

Victoria Daily Times.

VOL. 29.

VICTORIA, B.C., SATURDAY, MAY 13, 1899.

NO. 58.

BELTS

By Express.

Another shipment of Belts has just arrived.

NEW DESIGNS. FANCY BASKETS.

Also 2 Dozen More Choice Blouse Sets of Pins and Buttons.

Challoner & Mitchell,

JEWELLERS.

47 GOVERNMENT STREET
PHONE 675

Studying the Wants Of the Times

Has been one of the methods by which we have attained leadership in our business.

ONE OF OUR SPECIAL DEPARTMENTS IS

COTTON UNDERWEAR

And to-day we are showing

White Skirts from \$1.00.
Our Leaders are \$1.25 and \$1.50.

Night Gowns, beautifully trimmed, from \$1
Corset Covers, all sizes, from 35c.
Trousseau Outfits a specialty.
Corsets in all popular makes.

The Hutcheson Co., Ltd.

The Westside.

It Comes High BUT WE MUST HAVE IT.

Ferry—Vancouver or Port Angeles, and harbor schemes are necessities. Why not go in for the best? The days of something for nothing never existed. The common necessities of life must be paid for. Luxuries are expensive, but you can save money by paying CASH.

Domestic Creamery Butter.....30c lb
Manitoba New Creamery Butter.....25c lb
Manitoba New Dairy Butter.....20c lb
California Roll Butter.....40c roll

Dixie H. Ross & Co.

A SPADE IS A SPADE

and there's nothing gained in calling it anything else. But there are

Spades and Spades

Nicholles & Renouf, Ltd.

Cor. Yates and Broad Sts.,
Victoria, B.C.

Business Suits ..Bicycle Suits..

\$6.25, \$7.75, \$9.00, \$12.00 \$4.50, \$5.00, \$6.50, \$8.75

SEE OUR \$2.00 HAT

STIFF AND FEDORA. 23 DIFFERENT STYLES

B. Williams & Co.,

Clothiers, Hatters and Outfitters,
97 Johnson Street.

Eastern Tailor-made Suits to measure.
Fit Guaranteed. \$14.00, \$16.00, \$18.00.

To CANNERYMEN

A PATENT RETORT AND STEAM BOX DOOR

On exhibition under pressure of steam. Can be opened and closed in one minute. A perfect steam-tight door.

T. SHAW'S

MARINE IRON WORKS, VICTORIA, B.C.

WALL PAPERS

A carload of fine Wall Papers just arrived.

A large assortment of the latest designs.

Some Handsome Friezes and Ceilings

For Ingrain Papers

J. W. MELLOR

76-78 Fort St.,
Victoria, B.C.

FOR SALE

On Somers Lake, 2 1/2 Miles From Duncan's Station

250 Acres All Good Farming Land

Partly cleared and cultivated, 45 acres under first-class fruit trees. Dwelling of nine rooms; bath, hot and cold water and other conveniences. Barn with accommodation for 45 head of cattle. Whole farm fenced. Will be sold as a whole or in tracts of 50 acres and upwards. For particulars apply 40 GOVERNMENT ST. or MR. E. MUSGRAVE, on the premises.

Guaranteed Razors

We have a line of the best manufactured, every one of which we guarantee to give satisfaction. Also a choice assortment of Strops and Shaving Brushes.

JOHN COCHRANE,

CHEMIST, N.W. Cor. Yates and Douglas Sts.

Let Us Fill Your Prescription.

AGUINALDO WANTS ADVICE.

He Thinks It Will Take a Long Time to Conquer the United States Troops in the Philippines.

Manila, May 13.—Aguinaldo has issued orders that all foreigners must leave insurgent territory within 48 hours. There are only a few commercial men there, mostly English and German. Aguinaldo believes that by refusing them the rights of non-combatants he can force their government to recognize the belligerency of his so-called government, in order that they may treat for the safety of their subjects.

A Filipino priest has brought to Father McKinnon, chaplain of the First California Regiment, a copy of a letter written by Aguinaldo to General Treas, asking his opinion as to the advisability of surrendering, saying: "I fear the long warfare that will be necessary to conquer the United States will drain the country's resources too much."

Manila, May 13.—The Filipinos have resumed the attempt to induce the Americans to dignify the situation.

WITHOUT FEAR OR FAVOR.

Ottawa, May 13.—There was a discussion in the House yesterday regarding the unfairness of the customs decision which allowed the American steamer John H. Barr to be entered at Dawson on the Canadian Yukon waters, when the value of the steamer was much higher.

Mr. Anley Morrison, New Westminster, admitted that the vessel was worth at least \$90,000. Mr. Morrison said that if it were true she had been entered at Dawson, the collector at Dawson should be dismissed.

White window muslins, fancy window muslins, colored window muslins, and all kinds of cash nettings at Well's.

NEW ADVERTISEMENTS.

Corporation of the City of Victoria

Notice is hereby given that on Tuesday, the 23rd day of May, at the City Council Chamber, at 12 o'clock noon, I shall sell by public auction the following animals, viz:—One brown mare, one white star in forehead, unless the said animals are redeemed and the pound charges paid at or before the time of sale.

F. CURRAN, Pound Keeper.
Victoria, B. C., May 13, 1899.

NIRVANA

The best of all CEYLON TEAS

NIRVANA is all packed in Ceylon in cartons and is of the highest quality. NIRVANA is not blended with any other tea. Price, 30c, 40c, 50c, and 60c per lb. Write your order for a sample of this delicious tea.

THE NIRVANA TEA COMPANY,

R. T. COOPER, Wholesale Agent.

WILLIAM F. BEST

ANALYTICAL CHEMIST

(Heidelberg and Leipzig). Late Analyst for the Province of British Columbia. Office, 28 Broad Street, opposite Dr. Reid Hotel, Victoria.

ICE

HYDROX

The entire plant of the B. C. Cold Storage & Ice Works has been renovated at an expense of \$1,000. The filtration and distillation is now perfect, and nothing can be more absolutely pure than our ice and Hydrox.

TELEPHONE 44

W. JONES,

AUCTIONEER,

City Auction Mart, 73 Yates St.

Offers by private treaty, one of the choicest and largest farms near the city of Victoria, at a very low price, to command a ready sale. No responsible offer refused. Correspondence solicited.

W. JONES, Sole Agent.
This is a genuine snap.

HERE ARE THE SCHEMES

All the Proposals Made or Likely To Be Submitted Grouped at a Glance.

FROM THESE VICTORIA MUST CHOOSE ONE

Comparison of the Two Largest Undertakings and Their Claims to Acceptance—Plenty of Food for Thought—Public Versus Private Ownership of Vast Public Utilities—For the People to Decide.

As promised we lay before the readers of the Times the various plans and proposals now under consideration by the representatives of the people, and the alternative schemes which are available in the event of no action being taken on any of the first-named. We have endeavored to make the statement as brief as possible and to reduce to paragraphs the advantages and disadvantages of each, while trying to preserve strict impartiality.

In the case of the plan submitted by the E. & N. Railway Company and the scheme of harbor improvement projected by Mr. Thomas C. Sorby, we have taken the liberty of departing from the rule followed in the other cases, for the reason that the two are absolutely antagonistic, and also because the acceptance of the one would mean the killing of the other. We have carefully gone over the figures and tried our best to ascertain all the facts in relation to each, and to take a perfectly dispassionate view of the two plans. That the reader may obtain what is called a bird's-eye view of the two schemes, we have set the salient features of the two in parallel columns. Herewith is a list of the definite proposals, grouped under their respective heads, followed by the schemes which may be proposed as alternatives. On the editorial page will be found a more extended review of the question.

PLANS SUBMITTED.

(1) SORBY HARBOR IMPROVEMENT. (Public ownership.)
(2) ESQUIMAULT & NANAIMO RAILWAY COMPANY, MAINLAND CONNECTION. (Private ownership.)
(3) PORT ANGELES & EASTERN RAILWAY, CONNECTION WITH AMERICAN LINES. (Private ownership.)

POSSIBLE PLANS.

(4) VICTORIA & SIDNEY RAILWAY EXTENSION TO END OF SAANICH PENINSULA, FERRY TO POINT ROBERTS. (Semi-public ownership.)
(5) REVIVAL OF DE COSMOS ROUTE. (Private ownership.)
(6) BONUS TO CANADIAN PACIFIC NAVIGATION COMPANY TO RUN INDEPENDENT FERRY TO ANY DESIRED POINT. (Semi-public.)
(7) EXTENSION OF OUTER WHARF, BRIDGE ACROSS HARBOR ENTRANCE.—CONNECTION WITH VICTORIA AND SIDNEY BY BRINGING THAT LINE ACROSS EAST SIDE OF CITY TO WATER FRONT AT WEST SIDE OF ROSS BAY, AND THENCE ALONG SHORE TO OUTER WHARF; ALSO WITH E. & N. RY. CO. BY MEANS OF BRIDGE MENTIONED. (Semi-public.)

