

THE ROYAL WEDDING

Queen Arrives in London and Coronation Honors Upon Crown Prince of Denmark.

Wedding Occurs To-Morrow and Her Majesty Will Return to Windsor.

The Match is Said to be the Result of a Real Attachment.

London, July 21.—The Queen arrived in the city last evening and to-day, in private, invested the Crown Prince of Denmark with the Order of the Garter and with a first class decoration of the Order of the Dannebrog.

In connection with the approaching wedding a curious phase of British philology has been developed in the Chronicle, which newspaper recently urged the Princess Maud not to give her sanction to a ceremony by wearing osprey plumes in her hat.

Prince Charles, the bridegroom, is the second son of the Crown Prince of Denmark, and it is therefore very unlikely that either he or any of his descendants will ever ascend the throne of Denmark, which is, at the best, a very insecure piece of property, for Germany overran and owns the country, as Prussia did, in 1813.

THREE BODIES FOUND.

In Ruins of Chicago Railway Barn Fire.

Chicago, July 21.—Three men lost their lives in the fire which destroyed the car barns of the Chicago city railway at Cottage Grove avenue and Thirty-ninth street.

PATRON CONVENTION.

Candidate Nominated for the Northwest Assembly.

Edmonton, July 21.—Twenty-four delegates attended the Patron convention yesterday to nominate a candidate for the Northwest Assembly.

Be Sure You Are Right.

And then go ahead. If your blood is impure, your appetite failing, your nerves weak, you may be sure that Hood's Sarsaparilla is what you need.

HOOD'S PILLS are prompt, efficient, always reliable, easy to take, easy to operate.

MORE FIGHTING IN CUBA.

Forty-one Killed and Sixty Wounded in the Latest Battle.

Havana, July 21.—Gen. Bernal, with the Vindras battalion, has met the bands of Varola, Gallo and Ybarra, 2,000 strong, in Tinar del Rio.

THE POPULIST NOTE

Is Two Millions Strong and William Jennings Bryan is After It.

Democratic Chairman Jones Says Populists Will Not be Step-children.

St. Louis, July 21.—There was a meeting at the Lindell hotel last night in the interest of Bryan, Chairman Jones, of the Democratic national committee, arrived this evening, and was met at the station by Senator Stewart, of Nevada; Gov. Stone, of Missouri; M. C. Wetmore, of St. Louis, and John B. Margan, who was sergeant-at-arms of the Democratic convention.

Senator Jones attended a meeting of the Bryan men later at the Bryan headquarters in the Lindell. About sixty men were present, and quite a large number of states were represented, among them being Missouri, Maryland, California, Kansas, Nebraska, Nevada, Colorado, Utah, Oklahoma, Iowa and Washington.

Senator Jones asked as to what the Populist party could expect in the way of recognition in case Bryan should be injured by the Populist party.

It was stated in the evening that Mr. Bryan had formally declined to make any specific pledges, notwithstanding he had been importuned to do so.

THE JAMESON RAID

Report of the Select Committee to Inquire into the Commission of the Raid.

They Find That Cecil Rhodes Was an Active Promoter of the Affair.

The Japanese Burning Villages and Killing Thousands in Formosa.

Capetown, July 21.—The select committee of the house of assembly appointed to inquire into the commission of the Jameson raid has made a report.

London, July 21.—A special order was issued to-day which promotes Lt.-Col. Aylmer, the new adjutant-general of militia, to the rank of Colonel, dating from January 1st, 1896.

GREAT TAILORS' STRIKE.

Twelve Thousand Workmen to Go Out in New York and Brooklyn.

New York, July 22.—A strike of the various organizations constituting the Brotherhood of Tailors, has been officially declared.

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ROYAL BAKING POWDER.

Highest of all in leavening strength.

CHRISTIANS KILLED.

The Turks in Crete Have Resumed the Killing of Greek Christians.

The Inhabitants Have Asked the Protection of Foreign Warships.

Diseased Animals and Agric. Itura Rating Bills Approved—Arbitration Letters.

Athens, July 22.—Ten Christians have been massacred at Heraklion, in the island of Crete.

Dispatches from Canina state that a panic occurred there Sunday in the Planza quarter owing to a fire which was mistaken as a signal for carnage.

The conduct of the Cretean deputies in their refusal to debate further until they have received replies to the demands they have formulated is approved here.

London, July 22.—An official report received here from Athens today says that a serious disturbance has taken place at Candia.

London, July 22.—The Daily News, Liberal, has an editorial discussing the correspondence between the United States and British governments on the subject of an arbitration treaty.

London, July 22.—Col. Daniel E. Hungerford, author of Mrs. John W. Mackay's death at his home in this city, Col. Hungerford was a native of Hickory county, N.C., and went to California in 1849.

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PLEADS NOT GUILTY.

Dr. Jameson and His Colleagues Plead Not Guilty as Charged.

One of the Queen's Attendants Injured—Mr. Mackay's Father Dead.

London, July 22.—When the hired court of justice of the Queen's bench division reconvened yesterday for the trial of Dr. Jameson and his colleagues for alleged violation of the foreign-enlistment act in the matter of the invasion of the territory of the South African republic, the chief justice announced that he overruled the motion of Sir Edward Clarke, Q.C., counsel for the defendants to quash the indictments.

London, July 22.—As the royal procession was leaving Windsor Castle for the railway station, the horses attached to the carriage preceding the one in which the Queen rode, and which bore Her Majesty's Indian attendants, were badly hurt.

Rome, July 22.—Col. Daniel E. Hungerford, author of Mrs. John W. Mackay's death at his home in this city, Col. Hungerford was a native of Hickory county, N.C., and went to California in 1849.

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WILL BEAT ALL RECORDS.

Wheat Crop in Regina District Gives Promise of an Enormous Yield.

Regina, July 21.—The wheat crop in Regina district this year promises to exceed all previous records for yields.

St. Louis, July 22.—The Populist and silver conventions convened to-day, the former in the hall in which the Republican national convention was held five weeks ago, and the latter in the music hall where Grover Cleveland was nominated in 1888.

It is Very Likely that Bryan and Sewell Will be Endorsed—The Bolters.

The Populists, on the other hand, are rent and torn by internal dissension, and the conflicting factions will plunge immediately into a determined fight, which may be prolonged four or five days and which from present indications probably result in a bolt, no matter while faction prevails.

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POPULISTS MEET.

Opening of the Silver and Populist Convention at St. Louis To-Day.

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THE MAKING OF CIDER.

The year 1895 has been a good one for cider manufacturers in France, the amount produced having risen to 25,500,514 hectolitres, or an increase of 11,803,780 hectolitres over the average of the last ten years, that is, also including the year 1893, that is, also including an exceptional one, the production then having attained the extraordinary total of 31,000,000 hectolitres. According to a quotation in the English Board of Trade Journal the most characteristic feature of the year 1895 is not so much the total production as the sale of apples. German agents have been busy with emptying Normandy and Brittany of fruit, no longer by van loads, but by entire trains. Official statistics are silent on this point; but it will be shown later on what use the Germans have made of these millions of apples which they have manufactured into sparkling cider and champagne. The country between Vimontiers and Argentan and the district round within a radius of 20 leagues, is where the best quality of cider are produced; and for the peasants of these districts, the apple, when there is an abundant supply, is an important article. In good years, and when attention is paid to the cultivation, the apples alone will pay the peasant and not only that, but the irregularity of the harvests, it is rare that the Norman peasant cannot turn out a sufficient quantity of cider for his family and household, who together consume no inconsiderable amount.

It is as the result of long and patient experiment that certain parts of France have become the premier cider-producers of the world. The production of this beverage dates back to ancient times. The Romans, as also the Greeks and Egyptians, had their wines made from apples and pears, and the contemporaries of Pliny and Diodorus Siculus valued highly the juice of the apples from Gaul. In the sixteenth century it had become a common drink, especially amongst the lower classes, though not exclusively with them, as St. Radegon, Queen of France, held it in high esteem, and it had served daily at her own table. The Biscayens also knew cider, and obtained various kinds of apples, the juice of which was found superior to similar productions of the period. Normandy was the first to popularize cider as a drink, whence it spread to Picardy, Flanders, Germany, Russia, England, and finally to America. Ever since the fourteenth century the Normans have had their cider most celebrated, and even to-day her ciders are considered the finest in the world.

It is very difficult to state exactly what is the value of cider, produced in an average year, because prices often vary according to the district, and according to the quantity and quality of the production. In the district of Orne, 15 francs per hectolitre for an ordinary harvest. Certain years, when apples are rare, it may amount to 20 and 22 francs per hectolitre; but the average price of the whole production may be set at about 10 francs per hectolitre. Taking the output at 20 million hectolitres, the value is made out to be 200 million francs; and this is only an average since the production of 1895 was over 25 million, and that of 1893 more than 31 million, hectolitres. In this figure is not included the production of apple spirit, which reaches an average of from 60,000 to 70,000 hectolitres. Here, then, is an important source of public wealth, taking into consideration that the production is concentrated into a very few districts. But it may be asked if French producers know how to get the utmost possible from the resources of the soil, and with greater industry and care, they could not materially increase the output of the apple orchards. The events of last year would seem to show that there is much to be done. Why should Germany, which consumes very little cider, buy up Normandy apples in such large quantities. The reason appears to be that the Germans know well how to profit by French products. They have become the suppliers of England and America, and extracting much cider from French apples by an addition of water, they are able to export annually from Bremen and Hamburg millions of bottles to London and New York. In addition, with the help of certain chemical products, a sort of sparkling sweet beverage is manufactured, which is known as German champagne.

