Help For Working Women

The suffering and pain endured by many working women is almost beyond belief.

How distressing to see a woman struggling to earn a livlihood, or perform her household duties when her back and head are aching! She is so tired she can hardly drag about, and every movement causes pain, the origin of which is quickly traced to some derangement of the female organism.

When the monthly periods are painful or irregular, when backaches and headaches drive out all ambition, when "I-can-hardly-drag-about" sensation attacks you, when you are "so-nervous-it-seems-as-though-you-would-fly," it is certain that some female derangement is fastening itself upon you. Do not let the disease make headway; write your symptoms to Mrs. Pinkham for her free advice, and begin at once the use of

LYDIA E. PINKHAM'S VEGETABLE COMPOUND

Profit by the Experience of the Women Whose Letters Follow:

"DEAR MRS. PINKHAM:—I wish to write and thank you for all you have done for me. I have been suffering with womb and ovarian trouble for about four years and tried everything, but found no relief. I went to the best specialists in St. Paul, Minneapolis and Chicago. I thought at times I would go crazy, I suffered so. The doctors told me the only thing would be to have an operation and my ovaries taken out. I at last decided to quit the doctors and give Mrs. Pinkham's remedies a trial. I used both **Lydia E. Pinkham's Vegetable Compound** and **Sanative Wash**, and now find myself completely cured. I had the doctor to make an examination and he said I was cured. I cannot say enough for what your remedies have done for me, and have advised all my friends to try it."—MRS. CLARA MALL, with N. P. & Nat. Express Co., Ashland, Wis.

Mrs. Frances Stafford, 243 East 114th Street, New York, N.Y., says:

"It affords me great pleasure to tell you of the benefit I have derived from taking **Lydia E. Pinkham's Vegetable Compound.** I am now enjoying better health than I ever did. It seemed to me that I had no strength at all, I could hardly drag about. I was in pain all over.

"I began to feel better after taking the first dose, and am now like a new woman. I know that if other suffering women would only try it, it would help them.

"I thank you with all my heart for what your medicine has done for me."

MRS. FRANCES STAFFORD.

Mrs. Lou Davis, 74 Institute Place, Flat 5, Chicago, Ill., says:

"August 24, 1901.

"For the good of others I wish to testify to the merits of your wonderful medicine, **Lydia E. Pinkham's Vegetable Compound.**

"I was certainly in a very bad condition. I suffered terribly with a continual backache and headache. I had pleurisy in my right side, bearing-down pains, and those dizzy, sinking or fainting spells, was nervous, peevish and despondent.

"I was advised to try your medicine, and was greatly surprised at the benefit I derived from its use. I am now entirely cured of these ailments, and consequently feel and look like an entirely new person.

"I shall always be pleased to influence suffering women to try your Vegetable Compound. It has done wonders for me, and I am very thankful."

$5000.00 FORFEIT if we cannot forthwith produce the original letters and signatures of above testimonials, which will prove their absolute genuineness.

Lydia E. Pinkham Med. Co., Lynn, Mass.

The Flagship At Esquimalt

Grafton Returns After Four and Half Months Cruise in the South.

Pleasant Voyage Both Ways—Hurried Return To Naval Base.

Bubonic Plague at Mazatlan—Departure of the Destroyers For China.

H. M. S. Grafton, flagship of the North Pacific Squadron, dropped anchor in Esquimalt harbor at 10 o'clock yesterday morning, after a cruise of nearly four and a half months in Southern waters. There was great joy aboard on reaching the home port, as no call was made since leaving Acapulco on the 4th inst., and the crew are delighted at the change of rations from salt pork and beef to the fresh provisions that will now be supplied to the mess. The return trip of the flagship was somewhat hastened in order to make arrangements for the departure of the two destroyers bound for the China station. Shortly after the arrival of the Grafton, she transferred 40 of her crew to the Sparrowhawk, which has been out of commission for some time. All preparations are now completed for the departure of the destroyers, and they will leave this morning at nine under the convoy of the Amphion, for Honolulu, where they will be met by the Amphitrite from the China Squadron, and taken to Hongkong. It is expected that the Amphion will be away about three weeks.