SORBY VERSUS DUNSMUIR.

THE TWO ANTAGONISTIC SCHEMES COMPARED IN THEIR MAIN POINTS.

Dunsmuir Project. Private Enterprise.	Harbor Improvement. Enterprise Vested in the Public.
1. Cash bonus to be paid by the ratepayers to E. & N. Co. \$700,000.	1. No bonus. Self-supporting.
2. Purchase of 10 acres of the Indian reserve by the ratepayers, to be handed over to the Company for their private use. Say \$50,000. (N.B.—The E. & N. cannot get this land themselves.)	2. Ratepayers not required to pay anything.
3. Ratepayers to obtain permission for the railway company to erect a bridge for their own use from the Indian reserve to Messrs. Rithet & Company's private wharf. (N.B.—Neither company could get this permission itself.)	3. Removal of all present obstructions to navigation. Removal of present obsolete swing railway bridge, and the erection of a bascule traffic bridge, free from all charge to the ratepayers, operated and maintained by the Harbor Trust.
4. Exemption from taxation for 15 years upon property used for passenger profit.	4. Partial exemption from taxation for five years.
5. Gift to the city of a bridge which would require for alteration, maintenance and repairs, say, \$10,000 per annum.	5. Removal of that bridge without cost to the ratepayers.
6. Gift to the city of present terminal property of the nominal value of, say, \$100,000.	6. Gift to the city of new bridge at Point Ellice, new bridge at Rock Bay, opening up of Orchard street to Work street; new bridge foot of Johnson street, placing Victoria West in direct communication with Victoria city; permanent way across James Bay, and maintaining bridge free of charge, say, \$900,000 and a charge of \$50,000 per annum.
7. Annual charge for interest and sinking fund on the advance made to the company for their advantages, say, \$50,000.	7. Guarantee; liability nil.
8. Outlay by the Dunsmuir company in the city, toward which the ratepayers contribute \$750,000, say, \$1,400,000.	8. Outlay on the harbor \$5,250,000.
9. Advantages to shippers; possibly 25 per cent. per ton on the freight now carried from Vancouver by the C.P.N. steamers, \$1,000 per annum.	9. The finest and most commodious harbor north of San Francisco, a general reduction of harbor dues and charges on all merchandise, and a vast increase in trade.
10. Transcontinental terminus.	10. With first-class harbor and transshipping facilities, all railways will probably desire to line up alongside the ocean carriers and want no bonus for securing the trade.
11. Direct connection with C.P.R.	11. Direct connection with the American system of railways, with the C.E.R. hurrying up to get its share.
12. Possibility that the C.P.R. in attempt to extend system to Alberni may endeavor to acquire and may acquire by this city, and so destroy Victoria as terminal point.	12. City of Victoria the practical owner of vast, self-supporting and lucrative estate, likely to gain commercial supremacy and ensure prosperity of the city.
13. Properties to be assisted are private.—Would the city get full value for its money?	13. Harbor improvement scheme is purely and entirely for the general benefit, and will be managed for the people by the people.

VICTOR BICYCLES.

The highest grade possible to make. At the same price as low grade makes.

VICTORS sell for \$55.00
STEAMERS 50.00
Imperial 40.00

First-class repair work.

JOHN BARNESLEY & Co.

119 Government street.

Victoria & Sidney RAILWAY.

Trains will run between Victoria and Sidney as follows:

DAILY:
Leave Victoria at.....7:00 a.m., 4:00 p.m.
Leave Sidney at.....8:15 a.m., 6:15 p.m.

SATURDAY:
Leave Victoria at.....7:00 a.m., 2:00 p.m.
Leave Sidney at.....8:15 a.m., 5:15 p.m.

SUNDAY:
Leave Victoria at.....9:00 a.m., 2:00 p.m.
Leave Sidney at.....10:15 a.m., 5:15 p.m.

Frightful Disaster

Passenger Train Filled With Excursionists Dashes Into an Express.

Twenty-Eight Persons Killed and Over Forty Seriously Injured.

Many Were Killed Instantly and Others Horribly Mangled and Maimed.

Survivors Tell of the Terrible Scenes Witnessed After the Collision

Reading, Pa., May 13.—A terrible rear end collision of passenger trains occurred about 10 last night on the Philadelphia and Reading Railroad at Exeter, a small station six miles below Reading, resulting in the loss of about 28 lives. Probably about forty others were badly injured, and of these many will die.

The express train for Philadelphia, scheduled to leave Reading at 8:20 p.m., was half an hour late in leaving. Meanwhile many passengers on the train from Harrisburg went aboard the Philadelphia express while it stood at Reading, but the number of Harrisburg passengers being too great to be accommodated on the express train, it was decided to send—

An Extra Train

to Philadelphia to run as a second section. A large number of people who went to the state capital to witness the exercises connected with the unveiling of Hartranft monument there yesterday were on the Harrisburg train.

The second section left here about 20 minutes after the express departed. At Exeter station the first train stopped for orders, and while standing was run into by the second section with terrific force, the latter train at the time running at a great speed. The locomotive ploughed through the two rear cars, reducing them to splinters, then mounted the end of the third car from the rear. The first car of the second train was also smashed.

The havoc wrought in the occupants of the cars was appalling. Many were crushed to death instantly, while others were mangled and maimed in a horrible manner.

Norristown was the home of the late Governor Hartranft and many from there had come to Harrisburg to honor his memory by participating in the unveiling of the monument.

The first train consisted of two express cars, mail and baggage cars, a combination car, two day coaches, a parlor car and a day coach in the order mentioned. The second train consisted of six day coaches, one of which had aboard a company of the 6th Regiment of National Guards, whose headquarters are at Norristown. Another car contained the members of the Montgomery House Company of Norristown. The other four cars had regular passengers, including about 200 survivors of the 51 Pennsylvania volunteers, Hartranft's old command.

Upon recovering from the effects of the shock, those who escaped set to work to rescue their morn.

Unfortunate Fello-Passengers

Telegrams were hastily sent to Reading for assistance, and two relief trains with surgeons and nurses were dispatched to the scene. Medical aid was promptly rendered to the injured upon the arrival of these trains at the scene, and those who could be removed quickly placed on the trains and brought to the hospitals here.

The bodies of twenty dead were also brought here. Many dead have not been identified and now lie in the morgue awaiting the arrival of relatives or friends to make identification.

The list of injured so far obtainable number 26:

The signalman should have displayed the red and green signal for the special, but it is said he failed to do so, whether on account of the signal failing to work or not is not known. On account of the error the engineer of the special could not see the train standing on the track ahead until too late.

The special tore into the express with a crash and the Agency Soon Filled the Air.

Shrieks of agony soon filled the air. The railroad at the scene of the accident runs over a hollow, and the embankment on which the track lies is fifty feet high. Several passengers were hurled to the bottom of the embankment, but cars remained on the roadbed. The dead and wounded were thrown in heaps in the debris of the cars. Little damage, however, was done to the rest of the train. Most of the injured were brought to Reading, but many were sent to Norristown and Portstown, and some to Philadelphia.

General Burd Grubb, of New Jersey, ex-Governor of New Jersey, and United States Senator Boyce Pennock, of Philadelphia, were among the passengers on the Pullman car of the first train. Both were shaken up but not injured.

Senator Pennock, questioned by a reporter regarding the accident, said: "I was on the ordinary train but escaped with no injury, except a severe shaking up. The train is what is known as the 'Cannon Ball' express, and the special extra section of it."

Crashed Into the Ordinary Train

The regular train passed the signal tower all right, but orders were given for it to back towards Exeter, and this was done. We had only got back a very short distance

(Continued on page 8.)

TRY

Campbell's Invisible Rose Leaf Face Powder.



Pure and harmless. In the East. Corner Fort and Douglas Sts.

OUR Prescription Department is Up-to-Date.

We are Reasonable. We are Prompt. We are Careful. We Buy the Best.

Free Art Classes

The Canadian Royal Art Union Limited, of Montreal, Canada.

Offers free courses in art to those desiring same. The course includes drawing and painting from still life, music and for magazine work.

The Canadian Royal Art Union Limited, was founded for the purpose of encouraging art, and distributing works of art at each of its monthly drawings, which are held on the last day of each month.

For further particulars apply to The Canadian Royal Art Union, Limited, 238 and 240 St. James St., Montreal, P. Q.

Discussing Ferry Schemes

Citizens Committee of Fifty Debate the Proposed Angeles Connection.

Alternative Proposals--New Ones and Some Old Ones Revived.

The Citizens' Committee of Fifty at their meeting last night in the City Hall received the report of the sub-committee on railway connection upon the offer of the Port Angeles Eastern Railway Company, and after a long discussion, laid the matter over for further consideration.

The meeting was the largest and most interesting held since the organization of the committee, there being quite a large attendance of members and a considerable number of citizens evinced their interest in the subject under discussion by their attendance as spectators and by warmly applauding the various speakers. Chairman Shakespeare, of the railway sub-committee, aided by Messrs. Bone and Williams, made a vigorous effort to secure the adoption of the report and only agreed to the proposition that it be laid over, on the understanding that it would be brought up again and not allowed to lapse into obscurity.