Frankfurt, which has five large cider factories, and 45 of smaller ones, consumes but a small part of its production, the principal outlets abroad for this article being, in the first place, Turkish ports, and then Athens, Damascus, Aden, Calcutta, Sydney, Cape Colony, New York, Baltimore, San Francisco, Buenos Ayres and San Pekin. The two agencies for Frankfurt cider, recently established in London, are doing an excellent business.

WERE NOT HIGH LIVERS.

New York Evangelist: We have heard a great deal about plain living and high thinking, and with illustrations from men who had hardly wherewithal to keep soul and body together, but who, in spite of that, have written books that have left the impress not only upon their own times, but upon after generations. We have been a little suspicious of such stories, lest they should be quoted to justify the niggardliness of those who "receive the Gospel" in providing for the wants of those who preach the Gospel. But the following instance is too remarkable to be overlooked, and we give it to our readers, since we can vouch for its accuracy, having examined the record only Saturday last: Jonathan Edwards is the greatest theologian that this country has ever produced. Robert Hall, the famous English preacher, used to devour his books with such amazement at the poverty of reasoning they showed that he exclaimed: "Edwards is the greatest" - perhaps he meant, solely in the field of philosophical and theological speculation - of the sons of men. Yet this great man was settled in a country parish in Northampton, where the people, who could not appreciate his greatness, fairly drove him away, after which, as if he would find a lodge in some vast wilderness, he went over the mountains and took refuge at Stockbridge, on the banks of the Housatonic, where there was a mission of the Indians, with a few exceptions from Eastern Massachusetts, and there the record tells of a meeting of the town, not of the church, for in those days there was but

one church, which was established by law, and the town was to provide for its support held on February 22, 1750 (when, perhaps, down in old Virginia, George Washington was celebrating his eighteenth birthday) it was voted that "in case Rev. Jonathan Edwards should settle with them in the work of the ministry," he should receive the sum of \$5 15 4d per year - about \$53. It was comforting to know that he was assured in the contract that it should be "lawful money!" When I read this I confess I could hardly believe it - yet no rubbing of eyes or of spectacles could change the figures; there they stand, and they have stood for 146 years, for the benefit of whosoever may have the curiosity to read them. The amount seems indeed incredibly small, and probably was supplemented by a contribution from the English Society for the Propagation of the Gospel in Foreign Parts. But so far as the record goes that was the salary, and the whole salary so far as it was paid in money. But with this was also a provision for keeping the minister warm. If the people could not supply much to stimulate him inwardly they would at least keep the blood from freezing in his veins by keeping the fire burning on his hearth. And accordingly, with this munificent salary, it was voted that he should also have 100 sleighloads of firewood, of which the Indians were to furnish 80 and the white settlers 20, which they were to chop in the woods and draw on sleds to his dwelling house. With this very modest supply of that which could burn food and clothing, yet with the fire burning brightly on his hearth, Jonathan Edwards wrote books that are immortal in the history of his country. Plain living and high thinking, indeed.

A SCANDALOUS ROW.

Church Members Engage in a Fight Over a Collection. Brantford, July 14. - There was a scandalous row in the B. M. E. Church (colored) Sunday morning, which ended in a head or two being cut open. The trouble was over the disposal of the collection, which Bro. John Lucas wanted to dispose of in the usual way, by giving to the trustees, while Brother Charles Walker claimed that this special collection should go to the minister. A serious dispute arose between these two men, who soon came to blows, when Walker's wife and daughter took a hand in the latest cutting Lucas' head open with a parrot. This made a general melee. The affair has caused the greatest excitement and ill-feeling among the hitherto peaceable congregation, several declaring that they will never enter the church door again.

THE AMERICAN SYSTEM OF ECONOMICS.

The whole industrial and commercial world have had their nerves shocked at recent developments in the American system of economics by the exposure of the manner in which American consumers are sandbagged by the nail manufacturers. The Canadian Engineer for June says: "Consumers are beginning to complain of the conduct of the nail manufacturers. It appears that while the makers were charging \$2.55 for wire nails, and \$2.50 per keg for cut nails, they were selling in Europe for \$1 less than in the United States. One result of this discrimination was that nails were purchased for exportation, shipped back across the Atlantic and then shipped back again, and after paying 20 cents each way in freight across the Atlantic, they were sold below the price charged by the pool to domestic consumers. The nails in question escaped the payment of the American duty, on account of their American origin, the packages not having been broken on the other side of the Atlantic. The total cost of the returned nails, including all charges, was \$1.50 per keg, at the outside, while nails sold by the pool for domestic use then cost \$2.45 now, thanks to an increased duty of 15 cents per keg, since put on by the United States Congress; the price is \$2.25 at Pittsburgh. The pool has taken steps to prevent a repetition of this operation by cutting off the supply. Here is the situation: Nail manufacturers, by repeated reductions in wages of employees, are able to sell wire nails for \$1.55, and cut nails at \$1.30 per keg. They sell these nails to the whole country at these prices, except to the people of the United States, who can charge because the people of the United States are "protected" \$2.55 for wire and \$2.30 for cut nails. Instead of the nail manufacturers dividing this profit of \$1.00 among themselves, they build palaces for themselves and make tramps of their employees.

REMARKABLE CASES.

Coronic Invalids Raised From Their Sick Beds After Giving Up Hope. London, Ont. - Henry R. Nicholls, 176 Rectory street, catarrh; recovered. Dr. Chase's catarrh cure. 25c. Markdale - Geo. Crowe's child, itching eczema; cured. Chase's ointment. Toronto, N.S. - H. H. Sutherland, traveler, piles - very bad case; cured; Chase's ointment. 60c. Lucan - Wm. Branton, garden, pin worms; all gone. Chase's pills. L'Amable - Peter Van Allan, eczema for three years. Cured. Chase's Ointment. Gower Point - Robano Bartard, dreadful itching piles, 30 years. Well again; Chase's Ointment. 60c. Meyersburg - Nelson Simons, itching eczema; cured. Chase's Ointment. Malone - Geo. Richardson, kidney and liver sufferer; better. One box Chase's Pills. 25c. Chesee - H. Will's son, crippled with rheumatism, and suffering from diabetes, completely recovered. Chase's Pills. Matchard Township - Peter Taylor, kidney trouble, 30 years; cured. Chase's Pills. 25c. Toronto - Miss Hattie Delaney, 174 Crawford street, subject to perpetual colds. Cured by Chase's Syrup of Linseed and Turpentine. 25 cents. Dr. Chase's remedies are sold by all dealers. Edmondson, Bates & Co., manufacturers, Toronto. J. A. Magee, Lardou, is registered at the Oriental.

TO MEET HANLAN.

Peterson is Anxious for a Race With the ex-Champion at Vancouver. Arrangements for the Race Between Stansbury and Gaudaur on the Thames.

On Saturday next Vancouver will meet Victoria at Galadonia in what will probably be the most hotly contested match of the season of the British Columbia Senior Lacrosse Association, and both clubs will be represented by teams, equal in skill and ability to any that ever played the fascinating national game west of Ottawa. The Capitals of Victoria have during the present year entered the field of play four times, and on such occasions they have left it, amid the plaudits of their supporters, victors. It is a hard fought battle. They have played earnest, energetic and unflinching, and at no time in any contest, have they allowed the interest of the spectators in the game to flag, or the opponents to press them without a strong counter attack. They have proved that the influx of young blood into the team has in no way deteriorated the skill which marked the "Victors" team of 1894 as aspirants for the championship of Canada, and they have done this against opponents who have proved themselves far stronger than the average teams that play in a western league. The Vancouver and New Westminster teams and especially the former, are veritable giants this year on the field of lacrosse, and on Saturday next the Terminal City will have their strongest possible players at Galadonia Park. With Ralph and Quigley at home, Tom Spain, the famous all round athlete, in defence, and Frank Miller, "The Star of the West," at point, Vancouver will indeed be formidable, and if the flag of the Capitals is to be lowered, the defeat will come at the hands of opponents whose superior to the Canadian national game is hardly to be found between the Pacific and Halifax. But no one in Victoria believes that the Capitals are one of New Westminster's exceptionally strong. They are willing to cheer them to the echo for every brilliant piece of play they score, whether it is a long throw by Quigley, a tricky run by Spain, or one of New Westminster's sprints, but that Victoria will go through the lacrosse season of 1896 without suffering a single defeat no one in Victoria doubts, and what a crowd will be there on Saturday next to cheer them to their fifth successive victory.

THE TURF.

THE RACES. The Victoria summer meeting will bring together the fastest aggregation of racing horses ever seen in British Columbia. Unless rumor lies, it is a very strong one, is expected early next week. Reciprocity, which has done a mile in 1:41 2/5, will be here Monday. Black Prince at the track this morning, owned by Bertie Powell, who has done 5/8 in 1:30 1/2, and Wynanshott, who goes the mile and a quarter in 2:05, arrived on the Kingston last evening, and will be the favorite to all corners in the Victoria mare Elsie can do the half in 51, and is looking as fit as a fiddle. Mayflower, despite her age, is going better than she ever did in her life, and unless she is broken on the other side, will break the track record for that distance next week. Messora, probably the best looking two-year-old ever foaled in British Columbia, has not yet been sent to her best, but she will throw down the gauntlet to all comers in the coming week for age races, and if she proves as good as she looks, will be reserved to show what a British Columbia bred filly can do against the California cracks. A hurdle race may possibly result upon the programme, as Wynanshott, Wag and Mutineer, who is expected over this week, are great jumpers, and if the management can see their way to add such an event, it would prove the greatest of the year. The public in Victoria have always patronized good races. With such an array of talent competing at the home track they cannot possibly profit by going for staying races, and the attendance should be enormous.