The Virago and Sparrowhawk are leaving for good, their presence being deemed more useful in Oriental waters than here, and it is felt that these trim and fleet four-funnelled craft will give a better account of themselves in the event of naval hostilities than the ill-fated destroyers of Admiral Cervera's fleet, which proved such easy prey even for converted yachts. Their departure this morning will occasion much regret, as they have been a much-appreciated attraction to visitors. However, His Majesty's war vessels are intended for other than exhibition purposes.

The Grafton left Esquimalt on her Southern cruise on December 1. She was given a full speed trial to Cape Flattery, lasting four hours, but had to slow down owing to the heavy weather encountered, the fore part of the ship being washed by waves, and a good deal of water being shipped. This only lasted a day, and a nice run was made to Monterey. The officers were given leave here, and a delightful visit was paid to San Francisco. Several shooting parties were organized, and some fine sport enjoyed. At Monterey four seamen tried to desert by breaking out in a ship's boat, but were captured inland by the assistance of American officers. A fifth made the attempt, and apparently succeeded, for he got away in the middle of the night. Whether he made shore is not known, as nothing has been heard of him since.

Nasty weather was run into between Monterey and San Diego. The flagship put into Magdalena Bay for a practice at heavy gun firing.

At Mazatlan, the officers were at first allowed to land, but were immediately recalled owing to the prevalence of bubonic plague. Ashore the Mexican health authorities were observed burning infested dwellings and dead bodies were heaped in the cemetery, for the purpose of being incinerated. The people were in great distress, as the plague had been ravaging its victims for several months and famine was also adding its terrors to the frightful visitation of disease. The plague was attributed to recent immigration, though its rapid progress was due to the unsanitary conditions. During the visit of the Grafton, people were dying in great numbers. The drastic measures adopted gradually stamped it out by the middle of February. During the night of the 20th December, two ordinary seamen obtained possession of the ship's boat and made for the shore. They were pursued, but eluded capture owing to the shore approaches being too rocky for the heavy boats to attempt a landing. They were subsequently apprehended on shore, but were not allowed to be returned on board owing to the danger of disease. The two seamen were left in the consular jail to await trial.

Christmas was spent at Acapulco, credited with being one of the hottest spots on the Coast. The day after arriving at Acapulco, 1,100 tons of coal were taken aboard, it taking 12½ weary hours. The average was as low as 88 tons an hour, owing to the lighters having to be filled ashore and towed to the ship. The native Mexican boys who were employed to assist in lightering the coal, were a very indolent crowd, and delayed operations considerably. On Christmas day the temperature was 100 in the shade, and as Acapulco is land-locked, there was little breeze. The discomforts of the excessive heat were not bettered by the difficulty experienced in procuring ice. However, the very best was made of the day. The ship was decked with green boughs brought in from the neighboring hills. In the evening a boxing tournament and smoker compensated in some measure for the discomforts induced by the excessive heat of the day.

San Jose, Guatemala, was reached on the 30th of December, and several officers proceeded to Guatemala city to view the ruins caused by the recent earthquakes. The coffee plantations were devastated, and several large churches had been completely demolished. Whilst Guatemala is only 70 miles from San Jose, there is a difference of 40 degrees in the temperature, San Jose registering 90 to the 50 degrees of Guatemala.

Panama was made on the 8th of January, and here 18 bags of mail were brought aboard, being the first received since leaving Esquimalt. Mostly all on board took a trip to Colon, on the East of the Isthmus, the railway skirting the proposed route of the canal. Colon was found to be very interesting, although the visit was restricted to a stay of two hours. At Panama, signs of the late revolutionary troubles were in evidence, the remains of three ships, each of the size of the steamers of the Campagnie Sud Americana Vapores, lying near the shore, these ships having their two red funnels and three masts each still above water.