There were several schemes discussed, although the meeting was supposed to be dealing only with the one embodied in the report. To confine the discussion to that one subject however was impracticable, it being necessary to compare the others for purposes of comparison and to give effect to the arguments advanced on each side.

His worship the mayor presided, Mr. H. M. Grahame acting as secretary of the meeting in the absence of Mr. G. H. Barnard. Of the members of the committee there were present Messrs. Shakespeare, Powell, Beckwith, Korleiser, Edward Pearson, R. Seabrook, Pendray, Marchant, MacGregor, Taylor, Renout, Bone, Dalfain, Williams, Humphrey, Flumerfelt, McCandless, Brass, Holland, Drury, Langley, McPhillips, Chaloner, Paterson, Brydon and Munro.

The minutes of the last meeting were read and confirmed and the mayor then read the report of the railway sub-committee published in the Times last evening, and also the letter from the Port Angeles Eastern Railway Company, offering to build the ferry and passenger steamer to connect with Port Angeles, as printed in these columns, and asking a bonus of \$350,000. The other report of the committee asking for further time for the consideration of the proposal made by the E. & N. Railway Company, was also read, as well as the letter received from that company. The second report was received and the request of the committee for further time was on motion acceded to, and the business of the evening was commenced in answer to the mayor's question: "What shall we do with this report referring to the Port Angeles scheme, gentlemen?"

Mr. Shakespeare, as chairman of the railway sub-committee, said it gave him great pleasure to move the adoption of the report. He desired, before proceeding to discuss the report, to clear the way a little. It would be remembered that he had stated at one of the meetings of the committee that he was not interested in any way in Port Angeles, and had no property there. He had been told by one of the members of the committee that another member had said to him "Shakespeare would not be pushing this Port Angeles scheme so much if he had not large interests there." Mr. Shakespeare said he did not obtain the name of the gentlemen who made that statement, but it was very unfair. Either he had told the truth or he had lied, and he hoped that if the gentleman were present he would take the opportunity now presented for him to make the same statement again.

Mr. Shakespeare resumed his seat to afford the opportunity he referred to, but no one responded and he proceeded. There was another question that he

had referred to by those who had discussed this matter, and that was to the effect that the C.P.N. Co. should have been consulted in regard to the ferry scheme. The first thing the sub-committee did was to send one of the members to the C.P.N. Co. and ask them if they would take charge of the ferry scheme or take an interest in it, and they refused. The sub-committee believed in the people of the city being given the opportunity of doing the work, and hence the suggestion in the report that the construction of the boat, etc., should be divided as far as possible. Another thing. Some of the papers had been trying to make it appear that this scheme was an attempt to kill what he would call the Dunsmuir scheme. It was nothing of the kind, in fact Mr. Dunsmuir himself is in favor of our having as many railways as we can get. "The more the merrier," he says. Mr. Dunsmuir received the committee with the greatest courtesy. No one could have shown greater willingness to assist the committee than he. Mr. Shakespeare made the statement because it had been stated to the contrary and he desired to say that if the people were better acquainted with Mr. Dunsmuir and with them it would be a good deal better for all of us. (Applause.)

The speaker proceeded to rebut other statements alleged to have been made. For instance, that the Port Angeles scheme had not been properly placed before the people and that it was an after thought suggested by the Dunsmuir proposal. He denied both statements and showed that the Port Angeles proposal was before the people in detail some time before that of the E. & N. He also referred to the clear exposition which had been made of the scheme in the papers and at meetings of the committee, especially when Messrs. Atkinson and Cushing attended the last meeting.

Turning to the report Mr. Shakespeare said that what the committee had to consider was the financial aspect of the proposal which came up in the communication from the P. A. E. in response to the request of the committee that that company should submit a definite proposal. Of course railway men always ask for more than they expect to get, but the sub-committee, taking into consideration the fact that the benefit to accrue from the scheme, if adopted, would be mutual and of equal benefit to Port Angeles and to Victoria, thought that the cost of building the ferry, the steamer, the docks, etc., should be borne equally by the two cities. They also thought that the people here should be given an equal opportunity to do the work which would be entailed.

It had also been stated that the P.A.E. have no connection with the G.N.R. or the N.P.R. He thought they have all the connections they require. Messrs. Atkinson and Cushing had told them that the N.P.R. was sympathetic with the P.A.E., and that is all we know in connection with the C.P.R. and Mr. Dunsmuir. It did not stand to reason that the N.P.R. would raise any objection to any line working in conjunction with theirs. Whatever brought grief to the mill would be acceptable. The competition which would be brought about by the establishment of the line would be a great benefit to the people of Victoria. We have had a railroad all the time, but we want more advantage than that, we want two railroads, or more if we can get them. Mr. R. R. is in sympathy with the P.A.E., and that is all we know in connection with the C.P.R. and Mr. Dunsmuir. It did not stand to reason that the N.P.R. would raise any objection to any line working in conjunction with theirs. Whatever brought grief to the mill would be acceptable. The competition which would be brought about by the establishment of the line would be a great benefit to the people of Victoria. We have had a railroad all the time, but we want more advantage than that, we want two railroads, or more if we can get them. Mr. R. R. is in sympathy with the P.A.E., and that is all we know in connection with the C.P.R. and Mr. Dunsmuir.



The valor displayed by the soldier who leads his men into the midst of the carnage is recognized as a heroic and noble deed. The necessary recklessness of the man who counts death through some insidious disease is pitiable, but not admirable. That dread disease, consumption, slays more men and women than are slain by war, famine and pestilence combined. It is an utterly unnecessary slaughter. Consumption is curable. One of the most eminent specialists in the world, Dr. R. V. Pierce, for thirty years chief consulting physician to the Invalids' Hotel and Surgical Institute at Buffalo, N. Y., so pronounces it. He declares that thirty years ago he discovered a medicine that cures 90 per cent of all cases of consumption. The greatest medical work of the Common Sense Medical Adviser, the names, addresses, experiences and photographs of innumerable consumptives who have recovered are given. This wonderful medicine is known as Dr. Pierce's Golden Medical Discovery. It is the greatest of all known blood-purifiers and acting directly on the liver drives out all impurities and disease germs. Thousands have testified to its benefits. It is sold by every druggist, but not try to persuade you to take a worthless substitute for the sake of a little added profit. When baby is sick the mother needs to own a copy of Dr. Pierce's Common Sense Medical Adviser. It tells the home-treatment of all the ordinary ailments of the family, and gives you one cent stamps to cover cost of contents and mailing only, to Dr. R. V. Pierce, Buffalo, N. Y. For child's binding 50 cents.

"GRIPPY" COUGHS

If neglected, often end in Pneumonia, Bronchitis or Consumption.

Be on the safe side--Take Dr. Wood's Norway Pine Syrup and cure the cough at once.

Plenty of people in their graves now, who might have been alive to-day if they had cured the cough and cold associated with Grippé at the outset. It's an easy matter to do with such a remedy as Dr. Wood's Norway Pine Syrup.

It has a healing, soothing action on the air passages, and at the same time acts as a disinfectant of the respiratory organs, destroying the germs that produce serious lung complications.

Mrs. Alonzo H. Thurber, Freeport, N.S., says: I had a bad attack of La Grippé and my cough was so severe that I had great difficulty in breathing. After taking two bottles of Dr. Wood's Norway Pine Syrup I was completely cured.

There are plenty of "Pine" preparations on the market trying to live on the reputation and merits of Dr. Wood's Norway Pine Syrup, so always insist on the genuine. Price 25c. at all dealers.

ruin," but was simply stating what everyone knew to be the facts of the case. There was nothing that would help matters in that regard more than the connection with a transcontinental railway system and that was offered by the P.A.E. The result of that would be that we would get the people who come East over the C.P.R. and also the travel of those who go south from here to Portland and East over the American roads to Clatsop and New York, and where we now have hundreds of tourists we would have thousands.

As to the benefit obtained from competition, it was only necessary to refer to the change which had been made in telegraph rates since competition had entered. For instance, when the rate, without competition, to Port Angeles was formerly \$1 it is now 25c. Port Townsend, which was 85c., is now 25c., and Port Crescent, which was \$1.25, is now 25c. The best thing that could be done was to support a competition, and this could be gained by adopting the Port Angeles proposal, for a small amount of money.

He supposed there would be some opposition to the adoption of the report although he could not for the life of him see why there should be. The proposal was before them, and he thought it was plain; it did not require the aid of a dictionary to understand it and he felt it was next to impossible to get a proposal which would be more favorable to Victoria. He therefore moved the adoption of the report. (Applause.)

Mr. Williams took issue in a second opinion. It was not the aid of a dictionary to understand it and he felt it was next to impossible to get a proposal which would be more favorable to Victoria. He therefore moved the adoption of the report. (Applause.)

