken, I sustained a severe strain in my right loin which seemed to paralyze that part of my side and stomach. I experienced great pain and weakness, which despite all efforts of different remedies, grew steadily worse and for two months I suffered terribly. I could not properly digest my food, and got little sleep at night, and at last began to think it was only a matter of a few weeks when I would go the way of all men. But a happy day came and ended my misery. My wife went into town and purchased several boxes of Dr. Williams' Pink Pills and from the first they seemed to go right to the root of my trouble and it was not long until I could sleep good sound refreshing sleep, for the first time in eight weeks. I continued taking the pills and soon found myself completely cured, and from that out I went about my everyday duties as well as ever, and I thank the Lord that such a boon as Dr. Williams' Pink Pills has been given to mankind to help rid them of disease.

Partial paralysis, locomotor ataxia, and all nervous diseases are readily cured by a fair treatment with Dr. Williams' Pink Pills, and as a tonic for building up the blood, they surpass all other known remedies. If your dealer does not keep them they will be sent post paid on receipt of 50 cents a box or six boxes for $2.50 by addressing the Dr. Williams Medicine Co., Brockville, Ont., or Schenectady, N. Y. Do not be imposed upon with imitations.

W. G. CAMERON THE MAN.

He is Chosen Standard Bearer by the Single Taxers

AT A CROWDED MEETING OF THE CLUB

A Large Number Registered and Promised Support to the Popular Merchant to Put Him in the Local Legislature.

The single tax men last night nominated W. G. Cameron a candidate for the legislature. It was the usual weekly meeting of the club, and there was a large attendance, the little hall in which the meeting was held being crowded and many had to stand in the doorways.

Letters were read from Vancouver, Westminster and Nanaimo, offering to co-operate in securing Louis F. Post to deliver a course of lectures on single tax in the near future. It was decided to engage Mr. Post for a week in May. J. C. Brown, M. P., wrote agreeing to deliver a lecture in the city hall this (Wednesday) evening, on the municipal ownership of electric light plants.

President Howell made a short address stating that nominations were in order for a candidate for the local legislature. He spoke of the advisability of the single tax men having a representative.

W. G. Cameron was nominated by Mr. Sangster and seconded by Mr. Tulloch. Both proposers made short speeches. There were no other nominations and Mr. Cameron was unanimously declared elected the candidate amid cheering.

Chairman Howell complimented the meeting upon choosing such a candidate. He spoke of how the workmen of New Zealand had taken hold of the government of that country, and hoped that the workmen of British Columbia would follow in their path. New Zealand was the only spot in the world where the workingman had obtained anything like his just rights. Mr. Cameron was the right man in the right place. (Cheers.) He would carry the standard of the club with honor to himself and glory to the movement.

W. G. Cameron thanked the meeting for the nomination. He trusted that the single tax men would make a long pull and a strong pull and a pull all together. There were many abuses to be remedied. He instanced the revenue and road tax, which did not even give a vote for the city aldermen, while there were many who voted and did not pay their taxes. (Cheers.) If elected he pledged himself to do all he could for the furtherance of the principles in which all single tax men believed.

Mr. Forster, M. P. P., spoke of the qualifications of Mr. Cameron, and exhorted all to work hard for his election.

A discussion arose as to whether the trades and labor council would support Mr. Cameron. Chairman Howell explained that the single tax club had to take the initiative. The candidate's name would be submitted to the labor council, and they had every reason to believe they would receive co-operation.

Mr. Cameron said if the club could find a better man he would willingly step down and out.

Mr. Berridge moved for the appointment of a committee on platform. Chairman Howell appointed Messrs. Berridge, Cameron, Cohen, Scaife and the chair.

Mr. Lattice, a stone mason from St. Louis, kept the audience in roars of laughter. The only solution of the present distress of the working classes was through legislation. By legislation the abuse had grown up and by legislation it should be mowed down. The workingmen did not want charity: they wanted justice. No soup kitchens, but work. (Cheers.) A short while ago a piece of land in New York city sold for fifteen millions of dollars. Who was it that raised the value of that land? Was it the capitalist who sat idly by? No: it was the workmen who had been illegally robbed of their earnings.

A question was asked would bankers and large companies be taxed.

Mr. Cohen replied that it was not right for a man to take from another that which belonged to him, and, by analogy, it was not right for a body of men to do that which a single individual could not rightly do in this particular.

Chairman Howell favored the introduction of politics into labor organizations. The capitalists feared politics in labor unions, but that was the only solution of the question.

A number of persons present came forward and registered as willing to support with their votes the single tax candidate, and the chair extended a cordial invitation to all to attend the lecture by Mr. Brown in the city hall to-night.

Mothers.

Mothers will find the Pain Killer invaluable in the nursery, and it should always be kept near at hand in case of accident. For pain in the breast take a little Pain Killer in sweetened milk and water bathing the breasts in it clean at the same time. If the milk passages are clogged, from cold or other cause, bathing in the Pain Killer will give immediate relief. Ask for the New Bottle.

Smuggler Dunbar Sentenced.

Portland, Ore., Feb. 13.—In the United States district court this morning Judge Bellinger imposed sentence on Wm. Dunbar, convicted of opium smuggling, on one indictment containing six counts, to ten years' imprisonment in the county jail and a fine of $1,000. There is some question as to whether the statute provides for imprisonment in the penitentiary, hence sentence to the county jail. Hearing for a new trial in Dunbar's case, convicted of smuggling Chinese, will be heard on February 23rd.

The India Mint.

London, Feb. 13.—Replying to questions in the house Sir William Vernon Harcourt declared it was not intended to reopen the India mint to the free coinage of silver. He said further that the government did not intend to tax imports of silver or change its present policy.

Weathered the Storm.

Chicago, Feb. 13.—A tug has just returned from the 68th street crib in Lake Michigan, and reports the 70 men who spent the night there during the storm safe.