The Amphion was met at Paita. No one was allowed to land here, all arrivals from Panama being quarantined, ships being obliged to lie in stream for six days, and the regulations being strictly enforced. At Paita the Grafton celebrated the anniversary of its commissioning, a sing-song being held on the quarter deck. This was a highly successful affair, thanks to the energies of Chaplain De Vitre. After leaving Paita nasty weather, resembling the first day out from Esquimalt, was encountered, and the air became much cooler. Callao was reached on the 20th, and the Peruvian flag was saluted, the Peruvian fleet in the harbor replying. The Peruvian flagship, the Constitution, is not very formidable, being fairly large, but much after the style of commercial liners. The Peruvian navy has not been developed, owing to a clause in the treaty with Chili restricting its navy within certain limits. A visit was made to Lima, where the fine Roman Catholic Cathedral containing the bones of Pizarro was inspected. A general leave was given the men here, being the first since leaving Esquimalt, and no desertions occurred.

After leaving Callao at about 10 o'clock in the morning, the motion of the ship was checked, and a grating noise was heard, as if they were grounding on a rock. All were ordered to collision stations. On investigation it was found that the Grafton had rammed an immense black fish. The leviathan was killed outright, being pierced right through. It was over 40 feet in length, and it took half an hour backing water to clear the bow, when the fish immediately sank. Pisco and Caldera were visited, and good shooting enjoyed, and having passed through the tropics, the weather was much colder when they arrived at Coquimbo. Here they met the Flora, the Phaeton's relief. The Flora, which is due in Esquimalt about the middle of June, is much after the style of the Grafton, though smaller, having a displacement of 4,300 tons. She is a second class cruiser, having been built at Devonport, and is in command of Capt. Baker.

The Flora has a number of midshipmen on board, this being unusual for a second-class cruiser. Whilst at Coquimbo the Shearwater arrived from Honolulu, having been at sea 28 days.

At Valparaiso the people ashore entertained the Grafton's officers with two dances, and the flagship reciprocated with an "at home" on board. The Chilian fleet was in Valvaraiso harbor, and consisted of eight heavily armored vessels, all quite as large as the Grafton. Each of these boats looked formidable with their thirty guns each. The most Southern points touched by the Grafton were Talcahuanho and Valdivia.

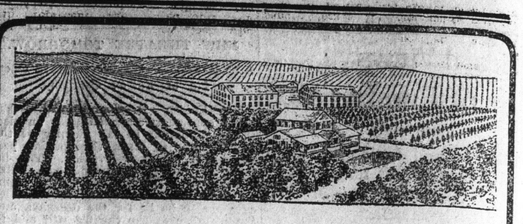
On the Northern trip the Liffey, the store and depot ship of the Southern division, was visited at Coquimbo. The Liffey has been paid off and sold to a Chilian firm. The Grafton stripped off her armament, consisting of eight guns, the flagship shipping five of of them and the Flora loading the remaining three. The Liffey has been accustomed to fire a gun each night at 8 o'clock, and this will be much missed by the people of Coquimbo. A call was made at Callao to coal ship, leaving immediately afterwards for San Jose, which was found to be in a state of uproar due to threatening complications between Salvador and Guatemala over the non-payment of a loan. The troops were mobilized in large numbers on the frontier, and it was felt that nothing could avert the commencement of hostilities. Pacification was accomplished by the money difficulty being satisfactorily liquidated. The arrival of the Grafton was most opportune, as British residents had been imprisoned despite the protests of the British consul. They were immediately released upon the demand of the Grafton, and there was great rejoicing when they were freed from the unwholesome prisons. When the flagship left on the 1st, there was still a certain amount of disquietude. At Acapulco the Grafton made a record coaling, averaging 120 tons to the hour. No time was wasted, and every effort was utilized to make time in getting away. The trip from Acapulco to Esquimalt was uneventful. Shortly after the flagship had dipped her anchor, men were put at work painting the sides with the dull slate color now adopted by Britain's watchdogs of the deep. The leaden color now being put on the Grafton appears to be a shade lighter than the paint on the Amphion. The water line of the flagship shows the effects of the long cruise in its greenish appearance. She will enter the dock on Thursday and receive a thorough overhauling. About a hundred of the men received leave yesterday, and a large number will be allowed on shore today and during the balance of the week.