MAGICIAN WINS.

London, July 22. - P. Lorillard's American horse Magician won the Wigton two-year-old selling plate, worth 150 sovereigns, at Leicester yesterday. Taylor Shagbark was second and Lord Crews' Mrs. Prouty third.

THE OATS.

PETERSON WANTS A RACE. Henry Peterson, the San Francisco oarsman, who has defeated all the best men in the west, is anxious to meet Edward Hanlan at Vancouver. In an interview Peterson said: "I am only too anxious to meet Mr. Hanlan, and believe this to be a good opportunity. Stansbury has refused to meet Gaudaur anywhere except on an English course, and the prospects of bringing about a race between them at Vancouver are very slim. Hanlan announces himself as fit and ready to row Gaudaur, and I do not think he can have any objection to meeting me. I will in a very fair trim already, as scarcely a day passes that I do not buck the hard tides and the currents of the bay in my boat. There would be ample time to get in perfect shape between now and September, and I am ready to begin training at any time. I nurse a little ambition to meet Hanlan, and have every confidence in my ability to make it interesting for my countrymen. I could do all any conditions will be readily subscribed to by me."

J. B. A. A. CREWS.

At a meeting of the members of the J. B. A. A. held last evening, the following four crews were selected to race on the course of 25th and 26th in the second series for the medals to be awarded at the end of the season upon the best aggregate of points: J. M. Miller (6), J. H. Austin, D. B. McConnan, A. Wolfenden, H. Jesse (6), G. Warren, D. Loat, W. Wilkerson; A. H. Finlay-

STANSBURY AND GAUDAUR.

London, July 22. - Tom Sullivan is agent for James Stansbury, the champion sculler of Australia, in the negotiations for a match with Jacob Gaudaur, of Canada, and he says that a dispatch was sent to-day accepting Gaudaur's counter proposition to row for £250. It is proposed to row the race on the Thames river early in September. Gaudaur will allow £25 for expenses. Early in September is selected as the date of the contest, because Stansbury must return to Australia immediately after that time. "I hope that Gaudaur will accept. Should the men meet there would be a great race. Gaudaur is a sculler, and much faster than Hanlan. Gaudaur may be assured that he will have the fastest treatment. Stansbury is anxious to meet him."

YACHTING.

PROU PROU WON. The first race for the class A yachts for the V.Y.C. trophy was sailed last evening. The Prou Prou, Nancy, Sireen and Dora started well together, but the Prou Prou was the victor. The second stage of the race was between the Pedro and outer red buoy twice. A equally, northerly wind necessitated short sail and all the yachts carried reefed sails. The Prou Prou led from the start and finished, time 5:27. Nancy second, 5:32. Dora and Sireen not going over the full course. The next race will be sailed at Oak Bay when all the classes will compete.

THE RIFLE.

QUEEN'S BRONZE MEDAL. London, July 22. - In the rifle shooting at Epsley yesterday the Queen's prize, Bronze Medal, was won by Mr. Wilson, of London. The scores of the other Canadian marksmen in shooting were as follows: Campbell, 90; Sergt. Mitchell, 87; Quigley and Quigley, 82; Langstaff, 81; King and H. Mitchell, 81; Weller, 80; Ross, Macdonald, Osg and Cronin, 79; Harp, 70; Huggins, 63. All those whose scores are better than 82 will compete in the second stage of the competition. The marksmen who scored 82 points each will have to shoot for 51 places.

NANAIMO NEWS.

Bush Fires Raging - Poor Outlook for Crops. Nanaimo, July 22. - Adam Thompson, city clerk, and Miss Martha Renwick were married yesterday morning at the residence of the bride's father, Mr. John Ross.

Wm. Scott returned yesterday from a prospecting trip to Granite Creek. He brought back some good looking rock, which has been sent to Vancouver to be assayed by Mr. J. J. Harvey.

The bush fires which have been so long smoldering in the vicinity of Nanaimo, are now in full force and are doing a fearful amount of damage to the crops in the vicinity. The bush fires are now in full force and are doing a fearful amount of damage to the crops in the vicinity. The bush fires are now in full force and are doing a fearful amount of damage to the crops in the vicinity.

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DID WHAT HE COULD.

A capital story is told by a well known bishop concerning the squire of a parish of which he was formerly vicar. This gentleman had a rooted objection to his pew being invaded, and upon one occasion, at the conclusion of a service, he came to the vicar with a bitter complaint against a stranger, who, unwittingly, had ventured to intrude into the pew. It would be best never again to refer to that compact unless when speaking in terms of praise of the noble way in which the citizens of that province answered the mandement. They refused to transfer their votes to others, and instead exercised that franchise as free men. This is more than all the other provinces can say - especially Manitoba. In Quebec Mr. Laurier has taken only two French Catholics into the cabinet with portfolio. He is one himself and Mr. Tarte is the other. But there is nothing of the Ultramontane about either. There are three Protestant ministers, Messrs. Fisher, Dobell and Sir Henry Joly. Mr. Dobell has no portfolio. Mr. Geoffrion, who has not a portfolio, is a Catholic. Never since confederation was the province of Quebec so ably represented.

MONEY NO OBJECT.

The amount of money sufferers from catarrh will spend in regarding to cure that foul and disagreeable disease is almost incredible. J. W. Jennings, of Gilford, Ont., says: "I spent between \$200 and \$300 consulting doctors; I tried all the 'treatments' without benefit. One box of Chase's Catarrh Cure did more for me than all the remedies. A 25c box cured me." Don't waste money. Chase's Cure, with improved bowler, 25c. It cures.

Rigby Rainproof Bicycle Suits. Any cloth can be made rainproof by the Rigby Process, without changing the texture, the color or the feeling and still leave the cloth porous as before to the admittance of the free circulation of air through it. Men's Rigby Rainproof Bicycle Suits can be bought ready to wear of any clothing and ladies can have any cloth they select Rigby proofed. Ask your local dealer to show you Rigby Waterproof Clothing. H. SHORBY & CO. Wholesale Clothiers, MONTREAL.

A Flyer. Fruit Jars and Sugar. The fruit season is at its height. We ready for it, and quote for this week: 1-2 Gallon Fruit Jars, per doz. \$.95. Quart Fruit Jars, per doz. .75. Pint Fruit Jars, per doz. .55. Sugar, granulated, 20 lbs. for. 1.60. Dixie H. Ross & Co. Government Street.

OTTAWA LETTER.

Ottawa, July 14. - To compare the Laurier cabinet with the Tupper one would be "odorous" as Mrs. Partington would have said. Laurier and his colleagues are not to be spoken of in the same breath with Tupper, Montague, Carson and Daly. The premier in selecting his cabinet has marshalled around him men who already are conspicuous in public life, men who have distinguished themselves as statesmen, who have won high honors in the political field and who have proved their fidelity and faithfulness to the interests of the people in the different spheres to which they have been called. The triumph from the beginning to the end of the great contest which culminated in the election of the present administration, and the fact that the people were counted upon on the 23rd of June last was a Laurier one, and so much was this recognized by everybody that when the Liberal chief proceeded to form his government good care was taken to look after the actual occupation of the cabinet. Laurier has not had any cabinet representation, although Lieut. Col. Prior got a seat in the cabinet. The circumstances are such that for the present it is impossible, as any one can see, to carry out this idea. Laurier's motto is "Liberalism, but not Liberalism." Laurier has forgotten the interests of this province and the noble way in which it responded to the call to turn the "most traitors" out. Liberals are not like Tories, and they will therefore take good care to look after the government and see that this is not forgotten. Meantime there are many things which can be done for the province in the way of neglected public works, but most of all, only give Mr. Laurier a seat in the cabinet, better, happier and prosperous times. SLAUGHTON.

THE VENEZUELAN DISPUTE.

James J. Storrow's Reply to Salisbury's Argument. Washington, July 22. - The first part of a brief prepared by James J. Storrow, of the law firm of Blair, McKim, Clegg & Co., New York, in connection with the Venezuelan dispute, has just been completed and submitted for the consideration of the Venezuelan boundary commission. The brief is framed as an answer to the summary of the British case as set out in the British blue book devoted to the Venezuelan dispute, and like that, is an argument based upon the evidence compiled by the agents of the government interested. The brief is regarded at the state department as a most important contribution to the British-Venezuelan question, as Mr. Storrow, a Bostonian, is a member of the Venezuelan boundary commission on whom Secretary Olney places much reliance. Mr. Storrow devotes much of his brief to an attempt to combat what he regards as an attempt to extend the claim beyond actual occupation by applying the law of facts as he finds them. He declares that the territory in question is not a colony, but is specifically and affirmatively held by the Venezuelan government. He also points out that the evidence compiled by the agents of the government interested. The brief is regarded at the state department as a most important contribution to the British-Venezuelan question, as Mr. Storrow, a Bostonian, is a member of the Venezuelan boundary commission on whom Secretary Olney places much reliance. Mr. Storrow devotes much of his brief to an attempt to combat what he regards as an attempt to extend the claim beyond actual occupation by applying the law of facts as he finds them. He declares that the territory in question is not a colony, but is specifically and affirmatively held by the Venezuelan government. He also points out that the evidence compiled by the agents of the government interested.

The Most Costly Material Used in the Manufacture of Diamond Dyes.