Mr. McCandless thought that before a scheme like that was adopted the committee should have a little more time for consideration. There were other schemes suggested and he would like to have them all discussed and the people of Victoria given the fullest opportunity of deciding which was the best. Unlike Mr. Shakespeare he had some property in Port Angeles, but he was not supporting the ferry. He thought there was one better than either of the two before the city at present. He had gone a little into the other scheme to which he referred and it was to have a ferry connection from Point Roberts on the mainland to Sidney. He believed that if the members of the committee would find, as he had been shown by one gentleman, that it is the best and the most feasible. He believed that if the citizens of Victoria would join hands and subscribe enough money to build a ferry between those two points we would have the Northern Pacific connection which he referred to. He believed that if the citizens of Victoria would join hands and subscribe enough money to build a ferry between those two points we would have the Northern Pacific connection which he referred to.

Mr. Shakespeare pointed out that nothing would have to be given to the Port Angeles people until they had built their road, but Mr. McCandless thought that would be the wisest plan to let them go ahead and build the road, or at least some more of it than they have yet built, before agreeing to bonus them to the extent mentioned.

Mr. McCandless was not wishing to move an amendment and retired in favor of some one else, but there being no one willing to do so, he moved "that the report of the sub-committee be laid on the table for further consideration."

Mr. W. H. Langley seconded the amendment, although he was not opposed to the scheme. He was not in favor, however, of paying this sum, or of undertaking to pay it, at present; it would be premature. He might not be well posted on the subject, but it seemed to him that as they were assured that the company was going to build the road anyway, it would make no difference to them whether this money was promised to them now or when they had completed the road. If, in any, three years or so, the company had not built the road and were able to give us the connection we need, then it will be plenty of time for us to come forward and offer them this inducement to come across to us. He could not see that they would be gaining anything by this precipitancy and he could not see that we were. It seemed unnecessary to make the offer now and after the discussion of the Port Roberts-Sidney and the Dunsmuir schemes, it might turn out that we would be in a position to say to the Port Angeles people you can come or not, you can accept our terms or not, but we have such arrangements as will ensure us what we need. We would certainly be in a position to make a better bargain. The scheme had already been endorsed and he would not see that it was necessary for more than that to be done.

Mr. Alex. Wilson from the audience asked if any of "these duffers" on the outside would be allowed to say something, and the mayor said he could not see how that could be allowed or the thing would never end.

As there seemed a general desire to hear Mr. Wilson, and he said perhaps the committee would get a little light if they allowed the outside duffers to talk, Mr. Renout moved that Mr. Wilson be allowed to address the committee and the motion carried amid applause. Mr. Wilson declined to accept the invitation to come within the hall, and when he received with hearty applause when he arose to address the meeting.

He said he believed it was proposed to give a bonus to the Port Angeles people and he wanted to know what for? We might be able to get connection with one American road. Within 75 miles of us we have one American road. If it runs into Blaine and 60 miles away we have another, the Great Northern. By building a ferry we had been spoken of, from Saanich to English Bluff, which is 46 miles from Victoria, connection can thus be made with two American roads. This scheme is well known to a great number. It was before the people some years ago and by some means was choked to death. He did not think the property owners of the city should be called upon to pay \$150,000 to the Port Angeles people, when for the same money they could get connection with two American roads.

Messrs. Bone and Shakespeare pointed out that they could not get the connection spoken of for the same money, and Mr. Wilson, misunderstanding the point they wished to make, viz, that it would cost more, proceeded to reply to them on the supposition that their meaning was the connection being gained with the two roads, so that his reply to their objection was not given.

He proceeded to suggest that Mr. Dunsmuir be asked to give his aid to this Sidney-English Bluff scheme. Mr. Dunsmuir might not suit the Y. S. Railway; Mr. Paterson, Mr. Wilson believed, had said he would be glad to sell it.

The late Hon. Robert Dunsmuir had said that as soon as the Yankes built to Port Angeles he would connect with them, but he believed in helping our own people first and that can best be done by securing the trade of the Fraser valley by means of this ferry from Sidney. It would be a total distance of 46 miles, 20 miles from English Bluff to the end of the Saanich peninsula and 26 miles from there to English Bluff.

(Continued on page 2).

CHILDREN'S PARADE. The School Children Will Have a Programme of Sports at Caledonia Park.

As a result of two meetings recently held by the sub-committee having in charge the arranging of the school children's part in the Queen's Birthday celebration, the original programme will be discarded. The first suggestion was that the boys of the city schools should parade a few of the principal streets, the parade to conclude with hoisting the flag and the singing of the National Anthem. It was found, however, that when the proposal was submitted to the boys, they put an emphatic veto on it. They pointed out that such a parade, while it might be well inspiring to the onlookers, would be an exceedingly tame affair to the participants, and they objected to taking any part in it.

On the part of the principals and teachers of the schools, too, it was urged that the parade would involve a considerable amount of organization and that Mr. St. Clair could not carry it out, unaided by the teachers. The result of these representations was that the original plan was abandoned.

The school children's feature as now contemplated is a much more comprehensive plan and has the approval of the children themselves. The proposal is to give an entire afternoon to be devoted to children's sports at Caledonia Park, if possible, or if not, at some other easily accessible grounds. The boys and girls will march in a body to the grounds and defile in succession before the grand stand. This will be followed by a marching competition between the different companies of the different schools, for a flag, which has been offered for competition by Mr. B. W. Pearce. The finance committee has voted \$100 for the purpose of the parade.

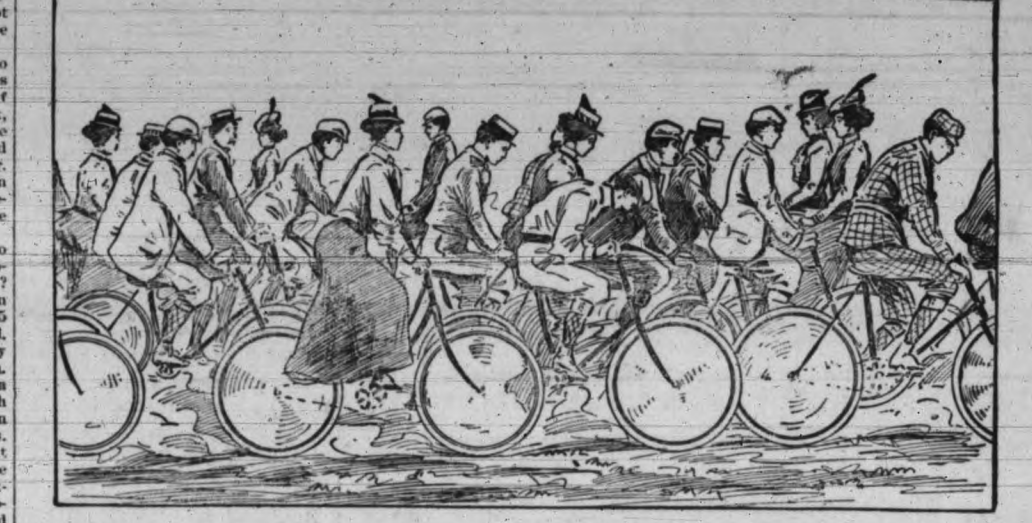
After the competition referred to, a programme of sports is designed to be taken part in by the children, and while the prizes offered will not be extravagant value, it is intended to make them numerous enough to excite general interest among the children. As it is expected that about 2,000 pupils will take part the spectacle these will afford will be in itself an attractive feature. The report of the sub-committee will be submitted on Tuesday next to the general body. The manifesto declaring the independence of Syria, issued in New York by the "Young Syria Junta," is not taken seriously in official quarters at Washington.

Bicyclists Must Be Strong and Healthy to Fully Enjoy the Pleasures of Wheeling.

PAINÉ'S CELERY COMPOUND

Imparts Physical Strength and is a Perfect Restorer of Nervous Energy.

An Opinion From a World Champion.



The young, middle-aged, and even those in advanced years are looking forward to a season of recreation and pleasure through the use of the bicycle.

Whirling, under certain conditions is undoubtedly conducive to the health of both men and women. People who are weak, broken in health and suffering from impaired nervous energy, only increase their troubles and aggravate their ailments when they use the bicycle. It is a well known fact that many suffering from nerve troubles, physical weakness, heart irregularities, and nervous dyspepsia have hastened their end through wheeling.

It is also worthy of note that Paine's Celery Compound is the great recuperator and restorer of strength in cases where long distance riders have exhausted their energies and strength by hard and fast riding.

From amongst the thousands of amateur and professional bicyclists who have obtained health, strength and vigor from the use of Paine's Celery Compound, we are permitted to use the letter of Champion C. W. Miller, who astonished the world by his wonderful six days ride. Mr. Miller says: "I won the six days bicycle race in Madison Square Garden. I covered 2,007 miles and beat my next competitor 22 miles."

"Two weeks from the date of that exhaustive struggle I would not have known that it happened. I was in as good condition as any man could possibly be."