As a striking indication of the keen love that the jolly British tar has for manly sport, it is worthy of note that shortly after the Grafton arrived in port, a Rugby game was arranged with the men of the Egeria. The match being played at Macaulay Point.

It is expected that the flagship will remain in port until the beginning of July, when she goes to Vancouver for Dominion Day. Afterwards a cruise will be taken around the Island, when Esquimalt will be visited for a fortnight, the customary trip being then taken to Comox for rifle practice.

The new admiral of this division is expected to arrive about the end of the year, when Admiral Bickford will likely be given command of a home fleet, probably the Channel squadron.

The Egeria will leave Esquimalt this morning at ten on a surveying cruise around the Island.



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To Improve Transportation

Chamber of Commerce Collecting Valuable Data to Increase Trade.

New Westminster and Galiano Ask Attention to Steamer Service.

The principal subject discussed last evening at the Chamber of Commerce meeting at Pioneer Hall, was the report brought in by the Transportation committee. Important communications were read from different localities in the province, showing the urgency of better transportation facilities being provided in order that Victoria might not be shut out from her just share of trade. The harbor commissioners and permanent industrial exhibit also received consideration. The president and vice-president were prevented by indisposition from attending, and Mr. R. Mowat was voted to the chair, when the meeting was convened shortly after 8 o'clock. Phil. R. Smith reported on behalf of the Transportation committee. The committee had received answers from 46 places in the province, but there were 176 localities still to be heard from.

A communication was received from Galiano island pointing out that the service of the Sidney and Nanaimo transportation steamer is very irregular.

James Wardell, P. M., of Hope, wrote advising the building of the Coast-Kootenay railway through Hope direct to Victoria.

Mr. Foreman moved a vote of thanks to the Transportation committee for the energy employed by them in securing such valuable data. Mr. Houston said that it was within his personal knowledge from recent visits to New Westminster, that Victoria was considerably handicapped owing to the poor transportation, all short orders being sent to Vancouver.

Mr. Smith said that the Transportation committee would make recommendations so soon as the report was completed.

Secretary Morley considered that the government did not realize the value of furnishing every assistance in the way of transportation to all outlying points, transportation facilities would stimulate trade, and the settlement of the country.

Mr. Houston reported from the committee on Home Industries, that arrangements would be considered tomorrow in connection with canvassing for names of people who would participate in the proposed permanent industrial exhibit. He favored that a committee be at once appointed to examine the most feasible plan in the way of securing a building for the exhibit.

Messrs. E. Levy, G. E. Christie and W. H. Price were appointed a committee to bring in a report as to the best site obtainable for permanent headquarters.

Mr. Hanna reported from the committee that waited upon the Attorney-General re incorporation, and stated that they had been assured that there would be no obstacles in the way of obtaining this without avail, and the frames of the boat will be of wood.

There is likelihood now that the races will be held some time during the latter part of July. August 9, 10 and 11 were the dates originally set. Commodore Van Voorhees, of the Rochester Yacht Club, has asked for a change, so that there would be no possibility of the contests clashing with those for the America cup. The races will take place off Toronto Harbor. It is expected that representative craft from Rochester, Detroit, Chicago and Milwaukee will meet in trial races to select a challenger. The winner will represent the Rochester Yacht Club in the final races at Toronto.

Mr. Morley stated that the Chamber of Commerce had not committed itself to the endorsement of the draft bill re harbor commissioners, though it had supported a resolution upon general lines for the government of the harbor by commissioners.

Mr. Sorby was called upon to elucidate the draft bill which had been laid before the Chamber of Commerce. He pointed out that every act is amended before passing through the Dominion House. There was no finality about the draft. He explained very fully the superannuation funds and wharfage dues.