The best and most costly ingredients and materials are used in the manufacture of Diamond Dyes. No experienced dyer are ever made with cheap colors, and the view of increasing the manufacturer's profits. Diamond Dyes are the world's standard, and will be kept as such as long as imitation dyes sold by some dyers are never twice made from the same grade of materials, therefore, they are not and are not reliable. Diamond Dyes give as perfect results when used by any dyer as they do when handled by an individual of experience. British-made, rich fast and unfading Diamond Dyes are the world's favorite. Col. Hay, W. H. Lacy, London, and D. H. Briggs, Southampton, are among the late arrivals at the New England. Backache is almost immediately relieved by wearing one of Curley's Sunburn and Belladonna Backache Plasters. Try one and be free from pain. Price 25 cents.

THE HO... Another Bond of... The Royal Ho... mark and... Marriage of Pr... Wales and Pr... of Den... The Royal Party Re... by the Ro... specta... London, July 22. - Prince and Princess Maud of Wales, accompanied by the Duke and Duchess of Cornwall and Devonshire, arrived in London yesterday morning. The Princess Maud of Wales, who is the daughter of the late King of Denmark, is the youngest daughter of the late King of Denmark, and is the only daughter of the late King of Denmark who is still living. She is now 22 years of age, and is a very beautiful young woman. She is the only daughter of the late King of Denmark who is still living. She is now 22 years of age, and is a very beautiful young woman. She is the only daughter of the late King of Denmark who is still living. She is now 22 years of age, and is a very beautiful young woman.

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IN THE HOLY BONDS

Another Bond of Alliance Between the Royal Houses of Denmark and England.

Marriage of Princess Maud of Wales and Prince Charles of Denmark.

The Royal Party Repeatedly Cheered by the Thousands of Spectators.

London, July 22.—Another bond of alliance was wedded between the royal houses of Denmark and Eng- land to-day when the union of Princess Maud of Wales and Prince Charles Frederick Charles George Christian Axel, second son of the Crown Prince and Princess of Denmark and nephew of the Princess of Wales, was solemnized at the chapel at Buck- ingham palace in the presence of Her Majesty Queen of Great Britain and

With the exception of St. Cecil years. The ceremony took place at 12:20 p.m. As far as the general public in London is concerned the wedding did not attract so much attention as was bestowed upon other royal marriages in re- sponse to the wedding of the Prince of Wales had erected a stand for those of his friends who were un- able to get to the palace. Carleton club house was handsomely decorated in scarlet and white and the lamp posts were trimmed and garlanded with white flowers. Devonshire House in Piccadilly was decorated with a few flags looped with scarlet cloth on the front wall. The house of Baroness Burdett-Coutts had a liberal display of scarlet cloth along its balconies. In St. James street a concerted effort at decoration had been made and the results were visible. There were very pretty effects at Picca- dilly and Pall Mall. All the lamp posts bore huge baskets of scarlet and white flowers. There also were displayed flags of all nations, including many United States flags. Crowds began to assemble in the day and all points of van- tage along the route from Marlborough house to Buckingham palace were quickly pre-empted. The streets, how- ever, were kept clear for the royal pro- cession by Coldstream and Scots guards, were stationed at intervals all along the route.

At 11:30 o'clock, with the subalterns and escort from the Royal Horseguards, the bridegroom, Prince Charles of Den- mark, attended by his brothers, Princes Christian and Harold, and his support- ers, left Marlborough House in state carriages. As it appeared there was a general waving of handkerchiefs. The Princess of Wales, her second daughter, Princess Victoria, accom- panied by the Duke and Duchess of Sparta, Prince Nicholas of Greece, and a large suite, emerged from Marlborough House amidst much applause. The Princess of Wales appeared to be in a particularly gracious mood, and bowed to the right and left in recognition to the greeting she had received. The party was escorted by a captain's escort of Life Guards. At 12:15 o'clock, the bride, Princess Victoria, accompanied by her attendants, and ladies and gentlemen in attendance, and the captain's escort of Life Guards, started for the palace. As they emerged from Marlborough House the bride and her attendants, smiling and bowing, could plainly be seen by people in the street, as she was seated in the fairy-like glass coach of the Prince of Wales.

As soon as Her Majesty was seated, the Lord Chamberlain and other officials of the Queen's household retired, but the imposing procession, composed of all the royal personages, the Princess of Wales and the Crown Prince of Denmark, the brother and the father of the bridegroom bringing up the rear. On arriving at Buckingham palace, the bride's party were received by the Lord Chamberlain and conducted to the library, where the bridesmaids and the Duke and Duchess of York were waiting to meet them. The bridesmaids were eight in number, being Princess Victoria of Wales, sister of the bride, Princess Victoria of Schleswig-Holstein, Princess Ingelebe of Denmark, Princess Thyra of Denmark, Princess Margaret and Princess Patricia of Concomant, Prin- cess Alice of Albany and Lady Alex- andria Duff, a little niece of the bride, Princess Margaret, Patricia and Alice, also children.

Bridesmaids were dressed in pure white satin, made with low bodices, and beautifully embroidered in silver. In the hair of each was a white arctite and a cluster of red geraniums, and each carried a bouquet of red geraniums. Red and white were carried out in the bridesmaid toilettes and also character- istic of the decorations in the streets, which were of embroidery to the bridegroom, were the Danish national colors. The bride's procession then formed and proceeded to the chapel, the bride being led by two heralds, two gentlemen, and the Lord Chamberlain and vicars. The bride was supported on one side by her father, the Prince of Wales, and on the other by her brother, the Duke of York. The bridesmaids followed, while gentlemen of the house- hold and esquires brought up the rear. In the meantime the Queen had been conducted privately from her apartments to the vestibule in the chapel. There the Queen's procession formed and proceeded into the chapel. It was com- posed of heralds, ushers, women of the bed-chamber, bearers of the gold sticks and other officials of the Queen's house- hold. With the Queen walked her son, the Duke of Connaught and Prince Christian of Denmark.

FUNERAL OF EX-GOV. RUSSELL

Great Gathering of Sorrowing Friends—Interred at Mount Auburn.

Cambridge, Mass., July 22.—Crowds of mourning visitors thronged the city yesterday to pay the last tribute of respect to the late ex-Gov. Russell. On every side somber decorations were seen, while upon hundreds of colored lay- ers of black were worn. Long before the hour for the body to be placed in the coffin of the city hall arrived, throngs were taking place in line to await the opening of the doors. Private funeral services at the residence on Brattle street were conducted by Rev. Alexander Mackenzie. Ten classmates of Mr. Russell at Harvard acted as pallbearers. On each side of the casket at the city hall stood six sentinels wearing the white uniforms of the Boston Guards. The catafalque was almost buried be- neath floral offerings from members of the family and others. For three hours the line of people passed without a break, the total number reaching into the thousands. At 3 o'clock the doors were closed. Soon after the body was removed to Shepard Memorial church, where at 4:40 o'clock public services were conducted by Mr. Mackenzie. In- terment at Mount Auburn followed. President Cleveland and Joseph Jef- ferson attended the funeral.

A UNIQUE DOCUMENT.

Harriet Beecher Stowe's Will Offered For Probate.

Hartford, July 22.—A unique docu- ment is the will of Harriet Beecher Stowe, offered for probate on Saturday. Under date of November 8, 1835, it is signed by Charles E. Perkins, Mary Russell Perkins and Arthur Perkins. The large silver inkstand, the gift of the women of England, is given to her son Charles. The silver waiter and the silver basket given to her by the woman of England are given to her two daughters, Harriet and Eliza. The gold bracelet given to Miss Stowe by the Duchess of Sutherland is bequeathed to her daughter Georgiana (Mrs. Allen of Boston), now deceased. In the residuary clause one-third of all her property is given to her son, Rev. Charles E. Stowe, of Simsbury. Maj. John C. Parsons, of Hartford, is made trustee of the remaining two-thirds, and the in- come is to be divided between the two daughters, Harriet and Eliza. In a codicil dated May 18, the Forest street house, which was Mrs. Stowe's home for so long, is bequeathed to her daughters, Harriet and Eliza. The inventor, Mrs. Stowe's estate foots up to \$42,353.

LEAVING BELLA COOLA.

Norwegians Leaving Because of Unkept Promises.

From time to time discordant notes have emanated from the Norwegian settlers at Bella Coola. The latest of these came from Winnipeg where a Free Press reporter last Saturday wrote the following in regard to one of the dis- satisfied colonists: "Mr. Ole S. Bangen went south by the Great Northern train, yesterday afternoon, taking his family to Minnesota. He is one of the Norwegians who were sent to settle at Bella Coola, B.C. A Free Press reporter only saw him a few moments before the train started and so had not time to get a full state- ment of the position of the settlers; but Mr. Bangen gave in a word as his chief reason for leaving, that the government had gone back on its promise to build a colonization road, with the necessary bridges, to give the colonists communi- cation with the outside world, so that they could find a market for what they might have to sell, and access to places where they could make their necessary purchases. Other settlers, he added, were preparing to leave this fall. In appearance Mr. Bangen gives the im- pression that he is a man of fair intelli- gence and respectability, and one who should be able to appreciate a good country, and make use of opportunities of earning a living."

In an editorial the Free Press gives the provincial government the following strong hint to make good any promises made through which the Norwegians were induced to leave their homes in Minnesota: "If the state of affairs at Bella Coola colony be as represented by the settler who abandoned the settlement, the home department of the Western Canadian Immigration Association should lose no time in attending to matters. It is just as true that railways can neither be built as quickly as settlers demand them, nor operated as easily as im- patient people seem to think, as it is that Rome was not built in a day. At the same time, if the Norwegians were in- duced to settle at Bella Coola by the promise of a colonization road, the government, of whatever party, should make good the promise. With the un- usual privilege of local autonomy, they would be surprised if delay in building a colonization road could cause the Bella Coola settlers to leave the young colony. The case would seem to demand the intervention of some agency on the one hand, to persuade the colonists to wait thus giving the government a chance to redeem its promise; and on the other to urge the government that satisfaction be given Bella Coola, in order to avoid the evil that would result from the reports of discouraged and de- serting colonists. What better agency than the W.C.I.A.?"