"I owe to Paine's Celery Compound a debt of personal gratitude. For several years I have occasionally used this splendid spring remedy when I felt out of sorts and run down."

"I have been a professional bicyclist for about three years; before that I was in the grocery business. Before the big race in New York, feeling that I ought to be in the best possible condition, because a nervous breakdown on the track is the one thing that all well-trained men are afraid of--I began to use Paine's Celery Compound. It was a part of my successful training."

"But what I feel I ought to tell you is this: that after the race, when I had used up every bit of energy that I could and was as far broken down as a man would naturally be after such a tax upon his energies, I felt the need of something to tone up my system, to restore my nerves which were somewhat shaken, to give me an appetite which I had lost, and I fell back upon Paine's Celery Compound. I assure you that it did me so much good that I am very glad indeed to send you this letter."

"Trusting that riders who are not put to such severe tests as I, and perhaps could stand such severe tests, may have the benefit of my experience, and use what I consider a perfect restorer of impaired nervous energy. I am, yours truly, C. W. MILLER, Champion Long Distance Rider of the World."

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A woman who is weak, nervous and sleepless, and who has cold hands and feet, cannot rest and feel like a well person. Carter's Iron Pills equalize the circulation, remove nervousness, and give strength and rest.

Roofs FOR THE HOUSES. We started the manufacture of sheet metal building materials, and our long experience enables us to offer intending builders all that is desirable in Steel Roofing, Steel Siding, Steel Ceilings, etc.

We Prefer. That you purchase through the trade, will if your dealer cannot give the information you desire, or offers a substitute "just as good," write us. "The Pedlar Patent Shingles" are the best, and the best cost no more than the poorest.

Pedlar Metal Roofing Co. OSHAWA, CANADA.

Municipal Court of Revision. Notice is hereby given that the first sitting of the annual Court of Revision of the municipality of the city of Victoria will be held in the Council Chamber, City Hall, Douglas street, Victoria city, on Monday, 12th day of June, Proximo AT 10 A.M.

For the purpose of hearing complaints against the assessment as made by the assessor and for revising and correcting the assessment roll. WELLINGTON J. DOWLER, C. M. C. Victoria, B.C., May 11, 1899.

ANDREW SHERET, Plumber. 109 FORT ST. Cor. Blanchard Telephone 59. Gas, Steam and Hot Water Fitter.

J. N. S. WILLIAMS, ENGINEER. It is prepared to supply and erect in working order Mining, Milling and Metallurgical Machinery by the best makers; Hand, Power and Diamond Rock Drills a specialty. Office: 14 Board of Trade Building.

DISCUSSING FERRY SCHEMES.

(Continued from page 2)

Mr. W. H. Bone said it seemed to him there was no dispute about the advantage of endorsing the other scheme suggested, but this is not antagonistic to them and Mr. Dunsmuir even, did not consider it. In advocating the Port Angeles scheme Mr. Bone did not oppose the others. This seemed the most reasonable. If the others only cost \$150,000 he would be most happy to support them, but he had always understood it would cost more than that. Steamers would have to be built the same as for the Port Angeles ferry; the distance between Victoria and English Bluff is greater than from Victoria to Port Angeles and the boats would have to be seaworthy. The Port Angeles people promise to have their road ready by spring of next year, the boats would have to be built and if Victoria really wants the connection it would be well to waste no time, but to let them know we will do our share. The \$150,000 it was proposed to give was only half the cost, and it was not likely the Port Angeles people would put in \$150,000 if it was not going to be a paying thing.

Mr. Ker could not see the need of the great haste. It would be better to follow the advice of the late Hon. Robert Dunsmuir, wait until the road is built, and he believed connection can be got with that road without it costing the city a single penny and if time be allowed to take its course that will be seen to be the case. Mr. Atkinson had told the committee the road was to be built whether it connected with Victoria or not, and if it is, they will be only too anxious to get all the trade they can get from here, and if the trade cannot be done by the ordinary daily boat the people of Victoria may rest quite assured they will put on the necessary ferry.

There was another consideration that had to be looked in the face. The city and the province were paying the Victoria & Sidney road \$15,000 a year. That is in the shape of a guarantee of interest; if the road were paying, the city and province would not be called upon to pay that, and therefore, if it can be turned into a paying line, it is the duty of the citizens to see that it is. The ferry by the Stanich peninsula had the advantage that it would connect at Port Roberts, which is the only point available for connection with three different lines, and 15 miles from Point Roberts there was a stretch of the finest agricultural land in the province, which could be made tributary to this city. Twelve or thirteen miles away, the Great Northern line is struck at Blaine and a little further there was the Northern Pacific and the C.P.R. at Huntington and Sumas and there would be a saving of \$15,000 a year which otherwise we may have to continue paying for 16 or 17 years to come.

Mr. Ker believed that Mr. Dunsmuir is entitled to every credit for the proposition he has made and we should appreciate it. It is a liberal proposal, because much larger expenditure than he asks the city to subscribe and before it could be made to pay there would be a still larger outlay.

Mr. Ker referred to the necessity of connection being gained with Victoria by a faster boat, that could make the trip in four hours against wind and tide, or in three and a half hours under favorable conditions. Leaving here at 7 a. m. such a boat would be in Vancouver at 11 o'clock, returning at 2 p.m., passengers could be in Victoria again in time for dinner, and if the street car line were extended to the end of the dock at the outer wharf they could be whirled away to their homes, saving the time lost by coming into the inner harbor, which was the process requiring the greatest amount of time. Such a connection would materially increase the traffic between the cities. It should not be lost sight of that the C.P.N. Co. is very important to this city. Their expenditure for wages alone, is, he believed, about

Do You Want a New Back?

Hundreds of People Daily Exchange Their Old, Aching, Lame Weak Backs for Strong, Painless New Backs.

There is no man or woman in Canada who is suffering from those dreadful backaches but would like to get rid of them.

The trouble is, most people fail to recognize what the meaning of a bad back is—don't know that it is the kidneys underneath the back that are the seat of the trouble.

Once it is understood that the back pain is the kidney's cry for help, then people know what to do—to get their assistance from Doan's Kidney Pills. All over Frontenac county as well as in Kingston itself, people are having the pains and aches taken out of their backs—having weak backs strengthened. Doan's Kidney Pills is the remedy they use.

Doan's Kidney Pills is the only remedy powerful enough to touch the seat of the disease. That is the opinion of many respected Kingston citizens. That is the experience of Mrs. Presley, 100 King street.

For several years she suffered with her kidneys. The pain in her back was almost unbearable. She was afflicted at times with violent headaches, and felt worn out and tired most of the time.

The various remedies she tried gave no relief. One day she chanced to see an advertisement of Doan's Kidney Pills, and decided to try them.

"They gave me great relief from the very first," said she. "Before taking them I hadn't been able to do a day's work for a month. Now I am able to do my house-work with ease."

"I have no more kidney or bladder trouble, and my backaches and headaches have disappeared."

Doan's Kidney Pills are the only never-failing remedy for backache, lame back, puffiness and dark circles under the eyes, weakness of the kidneys in children and old people, gravel, sediment in the urine, etc. Sold by all druggists, or sent by mail on receipt of price, 50c a box, or three for \$1.25. The Doan Kidney Pill Co., Toronto, Ont. Ask for Doan's and refuse all others.

Many a Lover Has

turned with disgust from an otherwise lovable girl with an offensive breath.



Nothing so easily disturbs the delicate balance of the human system as a bad breath. A bad breath is a sure sign of a young man with a disgusting breath. I know nothing more difficult to endure than a bad breath. Your eyes will brighten, the white teeth will gleam, and your complexion will be clear and rosy. Try Karl's Clover Root Tea, and see if you will not feel new life spring in your veins. Your eyes will brighten, the white teeth will gleam, and your complexion will be clear and rosy.

My friends, you who suffer from indigestion, just realize what your condition is. Your food ferments and decays, filling you up with impurities and poisons, which hasten forward age and decay. Any practical eye recognizes your condition by your dull eyes, with their pale whites, your muddy skin and pimples, unwholesome lips and facial breath. Try Karl's Clover Root Tea, and see if you will not feel new life spring in your veins. Your eyes will brighten, the white teeth will gleam, and your complexion will be clear and rosy.

Mr. Ker said that such an accusation presupposed his insanity.

Mr. George Powell considered the Point Roberts scheme visionary. He believed that any road which came down the island would be by the E. & N. road. He thought the committee should be better off to support the Port Angeles proposal.

Mr. Drury did not want to oppose the Port Angeles scheme, because it has its attractions, but it seemed to him they could well afford to wait until all the schemes were thoroughly thrashed out. The railway connection problem would have to be solved. He was not there to advocate the Point Roberts scheme, but there were facts which should be taken into consideration. For instance, it should not be forgotten that going to Sidney every revolution of the car wheels takes the passenger in the direction he wants to go—East. Then the nature of the country was such that a train could be run at a much greater rate of speed there than on any other line on the island. Then we would have connection with the provincial mainland where there is no tariff wall as on the other side of the boundary line. Although a small property owner in Port Angeles, and therefore interested in seeing that place "boom," he could not see that the benefit to be gained by the adoption of this scheme would be so great as that derived by the connection with Point Roberts, for whereas at Port Angeles we would have the benefit of through rates, we would have three roads at Port Roberts, more local traffic.