Mr. Forman contended that the trade coming in by Ladysmith and Sidney modified conditions materially, there not being the same amount of wharfage dues now as formerly.

Mr. Sorby considered that the bulk of goods still came by the outer wharf.

Mr. Hanna submitted that the entire matter of harbor commissioners should be reconsidered, the Board of Trade, Chamber of Commerce and City Council should meet in joint conference. He thought that the editorial in the Colonist had shed much light upon the subject. There should be an effort for united endeavor to work out the subject to the advantage of the city.

The debate on the harbor commissioners was laid over in order that the chamber might have the benefit of the action taken by the City Council.

The meeting then adjourned.

THE CANADA CUP.

Building Yachts to Compete for the Annual Trophy.

Races for the Canada Cup, the international yachting trophy of the Great Lakes, promise to be of exceptional interest this year. The last contest for the cup was held in the summer of 1901, when Invader a craft built by Silock, of Cowes, and sailed by the veteran commodore, Amelius Jarvis, of the Royal Canadian Yacht Club, carried the trophy back to the Dominion. Immediately after the series was ended the Rochester Yacht Club challenged and the Royal Canadians accepted the defi. The clubs, hoping for a chance in the racing rules of the Yacht Racing Union of the Great Lakes, agreed to postpone the cup contest until this year.

Consequently none was held in 1902. The old conditions called for 35-footers for the race. This year the boats will be forty feet on the water line.

Norman McRae, of the Royal Canadian Yacht Club, some time ago ordered a defender from the designs of Arthur E. Payn of Southampton, England, of the well known firm of Sumner & Payn.

The boat is now nearly in frame in the English yards, she will be taken down and shipped to the works of the Andrews company at Oakville, Lake Ontario, where she will be set up again, planked and completed.

Commodore Amelius Jarvis has been in command of every craft from the Dominion which has sailed for the cup since Canada first took it back from Toledo. It is feared illness will keep him out of the races this year. He is now in the wilds of Canada recuperating.

A challenge for the Rochester Yacht Club is now building at Wood's yard, City Island, from the designs of Gardner and Cox. When the metal is in shape work will be rushed.

At Toronto the home of the defending club, yachtsmen are needlessly agitated about the Gardner and Cox boat, as they have heard she has bronze frames, which are contrary to the scantling rules of the Yacht Racing Union of the Great Lakes, under which the cup races are held.

The challenger building at City Island has oak frames. The designers of the boat thoroughly threshed over the matter before a final decision. The Royal Canadian Yacht Club was even approached to see if the clause could not be waived.

HAMILTON'S HUNT FOR "OLD BOYS"

Gathering Names So As to Make Big Reunion in August a Success.

As mentioned in the Colonist some time ago, Hamilton is going to have the biggest affair of its kind ever held in Canada, next August—an Old Boys' Carnival and Reunion, and to ensure the absolute success of the event, Hamiltonians all over Canada are being hunted up. T. B. McCabe, superintendent of the Colonist job printing department, has received the following letter:

Hamilton, Ont., April 1, 1903.

Mr. Thos. B. McCabe, The Colonist, Victoria, B. C.:

Dear Sir,—In order to ensure a successful gathering of Hamilton Old Boys at the Carnival and Old Boys' Reunion to be held here on August 17, 18, 19 and 20, the committee are making arrangements to form clubs in all the cities where there are a number of Hamiltonians.

Clubs have already been formed in Chicago, Detroit, Buffalo, Montreal, New York, Winnipeg, and several other places, and a good gathering is promised from these cities.

No doubt you are acquainted with some of the boys in Victoria, and if their attention is called to the matter and arrangements made to get them together, I am confident a good gathering could be held and steps taken to form a club at once. We want every old boy that can come, to be here that week, as this is going to be the biggest affair of its kind ever held in Canada.