RELIC OF PETER THE GREAT.

Peter the Great's house at Zaandam in Holland, has just been included within a protecting building. The opening ceremony was performed in the presence of the Russian Consul-General and other notabilities. On the house are inscriptions in Dutch and Russian saying: "In 1698 the Great Peter dwelt in this house on the Kramp. He visited it in May, 1698, on his way back to Russia, and again visited it in 1717 with the Empress Catherine and his suite. In 1818 King William bought the house and gave it to the Grand Duchess Anna Pavlovna, his son's bride. It was presented in 1889 by William III to the Empress Alexandra."

Why don't you try Carter's Little Liver Pills? They are a positive cure for sick headache, and all the ills produced by dis- ordered liver. Only one pill a dose.

W. H. Brown, San Diego, is at the

THE VAN ANDA MINE

Big Gold and Copper Find on Teaxada Island—Well Located Property.

Interesting Interview With Edward Biewett, Owner of the Mine.

Among the leading operators in the mines of British Columbia, says the Seattle Post, is Edward Biewett who was early connected with the Monte Cristo district and who was instrumental in interesting the Rockefeller in that group of mines, now so productive. Mr. Biewett also brought the Peshastin dis- trict to the northwest. Three months ago, having incorporated what is now known as the Biewett Gold Mining Co., constructing a twenty-stamp mill, and developing the property in first class manner, making it one of the principal gold properties in the northwest. Mr. Biewett is in the city, a guest at the Britler, having just arrived from Victoria, B. C. Replying to an inquiry as to the mining world he was conquer- ing, he said: "I am opening up the Van Anda gold and copper mines on Teaxada island, in the Straits of Georgia, about 120 miles from Victoria. I have been at work on this property for about three months and am succeeding beyond my most sanguine expectations in opening what I believe will be the largest and best gold and copper mines in British Columbia, and that is saying a great deal when it is remembered that our neighbors over the line are doing some- thing very handsome in the way of de- veloping big mines. Three months ago I put a force of men on the Van Anda, and began sinking an incline shaft on the ledge, the vein increasing gradually in width with depth, and the ore also increasing in richness. On the surface while it assays well, the mill percentage of gold. At a depth of 50 feet the assays showed 86 gold, nine ounces silver and 10 per cent. copper. This was the average of the ore as given by returns of the smelter, but the assays of the ship- ments made to the smelter at Everet-

"I am now making a shipment to San Francisco, the ore coming from the same shaft at a depth of seventy feet. It was sacked without selecting, and is the mine run at the present depth. This will go full \$20 in gold, 20 ounces in silver and from 20 to 25 per cent. cop- per. This is the present average of the ore, and as the cost of transportation from the mines to the Puget Sound smelters is but \$1 per ton for large lots, the margin of profit on this class of ore is readily perceived by mining men. The government has given us returns on samples as high as \$250 gold, while we have had them from other sources going into thousands—\$16,000 being the highest gold. These were selected samples, but the average of the ore is now beyond my expectations and is per- fectly satisfactory, because the mines are paying their way from the surface down."

The property of the Van Anda com- prises of 800 acres crown grant land, with three distinct and well defined ledges passing through it, the ore cropping out within a few yards of tide water and a good harbor, where large vessels can load with safety. The Van Anda are no expensive roads to construct, and at present nine miles are employed in packing the ore over a short trail from the dump to the water, where it is loaded aboard trestles. I contemplate building a short tramway. The ore is readily shipped, and will also make several openings on the main ledge. Three shifts are employed on the mine and a new shaft is being sunk where the outcrop is over ten feet in width. In all my experience in min- ing I have never been better pleased with a property, nor have I had one re- spond so promptly and satisfactorily. The Van Anda is an ideal mine, and nature could not have placed it in better position so far as economic value is concerned, and so far as the ore is concerned. A short distance from the mine and proposed shaft there are two deep fresh water lakes of considerable magnitude and at an elevation sufficient to afford water power to run trams and all the mine and mill machinery that will be required for years.

"The Biewett Gold Company's twenty-stamp mill in Peshastin district, on the eastern slope of the Cascades, is do- ing splendidly this season, and gold pro- duction to the amount of \$17,000 has been produced. This bullion is sent to the government assay office at Helena, Mont., where it commands better prices than at the San Francisco mill. The Peshastin district has given us very early promises and is giving surprises in the way of new discoveries."

"The mining outlook generally is im- proving more rapidly than the public is aware, and more money will be made in the mines in the next few years than the most sanguine ever dreamed of. The mines have the call on everything else now, and the man who fails to catch on will get left."

—Last summer one of our grand children was sick with a severe bowel trouble. Our doctor's remedies had failed, then we tried Chamberlain's Colic, Cholera and Diarrhoea Remedy, which gave very speedy relief. We regard it as the best medicine ever put on the market for bowel complaints.—Mrs. E. G. Gregory, Fredricktown, Mo. This cer- tainly is one of the best medicines ever put on the market for dysentery, summer complaint, colic and cholera in children. It never fails to give prompt relief when used in reasonable time and the plain printed directions are followed. Many mothers have expressed their sincere gratitude for the cures it has effected. For sale by all drug- gists. Henderson, Langley, Wholesale agents, Victoria and Vancou- ver.

CURE FOR HICCUGHS.

In the last year a number of cases of prolonged and frequently fatal hiccoughs have been reported in the newspapers. Frequently without any warning persons of good health have started to hick- cough, and have kept it up for weeks

without cessation until the exhaustion proved fatal. The physicians in charge have tried many things as remedies, but as a rule failed to accomplish anything toward controlling the disease.

Prof. Lepine, of Lyons, France, has at last discovered a cure. A young soldier had contracted the disease and was rapidly losing strength. The new remedy consisted in pulling the tongue sev- eral times a minute, keeping it outside of the mouth, and then letting it slip back again. This faithfully kept up, produced a cure inside of 20 minutes.

Hiccough, when continued, is a serious disease of the respiratory centre in the brain. The rhythmic contractions of the tongue seem to effect the respira- tory centre in a peculiar way. There is a bunch of nerves at the base of the tongue which communicates directly with the nerve centres in the brain. When the brain centre is inactive it may be stimulated by pulling the tongue. It is inactive in cases of suffocation.

If a baby does not breathe properly when born if the tongue is systematic- ally pulled a few moments the baby will begin of its own accord to attempt to breathe. Pulling the tongue also helps clearing the throat. In cases of drowning it has been discovered that pulling of the tongue ten or fifteen times a min- utes is as a more certain and powerful remedy than any of the old methods, such as rolling the subject on a barrel, hanging him upside down from a meat hook, or "pumping" him with his arms or blowing into his lungs.—New York Press.

TO SHIP FROZEN SALMON.

C. P. R. Planning to Ship to England on a Large Scale.

Toronto, July 21.—The C. P. R. have under consideration a scheme for shipping of frozen salmon to England on a large scale, and the company is corresponding with a prominent Eng- lish house on the subject. The export- ers in New Westminster have built up a large trade in the product, but hitherto sent it to the old country by way of Australia.

THE ELECTORAL VOTE.

An Estimate of How the States May Go in November.

The five silver democrats concede the Eastern States of Maine, Connecticut, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island and Vermont to McKinley, as the issues now stand. These States have 117 votes in the Electoral College. The free silver and free trade platform has not even a fighting chance in Ohio, Indiana, Illinois, Michigan, Minnesota and Wisconsin. These States have 92 electoral votes.

If Boies had been nominated, his friends claim, the Democrats might have carried Iowa. But with the prohibi- tion question out of the way, Iowa gave a Republican plurality of 73,536 in 1884, and a Republican plurality of 59,470 in 1892. In both years the Republicans had a majority over all others. Kansas was claimed by the Democrats and the Populists in 1892, but the Republicans carried the state by a plurality of 81,884, and had 74.34 per cent. of the whole vote. These two States have 25 electoral votes, and Nebraska carried by Thurston against Bryan for Senator in 1894, has eight electoral votes. Here are 240 votes, more than any party has in the Electoral College, not counting Ore- gon, Washington, California, the Dako- tas, Kentucky, Missouri or Maryland.

The free silver Democrats claim Ala- bama, Arkansas, Florida, Georgia, In- diana, Mississippi, North Carolina, South Carolina, Texas, Virginia, of the southern group, while the Republicans claim Kentucky, Maryland, Delaware, Tennessee, Missouri and West Virginia. The Democrats claim the naturally Re- publican States of Colorado, Montana, Idaho, Nevada and California on the silver issue, and the Dakotas on that and other issues. They hope to divide the Republican party in Washington and Oregon on the silver issue. The southern group has 97 electoral votes; the border-state group, 59; the whole Pacific group, including Washing- ton, Oregon and Utah, 35 votes. Con- cede all these States to the free silver Democrats, and they will have only 191 electoral votes. Include the Dakotas and Nebraska and they have 206.

COLONIES AND NO COLONISTS.

What the French colonies expect above all things is the removal of the need for more men. But in colonizing as in all other things, the factor of competition appears. Only a definite number of colonists leave Europe every year, and for them the colonies of the world are in- formally competing. Hence the French colonies are to have Europe all find the French colonies too dear, and even the few Frenchmen who voluntarily "excite themselves" would prefer places where they will not be pursued by the general public. The result is that the general public remains without colonists.—London Spectator.