Mr. A. E. McPhillips, M. P., had listened with interest to what had been said. As a representative of the city in the legislature, and as representing large capitalists, he had regarded the various schemes with interest, although he had hesitated to express his opinion. He referred to the aid granted the V. V. & E. having been withdrawn, and said that road would have been a link in the connection it was hoped to get at Point Roberts. He regarded the action of the legislature in withdrawing the aid. He approached the Port Angeles scheme, as he did all such schemes, in the way of criticism, and he said that none of them had the cardinal ingredients which are essential. They should have the promise attached to them of absolute connection with the great railway systems, three of which are known to the committee, and they should make Victoria a common terminal point. He would assume, in discussing the proposals, that there was attached to them this cardinal point, and for expediency, as a question of present advantage, there was only one scheme which could be put to reasonable, practical, and immediate advantage, and that is the scheme outlined by Mr. Dunsmuir. It involves the granting of a great deal of money, and he was not prepared to meet it on the terms proposed, but it is the only one with practical and immediate advantages. It was idle to outline the Sidney railway proposal, because that road, without connection at Point Roberts, is of no practical or immediate advantage to us, and he had intimated the legislature has withdrawn the aid which might have ensured that connection; therefore he regarded the Dunsmuir proposal as the only one which could be seized upon by the citizens of Victoria, and he believed it to be absolutely incumbent upon us to get the immediate and practical advantage. The E. & N. railway has such financial assistance that it can immediately do all it proposes to do. They can put a boat in the water to connect with Vancouver with-

out having to obtain a charter, whereas with the Sidney road, there would be all the influences of the other railroads to prevent the building of this little line of railway that would be needed.

He was speaking for himself, and hoped uncharitable conclusions would not be drawn. He believed the readiness of people to impute motives had ruined too many good proposals in the city. He complimented the sub-committee on the energy they had evinced, but of all the schemes there seemed to be only one of them which possessed immediate practical features. He did not favor the Sidney scheme, because that would involve delay, and there had been too much putting off in this matter. He would support the amendment, believing that all the schemes should be carefully considered. As a matter of sentiment, he was in favor of supporting our own Canadian road, the C. P. R., a road which had built thousands of miles of railway, and yet, instead of being in the hands of a receiver, found its stock selling at par.

Mr. Patterson asked if Mr. McPhillips had considered the delay which would be entailed in the attainment of the Songhees reserve question and the obtaining of permission to bridge the harbor as contemplated by the Dunsmuir scheme.

Mr. McPhillips admitted that was a pertinent question, but he had regarded this proposal of the E. & N. Company as one which the company must have known would be met with a counter one.

Mr. Patterson said that, although a member of the sub-committee, he disapproved from the report. One of his principal reasons was that there is no single line of railway to the Coast which carries enough business to be able to undertake the cost of operating a ferry. He was led to believe that the C. P. R. carries 80 per cent of the trade which comes to Victoria, which left 20 per cent for the other two roads, that would mean that the one road which will connect with the P. A. E. would have only 10 per cent of the trade done with Victoria. Was it worth \$150,000 to have the small portion of the freight which comes to Victoria in bulk landed in cars in the city? I must not run away with the idea that because cars painted with the letters C. P. R. or U. N. R. or N. P. R. R., or even the New York Central, came into the city, that would mean a great deal more business. And it was also a mistake to suppose that a ferry can be run profitably only on the through business. They will do to establish a ferry which can do a large amount of the local business. It the Charmer had to depend only on the through traffic it could run in two or three weeks, and it would be necessary to have such a ferry, if it were to be made, profitable, as would open up and control a large local trade. Neither of the schemes now before the citizens will make any use of land which is a portion of the city that is not tributary to the city now. We cannot expect to do much local business at Port Angeles.

As to the Victoria & Sidney, he was a little surprised to hear it talked of as it had been. True, there had been a scheme years ago to make it a portion of such a connection, and there was a charter granted which would have enabled them to have the connection at the mouth of the Fraser, but it had been allowed to lapse because the citizens of Victoria at that time were bitterly opposed to the scheme. There was a meeting held in that hall at which the scheme was condemned, and although the railway company thought they had the right to find a terminus at some suitable place in the city they had to stop work because the Mayor said he would not give up the city to them.

As to securing the connection, he believed that the only way to do it successfully was to secure the trade of the whole city, and the only way to organize a company of business men who have the power to route their freight. It was not necessary to go to Point Roberts; Boundary Bay, on this side of the line, a short distance from Blaine, was available, and the road which is now at Blaine could be there before the ferry was constructed, as soon as it was known the ferry was going there. Three lines would have to use the ferry to make it pay. Then we should get a large amount of the trade of the lower Fraser. Very few people realize what that trade amounts to, but 40 or 50 per cent of the produce is marketed here and paid for in cash, the farmers buying what they need in Vancouver and New Westminster, although they would rather come to Victoria.

There was another thing, too, neither of these schemes offered Victoria better freight rates. They get now the same rate as Seattle or Tacoma or Vancouver. The only thing that would be beneficial to the city would be to stop the Asiatic steamers here. There was not much use in shipping freight here in bulk which had to be broken for shipment back to the interior.

For \$700,000, Victorians could build a road from Stevenson to Vancouver, a ferry and a steamer too, and have \$100,000 to spare. From Stevenson there were 17 daily stages last year, an off season, to Vancouver, and there would be a large local trade built up from there. The docks would be in fresh water, where they would last longer, it would be a shorter route, a shorter ferry than the E. & N. proposed, to say nothing of

Mr. Shakespeare said no, decidedly not.

Continuing, Mr. Shakespeare said in regard to the Asiatic trade that would be stopped at Port Angeles. It would be better to have a big city 15 miles away from us than to have nothing there.

A cross fire of questions then commenced, but Mr. Shakespeare continued with the assertion that what the committee meant to have was transcontinental connection, and they would fight to the death for it.

Mr. Ker said the very thing the Port Angeles people did not promise to give was transcontinental connection, and Mr. Shakespeare had to remind him that he should not get excited. The Mayor read that portion of the letter referring to this point, and Mr. Shakespeare was warmly applauded when he said it proved that they would give transcontinental connection. As to the Sidney road, it had been running for seven years and until this moment nothing had been heard about a ferry, except some whisperings about the street corners. It was always the same way. As soon as one proposal came up there were always two or three others put forward to kill it. The city of Victoria was the worst for that kind of thing on the Coast. The people were the greatest disinclined people to be found anywhere. In the city of Vancouver the people stood together like one man.

A Voice—"How about Deadman's Island?" (Loud laughter.)

Mr. Shakespeare continued that all these years we have been talking about a fast boat between here and Vancouver and as soon as a fast boat is started some one goes to work and wires for it to be stopped. (More laughter.) He believed that if the Port Angeles scheme were submitted to the citizens of Victoria it would be carried, and the scheme would be submitted to the citizens, too. He was not in favor of laying the report on the table. It simply meant that it would be shelved for good. He had had too much experience in laying things on the table in this city. The Mayor said that before putting the motion he would like to say that the

question of transcontinental connection was one which should be approached very carefully. There were two schemes before the citizens, and also a revival of an old one which was discussed some ten years ago. At that time the people of Victoria did not see the necessity of transcontinental connection so vividly as they do now. Had they done so, the city would have been much more prosperous than it is. Mr. Amor De Cosmos's scheme would have resulted in great benefit to either of these two.

Mr. Shakespeare didn't see how it could kill another scheme. Surely the city was not going to be satisfied with one road? They wanted two. Mr. McCandless urged that the matter be left over. He was in a position to say there would be developments in one of the alternate proposals within a month which would put an altogether different complexion on the matter.

The chairman reminded the members of the committee of the arrangement made some time ago that each member should contribute \$1 towards the expenses incurred, and especially to reward the janitor who was kept in attendance night after night without any remuneration. He urged every member of the committee to hand his dollar to the chairman of his sub-committee, and asked the chairman of the sub-committee to turn the money over as soon as possible to the secretary.

Mr. Ker asked if the transportation committee had considered the need of telephonic communication with the mainland and Ald. Williams replied that the committee had that under consideration. The committee then rose to meet again on Friday, June 2nd.



Pale and Bloodless.

Anæmia is the term which doctors use to indicate poverty of the blood. Probably 90 per cent. of the girls and women of to-day suffer from anæmia. This is a startling statement—but it is true. It is easy to distinguish anæmic women. They have a dark semi-circle under the eyes; a sallow or waxy complexion; thin limbs, weak chests and ill developed forms. They are languid and tired; subject to backaches and headaches, and sometimes to hysteria and fainting spells. If the poor and watery blood is not enriched, and the tired and jaded nerves strengthened, consumption must almost inevitably follow. In this emergency there is only one medicine that will promptly and effectively create new blood and strengthen the nerves, and that is

DR. WILLIAMS' PINK PILLS FOR PALE PEOPLE.