I enclose a list of names in Victoria, and would ask if you will undertake to call them together. If so, request them to bring others they may know of. Once this is accomplished, you can ask the papers to insert notices calling on all Hamilton boys to attend a second meeting. Then you can elect your officers and get into line with the other clubs.

Kindly advise me by return of mail if you will take the matter in hand as we are very anxious that Victoria, along with the Western cities, should be well represented.

C. A. MURTON.
Hon. Secretary.

The list enclosed is as follows:

Ed Mahoney, Victoria Planing Mills Co.; Alexis Martin, barrister; Mr. Justice Martin; Ed. Hunter, purser; J. W. Aubery, P. O. Box 368; Robt. Malcolm, drug store; A. B. Pottinger, barrister; Thos. B. McCabe, Colonist office; Thos. Scott, 81 Discovery street; Fred Wilcox; Leonard Tait and David Tait, 28 Craigflower road.

Will Expire In August

Modus Vivendi Arranged for Sealing Industry Will End This Summer.

U. S. Appropriates Fund for Purpose of Seeking a New Arrangement

The modus vivendi regarding the sealing operations in Behring sea will expire on August 15 of this year, which is the middle of the Bhering sea sealing season, and efforts will doubtless be made prior to that time to secure the extension of the arrangement. The United States government will seek to have the regulations governing this—which were made at the Paris tribunal in 1893—amended and new regulations put in force, and to this end an appropriation of $20,000 is being made by the United States government.

The Elliot-Beidler bill aimed at the slaughter of the seals on the Prebyloff rookeries was pigeon-holed and practically killed. The Fur Trade Review in its last issue says: "Senator Foraker, who appears to have imbibed some of the enthusiasm of Representative Beidler concerning this misguided project, labored with his colleagues on the Foreign Relations committee to induce them to take action on the bill; but in view of Senator Fairbanks' statement concerning the plans made for the reconvening of the Joint High commission to settle the Behring sea question along with other pending controversies, the committee declined to commit the folly of reporting the bill.

While the Beidler-Elliott bill thus met an appropriate fate, the efforts of the fur seal agitators were not entirely fruitless. Having interested so influential a man as Senator Foraker in their cause, thy succeeded through his good offices in securing the insertion in an appropriation bill of an item of $20,000 'to enable the Secretary of State to carry out the terms of Article IX. of the so-called Paris Award.' This article, as handed down by the Paris tribunal, August 15, 1893, is as follows:

"The concurrent regulations hereby determined with a view to the protection and preservation of the fur seals, shall remain in force until they have been, in whole or part, abolished or modified by common agreement between the governments of the United States and of Great Britain.

"The said concurrent regulations shall be submitted every five years to a new examination, so as to enable both interested governments to consider whether, in the light of past experience, there is occasion for any modifications thereof.'

"While the terms of the act appropriating the $20,000 referred to are vague even when read in connection with the text of Article IX., it is assumed that it is the expectation of those who induced Congress to grant this money that it is to be spent in some kind of an undertaking having for its object the revision of the regulations handed down by the Paris tribunal. It will be noted that the second five-year period, as provided by the regulations, will expire August 15 next, and this fact has been seized upon as making it especially appropriate that the regulations should be revised during the next few months in order that the new code shall go into force before the beginning of the sealing season of 1904.

"State department officials, when interrogated with regard to the use to be made of this appropriation, appear decidedly at sea, and to have formed no plans for its expenditure. They are very reticent, however, realizing that the fund may prove useful for a variety of purposes, and anxious, therefore, not to repudiate its appropriation at the outset. It is, perhaps, quite natural that all officials who have had any experience in connection with the Behring sea controversy should at once reach the conclusion that the intention of those who secured this appropriation was that it should be used to defray the expense of another commission, of which, of course, 'Professor' Elliott may hope to be a member.