—The smoky and otherwise disagree- able weather of last evening succeeded in keeping many at home who were dis- posed of visiting the Jubilee Hospital, and at the same time enjoy the music by the Fifth Regiment band. Those who ventured to the hospital grounds were rewarded by a delightful hour's programme of music, which included se- lections from the most popular works

Ho! For the Sea Side Or Summer Outing. Johnston's Fluid Beef. 16 oz. Bottle \$1.00.

DAY'S SHIPPING NEWS

Barquentine Blakeley Will be Sold at Seattle to Pay the Crew's Wages.

A Bottled Message From the Mio- wera Carried 1,000 Miles by Ocean Currents.

A diver on the lugger North Wales recently picked up between Thursday and Darnley Islands, in Torres Straits, a bottle which contained the following: "Canadian-Australian Steamship, Lima, R. M. S. Miowera, Pt. D. 7, 25th June, 1895, noon; lat. 19 deg. 2 min. S. long. 175 deg. 4 min. W. J. Stott, comman- der. When found please forward to government astronomer, N.S.W." This letter has the house-flag of the Canadian Australian Co. in the corner, it must have been swept by the currents well southwards, probably towards the New Zealand coast before it began a north- ward course, for the bottle could not go direct to where found, the islands to the southeast of New Guinea being in the way. The bottle was carried by the currents about 1,000 miles in the twelve months.

The Umatilla sailed for San Francisco last evening with the following sal- oon passengers on board: John Brooks, H. Kent, wife and children, Mrs. M. Prince, Mrs. W. J. Watson, Miss N. Nagle, J. C. Richards, C. Trangle, J. Hil- bert, W. H. Prince, P. O. Lawrence, J. Marymont, Miss J. Howe, Miss Nelson, Miss L. Hilbert, E. Herd and wife, J. Remed and wife, Austin Goodman and wife, Wm. Goodman, Mrs. Wm. Chal- mers, Miss E. Chalmers, Mrs. H. Burns and children, Miss Sanson, Mrs. F. W. Howay and Miss Harvey.

Judge Emery, of Seattle, has ordered that the brigantine Blakeley be sold to satisfy claims against her for wages due the crew. Since the arrival of the Blakeley from Cook's Inlet the crew has made strenuous efforts to get their pay, but without success. The owners, F. S. Sohn and J. Burrow, Tacoma, at last offered to pay the men 50 cents on the dollar, but this the sailors refused, and made application to Judge Emery, who has above results effected, the sale will come off in about fourteen days.

The steamer Queen, Captain Carroll, left for Alaska last evening with an un- usually large number of excursionists on board.

The water boat built on Turpel's ways has been launched and christened the Moorline.

FALL OF METEORS.

Twenty millions of meteors, accord- ing to Dr. Murray, fall upon the earth every day, their aggregate weight amounting to something like two tons. In one hundred years we should get at least one pound, or at most twenty pounds, of cosmic dust distributed over each square mile of the earth's surface, and yet the organized search which has been made for cosmic dust in every por- tion of the globe has yielded meagre re- sults. The best hunting ground has proved to be the bottom of the Pacific Ocean, where, one thousand miles from any land a red clay is brought up, which on examination is shown to consist of three kinds of particles, the latter being of certain microscopic crystal fragments of titanic and magnetic iron, leaving behind a mixture of blackish and brownish spherule, the former of which contain copper, and are seemingly of volcanic origin, while the latter "Pacific coast" do not pay, and that the city should in this case assist to some extent, yet our attention must be called to the fact that Victoria is already con- tributing more to this service than any other city on the continent, and perhaps in existence. Every right has been granted without charge, and the com- pany have not even to keep up the streets between their own rails, as all other cities require, and from 14 to 18 inches outside. This alone is a saving to the company of many thousands of dollars annually, and will increase as paving advances. Should the city offer the tram company to-day \$100,000 to assume this responsibility there is no doubt that the council would not accept it. Yet all other cities require it, and in the face of what the city has done and will ever continue to do for the tram service, why should we be called on to pay any portion of the cost of a bridge exclusively for the tram com- pany's use and then have to pay the

whole cost of a second bridge for vehicle and foot traffic. Would it not be better for the city to pay 50 per cent. on the cost of one good bridge to be used joint- ly than to pay 125 per cent. for the exclusive use and right to repair one structure, but if the citizens are to be called upon to pay 25 per cent. of the cost of the tram company's bridge the council should at least retain the right to foot passenger traffic, for the time is sure to come when the old pile bridge will be replaced by a steel structure or be done away with altogether, and even should the city not contribute towards the bridge, there should be provision made for foot passage in the event of a stoppage of the cars, so that the pas- sengers could continue their journey on foot, as they have frequently had to do in the past. Let the mayor and city council ask the ratemakers to come and reason together before making any such foolish bargain as past councils have done. The tramway is here, and this is a business proposition; the service is a benefit to the citizens, and so are the citizens a benefit to the service. The tram company are here to make money, as we all are, and if I cannot make my business pay, the tramway company will not help me, but whether I stand or fall, the shop will run along just the same.

W. J. LEDINGHAM.

BALFOUR LOSING HIS GRIP.

It is easy enough to see why Mr. Balfour falls as a leader. Lord Palmerston, a man of genius, if ever there was one, ar- ranged his habits as to dine in the middle of the afternoon in order that he might be in his place from the moment to the raising of the House. Mr. Disraeli sat opposite the box like a statue, isolated, watchful and apparently never tired. Mr. Smith was not only always there, but he was also there, and his colleagues being there, too. Mr. Balfour is frequently absent, and naturally the other members of the government follow his example. The Treasury bench has been a dissolving view of anarchy and dissolution during the debates in the committee on the Education Bill. On Thurs- day, Mr. Chamberlain delivered a powerful argument against Sir Albert Rollit's amendment to admit sixty-nine municipal boroughs educational au- thorities. Mr. Balfour threw over Sir John Gorst and accepted the amendment. As a consequence of this fatal concession, Mr. Samuel Evans proposed on Monday to admit forty-nine district councils, and Sir John Gorst again delivered an im- portant speech against the amendment. Mr. Bal- four made strenuous efforts to get their pay, but without success. The owners, F. S. Sohn and J. Burrow, Tacoma, at last offered to pay the men 50 cents on the dollar, but this the sailors refused, and made application to Judge Emery, who has above results effected, the sale will come off in about fourteen days.

You Can't Do Without Sunlight Soap. HAS NO EQUAL... For purity, For cleansing power, For taking out dirt, For dissolving grease, For saving clothes, For preserving hands. Get The "SUNLIGHT" Best? Soap has the largest sale in the world and has been awarded Gold Medals and other honors. C. B. KING, Victoria, Agent for B. C.

British Columbia.

THOMSON'S LANDING. C. T. Porter, who has bonded the Wagner group of mines, passed through here the other day with a gang of men to work the group.

The body of Wm. Breckenridge, one of the miners who was caught in a snow slide last winter, has been found. It is expected that Jake Hoar's body will now soon be recovered.

About 15 or 20 prospectors have passed through to the Trout Lake country during the last week. There must be about 150 people working and prospecting northeast of Trout Lake, and about 50 up Fish creek.

The Badish and the Great Northern are both bringing in ore sacks in large quantities, so both must be expecting to ship in the near future.

ENGLISHMAN'S RIVER. The Englishman's River, July 20. We are recording the death of one of our most and most universally liked men in the settlement. That gentleman was stricken with paralysis shock to everyone, and even repudiated after hope for his recovery.

Mr. M. Bray was up on the 17th to pay Jim Craig's gang. On Saturday he went on to McMillan's and thence to Love's at Qualicum.

REVELSTOCK. Kootenay Mall. Water in the Columbia river above the rapids at Big Bend was about 18 inches higher than the 18th mark, and has flooded out considerable territory.

George I. Hill, of New Brunswick, and associates, are making applications to lease about four and a half miles of ground on Carnes creek for hydraulic purposes.

The receipts of the government office at Revelstoke for the fiscal year ending June 30, 1896, amount to the solid sum of almost \$13,000. This sum was augmented by \$2,000 from outside offices, showing an income of \$15,000 for the year from the north part of the district.

McCreesh has made a splendid haul from the Great Northern lode, Trout Lake, is now working on the second. He has about 150 tons of ore up worth about \$100 a ton.

Revelstoke considerable has been occasioned by the find of gold quartz in the hill near the old mill. About seventeen claims have been recorded on this hill and in the neighborhood.

Messrs. Reighley & Frisby, who have been working on their property in the Jordan for the past two months, say that they expect to be able to show something good in the near future.

A strike has been made on Sahle creek, Okanogan, where there are two claims in the find carrying silver, copper and some gold.

The Kootenay. A contract for the first ten miles of the wagon road from Sanca to the White Grouse mountain mines was let yesterday to Mr. John R. Patton at \$850 per mile.

Wednesday evening bush fires burned out a large section of the Idaho territory at Three Forks. In consequence the concentrator will be idle for some time. The mill resumed operations on Monday after a three months' rest.

The Lucky Jim compressed air plant consisting of compressor, drills and a forty horse power boiler, was delivered by the K. & S. this week.

The water in Kootenay lake reached its highest mark on the 10th inst. and on the 11th began to recede, since which time it has fallen nearly thirty inches.

The Trail creek narrow gauge road is unable to get up to the War Eagle camp, owing to the fact that the Centre Star mine wants to use the only available ground upon which a track could be laid.

The machinery for the Monte Cristo is all at Northport and will be at the mine in a few days.