This remedy has cured more cases of anæmia than all other medicines combined. Read what an eminent Australian physician, J. G. Bouchier, M. D., F. S. Sc. (London) and late government medical officer says:—

Manager Dr Williams' Med. Co. 127 Redfern St., Sydney, N. S. W.

Dear Sir:—For some time I have been in the habit of recommending Dr. Williams' Pink Pills to my patients with excellent results. As a tonic their effect is most satisfactory and permanent. In Anæmia, Chlorosis, and allied diseases I have found them very valuable, and in irregularities of the menstrual period they are unequalled.

(Signed) J. G. BOURCHIER, M. D., F. S. Sc. (Lond.)

A SEVERE CASE OF ANÆMIA CURED. Miss Mabel J. Taylor, living at 1334 City Hall Avenue, Montreal, writes: "I write to give you the honest testimonial of a young girl who believes her life was saved by the use of your Dr. Williams' Pink Pills for Pale People. In November, 1897, I was suddenly stricken with loss of voice, and for eight months could only speak in a whisper. At the time I was completely run down. I had no appetite, no energy; suffered from headaches, palpitation of the heart, and shortness of breath. I was not able to walk up or down stairs. I was given up by the best doctors, and the different remedies I took did me no good. While in this condition I began the use of Dr. Williams' Pink Pills. By the time I had taken four boxes my voice was restored, and after the use of eight boxes I am feeling perfectly well. I cannot find words to express my thanks for what Dr. Williams' Pink Pills have done for me, and you are at liberty to publish this letter, in the hope that it may be of benefit to some other sufferer."

The Genuine are Sold only in Packages like the Engraving.

At all dealers, or direct from the Dr. Williams' Medicine Co., Brockville, Ont., at 50 cents a box or six boxes for \$2.50.



not having to give away the Indian Reserve and the privilege of bringing the harbor.

All Mr. Atkinson had been able to tell them was that the N. P. is in sympathy with the P. A. E. Some of the officers of the N. P. had been shown the plans. It would take them some time to build the 100 miles of road, and Mr. Patterson could not see what advantage Victoria was going to gain at the present time. If the road were built and they could show they had made the necessary connection, it would be different, but that would take some time. It would be foolish to commit the city at the present time. The business that would be brought into the city by the Port Angeles road is not worth \$100,000.

Mr. Shakespeare replied to the objections, and in reference to the E. & N. scheme, said the Songhees Reserve question would take a long time to settle. Mr. McCandless had said wait a while, until we knew more. What did we want to know more than we knew already? We had invited the Port Angeles gentlemen over and they had come, given all the information, and although the speaker had suggested when they were here that the other schemes should be discussed, no one had anything to say about them at that time. It had been asked what guarantee had we that the P. A. E. would give transcontinental connection? What more guarantee had we that Mr. Dunsmuir would give us transcontinental connection? Then, again, it was not proposed to give them the \$150,000 now, but they would have to give the connection first.

Mr. Renouf asked what guarantee there was that the ferry would be continuously operated. It might not be and the company would quit it and the city would be in the hole.

Mr. Shakespeare replied that was a matter of detail which would have to be attended to in the arrangements of the matters with the original company.

Mr. Renouf said the Port Angeles people ask for \$300,000. The committee recommended offering them \$150,000. Had the Port Angeles people been approached on the amended offer?

Mr. Shakespeare said no, decidedly not.

Continuing, Mr. Shakespeare said in regard to the Asiatic trade that would be stopped at Port Angeles. It would be better to have a big city 15 miles away from us than to have nothing there.

A cross fire of questions then commenced, but Mr. Shakespeare continued with the assertion that what the committee meant to have was transcontinental connection, and they would fight to the death for it.

Mr. Ker said the very thing the Port Angeles people did not promise to give was transcontinental connection, and Mr. Shakespeare had to remind him that he should not get excited. The Mayor read that portion of the letter referring to this point, and Mr. Shakespeare was warmly applauded when he said it proved that they would give transcontinental connection. As to the Sidney road, it had been running for seven years and until this moment nothing had been heard about a ferry, except some whisperings about the street corners. It was always the same way. As soon as one proposal came up there were always two or three others put forward to kill it. The city of Victoria was the worst for that kind of thing on the Coast. The people were the greatest disinclined people to be found anywhere. In the city of Vancouver the people stood together like one man.

A Voice—"How about Deadman's Island?" (Loud laughter.)

Mr. Shakespeare continued that all these years we have been talking about a fast boat between here and Vancouver and as soon as a fast boat is started some one goes to work and wires for it to be stopped. (More laughter.) He believed that if the Port Angeles scheme were submitted to the citizens of Victoria it would be carried, and the scheme would be submitted to the citizens, too. He was not in favor of laying the report on the table. It simply meant that it would be shelved for good. He had had too much experience in laying things on the table in this city. The Mayor said that before putting the motion he would like to say that the

question of transcontinental connection was one which should be approached very carefully. There were two schemes before the citizens, and also a revival of an old one which was discussed some ten years ago. At that time the people of Victoria did not see the necessity of transcontinental connection so vividly as they do now. Had they done so, the city would have been much more prosperous than it is. Mr. Amor De Cosmos's scheme would have resulted in great benefit to either of these two.

Mr. Shakespeare didn't see how it could kill another scheme. Surely the city was not going to be satisfied with one road? They wanted two. Mr. McCandless urged that the matter be left over. He was in a position to say there would be developments in one of the alternate proposals within a month which would put an altogether different complexion on the matter.

The chairman reminded the members of the committee of the arrangement made some time ago that each member should contribute \$1 towards the expenses incurred, and especially to reward the janitor who was kept in attendance night after night without any remuneration. He urged every member of the committee to hand his dollar to the chairman of his sub-committee, and asked the chairman of the sub-committee to turn the money over as soon as possible to the secretary.

Mr. Ker asked if the transportation committee had considered the need of telephonic communication with the mainland and Ald. Williams replied that the committee had that under consideration. The committee then rose to meet again on Friday, June 2nd.

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Ald. Williams objected to it being shelved. There was one person in that committee who was trying to kill it and who was smiling all the time because the other members of the committee were unknowingly aiding him in that attempt.

Mr. Edward Pearson, J.P., favored more time being taken for consideration. The Fraser valley trade is very important and should not be overlooked. To adopt this might kill another scheme.

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and \$1.00, all druggists. SCOTT & BOWNE, Chemists, Toronto.

The New Vancouver

Coal Mining & Land Co. LIMITED.

Supply from the Nanaimo, South Island and Protection Island Collieries

Steam Coal House

Double Screened Lump, Run of the Mine, Washed Nuts and Screenings.

SAMUEL M. ROBINS, Superintendent

The Daily Times

Published every day (except Sunday) by the Times Printing & Publishing Co.

W. TEMPLEMAN, Manager

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The DAILY TIMES is on Sale at the Following Places in Victoria:

- CASHMERE'S BOOK EXCHANGE, 105 Douglas street. EMORY'S CIGAR STAND, 23 Government street. KNIGHT'S STATIONERY STORE, 75 Yates street. MRS. MULLIGAN'S STATIONERY STORE, 46 1/2 Government street.

ALL THE SCHEMES

So far as we have been able to learn the following are pretty nearly the advantages and drawbacks of the several plans whereby Victoria is to obtain connection with the mainland and otherwise shake itself free from the conditions which have retarded its growth for so many years.

Mr. James Dunsuir's proposal.

Mr. James Dunsuir wants the city to give him a cash subsidy of \$700,000 to exempt the property of the E. & N. Railway Company within the city from all taxation for fifteen years.

The chief boon to the city is to be connection with the C. P. R. The drawbacks to this scheme are that the yearly charge for interest and sinking fund on the advance is a pretty serious burden to add to an already high rate of taxation.

The exemption from taxation for such a period as fifteen years is a most serious consideration, too; and as for the obtaining of the nineteen acres to be handed over in perpetuity to any private company for their sole use and enjoyment, the thing is utterly counter to the whole trend of the times.

What Victoria wants is healthy competition; they have no objection to doing business with the C. P. R. or any other line, but object to placing themselves in the hands of any monopoly without alternative.

By the adoption of the Victoria and Sidney route an immense and rich agricultural district would be opened up to Victoria, and the city would have a choice of three transcontinental lines of communication.

Port Angeles Eastern. The great point about this scheme is that it would make Victoria the centre of the whole coastwise trade of the Pacific coast between San Francisco and Alaska and the Canadian goldfields.

P. R. around may be examined without any fear of affection.

Now for Mr. Dunsuir's side of the question. He was asked to submit a proposal, and he has done so with admirable promptitude, and to the best of his powers. It is freely hinted that he is quite willing to withdraw it if there is to be any quarrelling, or attempt to hector him.