"These officials suggest that a plan will probably be presented to the Secretary of the State at an early date, authorizing a commission to visit the seal islands during the coming summer and to make a report early in the fall, to be used as the basis of representations to the British government looking to the modification of the Paris award for the alleged purpose of protecting the fur seals, but actually with a view to requiring the cessation of the killing of seals on the islands by the lessees as well as by the pelagic hunters. Whether this forecast will be justified by the event remains to be seen, but the trade will watch with a good deal of anxiety the disposition which the Secretary of State will make of this special fund.

"The plans for the reassembling of the Joint High commission have been going forward steadily during the past month, although one serious setback has been encountered. It is certainly extraordinary that the same Congress which granted an appropriation of $20,000 to pay the expenses of another commission of pseudo-scientists to visit the seal islands should have refused to comply with the urgent requests of the Secretary of the State for an appropriation to defray the expenses of another meeting of the Joint High commission to settle a number of important controversies, yet such is the fact. At the request of Secretary Hay, the sum of $50,000 was inserted by the Senate in the Deficiency bill during the closing days of the Fifty-seventh Congress, which had just adjourned; but when that measure reached the House of Representatives Chairman Cannon, of the Appropriations committee, struck it out and refused to agree to its restoration.

"Notwithstanding the failure of Congress to appropriate money to meet the expenses of the commission, it is stated on authority that it will convene according to the original programme, and that the expenses will be met either from the emergency fund of the State Department or by an appropriation to be secured from the Fifty-eight Congress. No date of meeting has yet been fixed, as everything must depend upon the settlement of the Alaskan boundary line question by the commission already chosen to determine it. Senators Lodge and Turner and Secretary Root, who will represent the United States on the Alaskan commission, will sail for England early in September, and it is expected that they will return to the United States the latter part of October. While Senator Fairbanks had hoped the Joint High commission would convene at an earlier date, he believes its work can be accomplished before the first session of th Fifty-eight Congress adjourns, and thus can be made the basis of legislation during that session.

STRENGTH AND ENDURANCE.

Are factors of the greatest success.

No person can do full justice to himself without them.

In no season of the year are they more easily exhausted than in the spring.

We need not discuss the reason for this here. It is enough to say there is one, and that Hood's Sarsaparilla gives strength and endurance, as thousands annually testify.

CONSPIRACY TO MURDER GOEBEL

Cecil Testifies He was Offered Large Sums to Shoot the Kentucklan.

Frankfort, Ky., April 15.—Frank Cecil, who was indicted last year as an accessory to the murder of Governor William Goebel, and who recently surrendered, gave some sensational testimony in the trial of James Howard today. He said Caleb Powers, then secretary of state, told him a man had been secured from the mountains to kill Governor Goebel, and if this man failed to arrive, Powers told him he (Cecil) would be paid $2,500, if he would fire the shot. Cecil says he declined. Governor Taylor, he testified, called him into his private office and told him the same thing. He declared Taylor said he had saved $2,500 from his campaign fund, and would pay immediately.

Indianapolis, Ind., April 15.—Ex-Governor Taylor characterizes the story told by Cecil as "infamously false." He declares he does not know the man.

INCRIMINATES AGUINALDO.

Alleged Discovery of Filipino's Order to Kill General Otis.

Washington, D. C., April 15.—While examining an immense quantity of papers, captured from the Filipino insurgents, Captain John R. M. Taylor, of the 14th United States Infantry, acting under instructions of Colonel Edwards of the Department of Insular Affairs, a few days ago discovered a remarkable document endorsed on the back with a direction to kill General Otis. That endorsement, Captain Taylor insists, is in the handwriting of Aguinaldo, the insurgent chief

A RIGHT TO JUDGE.

Persons who have used Dr. Chase's Ointment have the best right to judge of its merits and there is no preparation on the market today which is backed by such a mass of unsolicited testimony. It cures eczema, salt rheum and piles so promptly and thoroughly that people feel it a pleasure to recommend it to other sufferers. See testimonials in the newspapers.

S. R. Crockett, the novelist, is addicted to the scrap book habit in its most expanded form. He gets much material from his pasted clippings of newspapers