Two shafts are being sunk on the Enterprise on different veins. Both are showing up exceptionally well.

The Red Mountain looking exceptionally well. The tunnel which is being driven at the rate of about two and a half feet a day, is now in over 700 feet and the whole face is ore, a rich mixture of iron and copper pyrites.

The boilers for the O. K. are now in place and the compressor and the new stamp mill will be on the ground in a few days.

The smelter returns on one car load of Mayfield ore, which some time ago, went \$56 per ton gold and silver. The owners of the property were very well pleased with this, but will ship no more ore for the present.

The Miner announced yesterday that a large smelting plant was to be built somewhere on the Columbia river, above Trail. This statement can now be repeated with absolute confidence.

The plant will have a capacity of 2,500 tons and will be the largest in the northwest. It will compete for Trail creek and all other ore in this wonderful Kootenay and will of course be operated in conjunction with the Canadian Pacific railroad.

On Tuesday a meeting of the minority stockholders in the Homestake company was held in the office of Cyrus Hapley in Spokane, at which D. M. Linnard was present.

The View deserves to take place right along beside the City of Spokane and Monte Cristo in the way of a fine showing of ore. The tunnel is now in about 30 feet and the last shots put in revealed about three feet of clean solid copper ore, as handsome as a man ever laid eyes upon.

The Crown Point is now shipping 12 tons a day to the Trail smelter. This ore is taken from the big stope which has been opened in the drift run some time ago to the south from the shaft.

It is now apparent beyond any reasonable doubt that a strike of very great importance has been made in the City of Spokane, under bond to the Lillooet, Fraser River & Cariboo Gold Fields, Limited, of London.

The Nevada tunnel is in solid ore and so is that of the High Ore, just across the gulch. The ore is identical in appearance with that of the Jumbo.

Two and a half feet of fair grade ore can now be seen in the 30-foot shaft on the Tuesday-Chimney, which lies 1200 feet west of the Homestake, on the same vein.

Monte Cristo hill is more than holding its own as a scene of successful mining activity. One of the handsomest showings ever seen in the camp is now revealed in the upper tunnel of the Monte Cristo mine.

Two and a half feet of fair grade ore can now be seen in the 30-foot shaft on the Tuesday-Chimney, which lies 1200 feet west of the Homestake, on the same vein.

gold and one assay reached \$400. The Silveries, on the north side of Monte Cristo hill, has 25 to 30 inches of good shipping ore and is in a most promising condition.

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OCEAN HIGHWAYS.

Canada's Connection With Origin and Progress of Steamship Traffic.

An Interesting Review of its Development by Mr. Sandford Fleming.

At the monthly general meeting of the Royal Colonial Institute, London, June 9, 1896, Sandford Fleming, O.M.C., read a paper on "Canada and Ocean Highways." The Marquis of Lorne, a vice-president of the Institute, presided, and in introducing Mr. Fleming said: "We are fortunate in having Mr. Sandford Fleming, who has just arrived in this country, and whose name is a household word in the Dominion, to address us this evening."

The name of Mr. Fleming is one known in many circles in Canada. It is to him we owe the meridional division of time. Sir Donald A. Smith, high commissioner for Canada, in a discussion which followed the reading of the paper said: "The name of Mr. Fleming is one known in many circles in Canada. It is, wherever known, respected as that of a man who has done great and good work, not alone for Canada, but for the Empire as a whole. It was under his direction that the intercolonial railway, the first effort to connect the different provinces of Canada was constructed."

After a few introductory remarks Mr. Fleming proceeded to say: "Allow me, in the first place, to direct your attention to the map of the world on the one side, and to the Dominion of Canada, as a member of the Empire, occupies a singularly central geographical position. To the west we see the British possessions in Asia and Australasia; to the east those in Europe and Africa. Two great oceans, the Pacific on the one side and the Atlantic on the other, provide the means of direct communication by steamship between Canada and every point where the British flag flies on these oceans. Coal, an indispensable adjunct to steam navigation, is abundant in nature has furnished a bountiful supply for the marine of the future of both oceans; it is found in inexhaustible deposits on the eastern and western sea-boards of Canada."

From these facts, and a knowledge of the many and varied resources of the Dominion from an intimate acquaintance with its people, I feel warranted in expressing the belief that Canada is destined to play an important part in the future of the British Empire. In June, 1897, four centuries will have elapsed since the first recorded European voyage was made to that portion of the Dominion of Canada. Although the commander of the vessel was born in Venice the crew was English, and the voyage was undertaken with the private resources of a merchant of an English seaport. The vessel was a small craft, the Matthew, of Bristol, with a crew of 18 men. The commander, John Cabot, had established himself and family in England. On the petition of this John Cabot and his sons, a patent was granted by Henry VII., dated March 5, 1496, empowering them and those associated with them, at their own expense, to discover any new lands, monarch, and to take them as his possessions for England. Cabot sailed from Bristol the following spring. On his voyage he returned to England with a report of his discovery. As an outcome of this voyage a flotilla of four ships, with 300 men was fitted out, and followed by the second patent was granted to John Cabot alone. There is nothing to guide us as to the position he assumed on the voyage. The credit of the voyage was afterwards claimed by Sebastian, who returned with this discovery. It is supposed that John Cabot may have died at sea, as nothing is known of his services on this second voyage. What is of importance to Canada is the first voyage of John Cabot in 1497. Some writers on this subject have attributed to him the discovery of Newfoundland on his first voyage; modern inquiry rejects this view, and there is a consensus of all who have diligently examined this subject that the landfall of John Cabot of June 24, 1497, was on the most eastern point of Cape Breton, now part of the province of Nova Scotia, in the Dominion of Canada. On the second voyage of the Cabots in 1498, with which the name of Sebastian, the captain, is generally identified, the accepted opinion is that he struck land at Labrador, and descended the coast southerly as far as Cape Hatteras.

We claim that Cabot's voyage of 1497 takes precedence of every recorded voyage between the two continents in the northern hemisphere, and that the trail of the Matthew, and the crew of eighteen Bristol sailors, may be viewed as the forerunner, the primitive embryo of the magnificent fleets of ships that now traverse the ocean with so much regularity between the old and the new worlds. Among the navigators who succeeded Cabot we are told that Cortes Real discovered the Gulf of St. Lawrence. But probably that honor belongs to Denys of Honfleur, who in 1606 made a map of these waters. We have also a record of discoveries by Verazzano and his nephew, Jacques Cartier, so well remembered in Canada, made his first regular trip in 1537, his last in 1543. This French navigator ascended the St. Lawrence and established the claim to the discovery of Canada, as it was long afterwards known, and from which the Dominion took its name.

In 1585 Sir Humphrey Gilbert crossed the ocean to Newfoundland, of which he took formal possession in the name of Queen Elizabeth. One of his three small vessels foundered near Cape Breton, not many leagues from the landfall of Cabot, when the commander and all hands perished. Champlain, the founder of the city of Quebec, made eleven voyages between 1603 and 1633. This date may be described as the approximate period when the voyage across the Atlantic had become an ordinary matter. The first colony of Englishmen landed in New England November 1620. From that date to the end of the seventeenth century the trade of the colonies steadily increased, and many ships were engaged in the transatlantic service. The English ships at the beginning of the eighteenth century, according to a statistical return, numbered 1,358; compared with modern vessels they were of small size, the largest did not exceed 157 tons.

England and Scotland united to form the Great Britain in 1707, and the union gave an immense impulse to commerce. As time advanced the size and accommodation of the ships were increased. The eighteenth century was remarkable for British maritime expeditions, and the development of the colonies as shipping. The ocean was traversed by fleets of sailing ships to the second quarter of the nineteenth century, when a new power was brought into use, which completely revolutionized the means of crossing the Atlantic and navigating every ocean.

Early this century great progress had been made in applying steam to navigation, but it was chiefly confined to rivers, estuaries and inland waters. It was through the enterprise of Cartesian merchants that the ocean was first crossed by steam power. The first ocean-going steam vessel was constructed at the city of Quebec. It was built by a joint stock company, the designer being Mr. James Goudie, a native of the city. The vessel was named the Royal William, after William IV., then on the throne. Her dimensions were: 146 feet keel, 176 feet over all; beam 27 feet 4 inches; width over paddle-boxes 43 feet 10 inches, between paddle-boxes 48 feet, depth of hold 17 feet 9 inches; draught 14 feet. She had three masted, schooner rigged; measurement 1,510 tons, and accommodation for sixty passengers. She was towed to Montreal to receive her machinery, and made several voyages to Halifax and Boston.

The vessel was launched on August 5, 1823, called at Pictou, Nova Scotia, to receive coal, resumed her voyage on August 18, and arrived with her passengers and cargo safely at Gravesend on the Thames, in twenty-five days. On the banks of Newfoundland she encountered a terrible gale, through which one of her engines was disabled. This steamship afterwards passed into the service of the Spanish government, and was renamed the Isabella Segunda.

A claim has been made on the part of the United States that the Savannah, built at New York City and launched August 22, 1818, was the first ocean steamship. Investigation has established that the vessel in question was a sailing ship, to which was added shifting paddle-wheels capable of being driven by an engine placed on deck. The paddle-wheels were so contrived that they could be folded up on deck and lowered into the water in a few minutes in calm weather, and again folded on deck when the wind rose, or when the sea was rough. The vessel had no capacity for carrying coal, and it is doubtful whether coal was used, one authority stating that the fuel burned was wood. The recent publication by the Smithsonian Institute of Washington, of the log of this vessel on her trip to Europe, has completely swept away the claim that this ship was propelled by steam power across the Atlantic. The record states that on the whole voyage, which extended over 29 days 11 hours, steam was used in the aggregate three days eight hours only. That is to say, she was for 62 days propelled by wind alone, on a voyage of 707 hours, the make-shift paddle-wheels being all this time folded on deck! The Savannah did not carry a single passenger. On her return voyage to America she was propelled wholly by wind. On her arrival the steam-engine and the primitive paddles were entirely removed, and the vessel resumed her character as a sailing ship.

There can be no question that the Royal William, of Quebec, was the first ocean steamship to carry passengers; indeed, the first ocean steamship constructed. The fact is so well established that the Dominion of Canada has derived a memorial plate, recording the event, to be placed in the corridor leading to the library of the parliament buildings at Ottawa. It was unveiled by His Excellency the Earl of Aberdeen, in the presence of the delegates present at the colonial conference held at Ottawa on June 28, 1894. The inscription testifies that the first vessel to cross the Atlantic by steam power was wholly constructed in Canada and navigated to England in 1825, thus placing the Dominion of Canada in the forefront of the world of those mighty steamships which furnish the naval strength of every nation, and as messengers of peace and commerce, traverse every ocean.

This vessel may be regarded as the direct forerunner of the celebrated Cunard, of Halifax, Nova Scotia, and his brother, Sir Samuel Cunard, a Canadian merchant, born in Halifax, was a man of much originality of character. He rapidly seized the situation; it became plain to him that the era of sailing vessels was passing away, to be succeeded by steamships. Acting upon this theory, he set much labor and negotiation, he associated with Mr. George Burns, of Glasgow, and Mr. David McIver, of Liverpool, succeeded in obtaining from the British government a contract for carrying the mails across the Atlantic in 1839. The vessels of the Britannia, the Acadia, the Caledonia, and Columbia—certainly four significant names—were placed under construction. On their completion they formed the first of the splendid vessels that constitute the Cunard fleet.

Independently of the proceedings of Sir Samuel Cunard and his associates, the British and American Navigation Company was formed in 1836 in the mother country in 1836 by British merchants. The construction of the Great Western was followed by the Sirius being chartered by this company. These two were the first steamships to cross the Atlantic after the Royal William. The Sirius left London on April 4, 1838; the Great Western started from Bristol four days later. Both arrived at New York on St. George's Day, April 25.

While the honor of building the first steamship in Europe expressly intended for transatlantic voyages and the first actually to cross the ocean from east to west, unquestionably belongs to Bristol, equally the honor of building the first steamer to cross from west to east belongs to Quebec. By Royal William made the first passage five years earlier than the Great Western. She never returned to Canada. Having been sold to the Spanish government she took part in the Carlist war, then in progress, and was the first steamship from which was fired a hostile shot. Her history is fully recorded in Canadian parliamentary documents. While we have this placed on record the claims of the oldest city of the Dominion, at the same time we yield all honor to Bristol. To that historic city a double debt is due. Near the end of the fifteenth century Bristol fitted out the little craft which bore the discoverers of the western continent across the main in the seventeenth century Bristol took an active part in the early attempts to colonize the new world; in the nineteenth century Bristol constructed the first steamship to cross the ocean from the shores of England.

The success of the Cunard Line needs no comment. For many years this line carried the mails between Liverpool, Halifax, and Boston; subsequently the steamers extended their voyages to New York, to which port they still run. The development of the Cunard Line has been a continued success since its first inception to the present day. Of what other company engaged in the movement of human beings by sea or land can it be said that in fifty-six years it has, under Divine providence, never lost the life of a passenger? A comparison between the Britannia, the first Cunard ship launched in 1840, with the Luanca, launched in 1893 (the last addition to the fleet), indicates a marvelous advance—the result of gradual improvement in construction year by year. The Britannia was a paddle-wheel steamship constructed of wood. The Luanca is a double-screw steamship constructed of steel.

Length of Britannia 207 feet, tonnage 1,130, horse-power 740, speed per hour (knots) 9 1/2; length of Luanca 620 feet, tonnage 12,350, horse-power 30,000, speed per hour (knots) 21 1/2. The Britannia was designed to accommodate ninety passengers; the Luanca to accommodate 600 first-class, 400 second-class, and 700 to 1,000 third-class passengers. Before the establishment of the Cunard Line the transatlantic passenger and mail traffic had been carried by sailing packets, the fastest sailing ships in the world; but they were driven out of the field by the new means of transport. Practically the Cunard Company had no competitor for the first nine years. The Collins Line, heavily subsidized by the United States government, commenced operations in 1849, the Inman Line in 1851. The former met with serious disasters, and collapsed in 1858. The latter has been successful, and under another name is still actively employed. The White Star Line did not enter into the transatlantic steamship trade until 1870. In that year, their first steamship, the Oceanic, was launched. She was speedily followed by other ships, in all of which many improvements were introduced conducive to the comfort of the passengers. The Britannia and Germanic were added in 1874-75; both ships soon became great favorites with the Atlantic travelers. The Tetricus was launched in 1889, and the Majestic in 1890, both superb vessels, and it may be affirmed that the enterprise of the White Star company, and the skill and foresight exercised in every department of their service, have done much to bring the comfort, speed, and safety of ocean travelling up to the high standard it has now reached. I have merely referred to a few of the leading lines of ocean steamers plying regularly across the Atlantic. By the statistical return there are no less than thirty-three regular lines in the transatlantic trade, comprising 100 steamships, ranging from 2,000 to 16,000 tons to twenty-two following an tonnage of 600 tons and varying in speed from ten to twenty-two knots an hour. Thirteen years were allowed to elapse after the sailing of the first Cunard ship before efforts were made to create an independent line for the St. Lawrence. In 1851 the Canadian government called for tenders for the establishment of a line of screw steamers, the feasibility of the propeller being then fully established. The contract was given to a Glasgow firm, but as it failed to give satisfaction, the Canadian executive again threw the contract open to competition. The firm of Mr. (afterwards Sir Hugh) Allan had two vessels, the Canadian and the Indian, which had been engaged in the service of the British government in the Crimean war. The contract was awarded to him. Two additional vessels, the North American and Anglo-Saxon, were immediately placed under construction. With these four vessels the line went into operation in 1856, to be supplemented as time advanced by the large fleet of ships of which it is today composed.

These are certainly not the days of chivalry and romance; of long-haired poets and clinging females. The tendency is toward the practical, and even the inventions nowadays are toward the inventions nowadays are mostly objects of utility, something which saves time and gives comfort and ease. We are quick to appreciate and use anything which increases our comfort, especially if it be in the way of clothing. Let anybody ever realize the magnificent healthful warmth which Fibre Chamois will add to his clothing and he will certainly be provided with this expensive equipment against all the frosts of the weather. This interlining is made from pure spruce fibre and is a complete non-conductor of both heat and cold so that the layer of it through clothing, keeps out the fiercest winds and preserves the natural heat of the body.

ver tranquilly flowing here their corner lot of the Elwood Towns... George Dixon... Grand Island Railway... certificates of stock... issued to Richard... and Edward... best part of Elwood... into the street... little of the once... landmarks yet... road built on land... narrow confines... Robits, of... Robits, of... Robits, of... who had spent... miles of California... to-day, it presents... were in the change... of the river was... of life... of the St. Joseph... original... after Elwood was... in remaining houses... and people... existence by doing... the river... presents a weird scene... by light, except the... ph, prevails, and... only by the croaking... and... winds in winter... CURE FOR LOVE.

ld that a great many troubled by the menation condoning to them... One well known and... and an evangelist is... the quantity and... instances that he now... the vestry unless... that she wants to... day, however, in... very eloquent sermon... of his congregation... his house on the... and, in spite of his... manner, insisted on... tears and... his acquaintance, and... who would become... could be persuaded... a woman rose impatient... that he should advise... bicycle and go on... day until she was... went away weeping... he did not... fever was incurable... no more about this... had looked upon... disagreeable details of... the street, he met a... eight-eyed girl, who... him to go to the... sufficient grateful... advice; I have... go long rides... no time to think... are for him at... please... Astute was a wise... adviser. If he... seriously... mitering from an un... instead of... me it is only me... is no cure like out... roused heart.

ORDINARY... use of death from... of the Dutch point... was at work in his... was a number of... asie-tons, when he... During... light shock of the... voice, as suddenly... and skulls danced... confusion. His... stricken and... and threw himself... to the pavement... few days after... shock given by the... through the cause of... explained to him.

THE RESERVE... Turn Half Their... 23.—In pursuance of... of the national... to protect the treas... several meetings of... were held to consider... an informal way... ally confirm the... were prepared to turn... at least half their... is understood Pres... Gallatin National... other officials favor... at the disposal of... ment. The directors... bank have agreed... 2,000... ancers say that but... there would be no... tive measures. At... exchange market... ports of gold are ex... on Saturday.

BLE CASES... ailed from Their... Giving Up Hope... ary R. Nicholls, 176... rrrh; recovered. Dr... ase's child, hitching... rowe's child, hitching... ase's child, hitching... H. Sutherland, trav... bad case; cured... 60c... anton, garden, pin... hase's pills. An... Van Allan, ezem... cured. Chase's Ont... ano Bartard, dread... years. Well aged... 60c... on Simmons, itching... s's Ointment. Dr... harrison, kidney an... One box Chase's... son, crippled with... suffering from dis... recovered. Chase's... ship—Peter Taylor... years; cured. Chase's... Lattie Delaney, 17... subject to perpetua... hase's Syrup of Lin... e. 25 cents.

... dies are sold by... m. Bates & Co... onto.

... 25 cents.