There is one thing about the scheme of harbor improvement which at once arrests the attention of the people—it is a purely public enterprise.

Before Dominion Government. 1. That they should incorporate commissioners for the improvement of the harbor of Victoria, on the general lines of the Montreal Harbor Commissioners' Act of 1884.

2. That they should increase the present annual appropriation of \$10,000 to \$20,000 for a limited period of five years, that is, during the infancy of the undertaking, to give it a fair start in public usefulness.

3. That they should endorse the guarantee of the city for the repayment of the loan and the interest on the bonds, as stated in item 4.

4. That they should guarantee the repayment of the loan, and the semi-annual payment of the interest on the bonds. For this they would be amply secured by the harbor dues and privileges, the rents receivable from the land and premises purchased and land reclaimed by the expenditure of the loan, together with the further addition of about 120 acres of first-class commercial property, a valuable asset and a constant source of increase to its annual revenue.

5. That the city should convey to the harbor commissioners their property in Belleville street, the James Bay and docks, bounded on the east by Katherine street, on the north by the rear of the properties in Humboldt street, and on the south by Belleville street, together with the island ends of streets within the boundaries of the harbor property.

6. That all reclaimed land and all improvements thereon shall be free from taxation until the year 1905.

In consideration of the guarantee by the city, the commissioners, for the improvement of the harbor of Victoria, will construct a permanent roadway across James Bay and erect two drawbridges, one at the foot of Johnson street, and one at Point Ellice (replacing the present structure) and maintain these bridges free to the public forever.

Here is an existing link in the connection problem, in which the city has a very important part. Why not use it? The extension of the Victoria and Sidney line to the end of the Saanich Peninsula, and the operation of a fast ferry from Swartz Bay to Point Roberts would give Victoria these advantages.

A. Connection with at least two, and possibly three transcontinental lines of railway: (1) The Great Northern; (2) The Northern Pacific; (3) The C. P. R., which would be sure to extend a branch to the territory.

B. Adoption of this scheme would probably lead to construction of V. V. & E. line, tapping the fertile valley of the Fraser, and thus provide a fresh outlet for the increasing produce of that region.

C. The swift transportation from the Fraser fishing grounds would make it possible to erect and operate salmon canneries in Victoria, to catch the Fraser salmon; thus providing the maximum of speed in the packing of the fish and loading them on shipboard, and doing away with the slow and expensive process of sending the cases here for shipment abroad.

The problem of carrying fresh fish long distances to be packed or distributed has been settled satisfactorily elsewhere; it is quite feasible to can Fraser salmon in Victoria.

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the Prizy Council, and no matter what the shape of his jaw may be, the great corporation proved the under-dog in the fight.

Mr. Bostock made a statement as to what he claimed to be the unjust methods of the Canadian Pacific railway on the Crow's Nest Pass line, which was built under the British Columbia Southern charter.

Mr. Bostock—About five hundred. "A Voice"—What is the population of Moyie? "Mr. Bostock"—About five hundred.

Mr. Bostock—The station agent. "What Mr. Bostock asked was an undertaking to afford the people of Moyie the facilities which they should possess?"

The result was a pledge by Mr. Blair, the Minister of Railways, on behalf of the government, that the town in British Columbia would be protected in their rights.

A TORNADO'S VICTIMS

Latest News From Honda Coal Mine Places the Number of Dead at Twenty-Two.

Houston, Tex., May 13.—A special report from Eagle Pass, Texas, says: News received to-day from the Honda coal mine places the dead resulting from Wednesday night's tornado at 22 and over one hundred wounded.

Many persons are still missing and are probably in the ruins. A tremendous fall of hail accompanied the tornado, and many persons were injured.

HONEST ADVICE FREE TO MEN.

The Times is requested to publish the following: All men who are nervous and debilitated or who are suffering from any of the various troubles resulting from overwork, excess of youthful ardor, or any other cause, should at once advise their physician, through whom a safe and reliable cure can be obtained.

Knowing to his own sorrow that so many poor sufferers are being imposed upon by unscrupulous quacks, Mr. Graham considers it his duty to give his advice, and assist them to a cure by informing anyone who will write to him in strict confidence where to be cured.

ON DIVIDEND BASIS. The British Columbia Electric Railway Company's Pleading Announcement.

If all the British Columbia corporations in which British investors are interested, made the same showing as the Electric Railway and Lighting Company has made, the prospects for an influx of capital from the Old Land would be much more encouraging.

Mr. Buntzen, the general manager, is now in England, where he is doubtless receiving many well deserved congratulations upon the success which has attended his superintendence of the affairs of the company.

BRITISH COLUMBIA ELECTRIC RAILWAY COMPANY, LIMITED. 1 and 2 Great Winchester street, London, E. C., April 28th, 1899.

DIVIDEND ANNOUNCEMENT. The Directors of the British Columbia Electric Railway Company, Limited, have declared a dividend at the rate of 5 per cent. per annum on the Preference shares of the company.

In the afternoon a report was received from the board of directors of Columbia Methodist College. The financial statement showed total liabilities \$4,207.24, and estimated expenditure \$6,273, total \$3,965.55, leaving a balance of \$6,273.00 to be provided for.

By order, F. HOPE, Secretary. The monthly returns of the company's business, as published from time to time, prepared every body for official announcement of a dividend. It will be observed from the official statement that the profits made by the company last year were in round figures, \$81,000; half of this will suffice to pay the dividend and the rest is placed in reserve.

THE FRASER FALLING. Lillooet, May 13.—The river has fallen about two feet in the past 24 hours. The weather is cloudy, with indications of clearing.

To be free from sick headache, biliousness, constipation, etc., use Carter's Little Liver Pills. Strive to keep the great bile from the liver and free the stomach from bile.

G. Stenlund, of Vancouver, is at the Dominion.

LIPTON'S

CEYLON TEA RICH, PURE, FRAGRANT. The finest money can buy.

Over 1,000,000 packages Lipton's Teas sold weekly in Great Britain alone.

THOS. EARLE, Victoria, Wholesale Agent.

THE Craik BRAND

For Sale by Haberdashers and Dry Goods Houses Everywhere.

A PLEASURE PARTY.

Young Englishman Who Will Cruise St. Charles's Sound. "I arrived last night from Winnipeg; my yacht is in the harbor," was the startling announcement with which a young Englishman was greeted this morning in answer to a question addressed to a recent arrival at the Dominion.

Chief of Police Stewart is dying. He has been unconscious for some hours. Sweet, refreshing sleep is given by Hood's Sarsaparilla, which feeds the nerves, tones the stomach and cures all dyspeptic symptoms.

NOTES FROM VANCOUVER.

Vanouver, May 12.—It is currently reported that Mr. Lodge will again send men to Deadman's Island early on Monday morning to start the work of clearing for the saw mill. Mr. Lodge said to-day, however, that he would do nothing until he heard further from the provincial government.

Sweet, refreshing sleep is given by Hood's Sarsaparilla, which feeds the nerves, tones the stomach and cures all dyspeptic symptoms.

VIOLENT Headaches

Accompanied by Indigestion and Constipation Cured by Dr. Chase's Kidney-Liver Pills.

From Bath, Ont., comes the particulars of a remarkable cure effected by Dr. Chase's Kidney-Liver Pills. Mr. Jos. Gardiner was for forty years the victim of indigestion, constipation and violent headaches.

DISEASES AND DISEASE GERMS.

Quack cures are being put on the market every day which are credited with the power to kill disease germs. Even if these so-called remedies could do what is claimed for them, it would be a long, weakening, uncertain process. The only safe way to withstand disease and to kill disease germs is to make your body strong and your system healthful.

METHODIST CONFERENCE.

Nanaimo, April 12.—(Special)—At this morning's session of the Methodist conference memorials from the various districts were read and referred to the proper committees.

Applications for Sanitary and Plumbing Inspector. Applications, accompanied by testimonials, references, &c., will be received at the office of the undersigned until Monday, the 12th day of May instant, at 1 p.m.

To the Public.

We wish to take this opportunity of thanking our many customers and friends for their patronage and of informing them and the public generally that we have opened up at 84 Yates St., Next to the Fire Hall where we are prepared to supply their wants with every thing in the bakery line from a bride's cake to a ginger nut, and we trust that by giving strict attention to business and by securing first-class goods we will continue to merit their confidence and support as in the past.

McMILLAN BROTHERS, 84 Yates street, between Broad and Douglas.

WANTS.

BOOKKEEPING—Books posted or kept, terms reasonable. Apply Mr. A. Williams, 104 Yates street.

WANTED—A good-wait hand. Apply 209 Douglas street.

WANTED—Smart young man, shorthand and typewriter, with some office experience; salary \$20 to \$30 per month. Apply "Commercial," Times office.

WANTED—Loan of \$5,000 for 10 years or more at 4 per cent. per annum on gilt edge security, with privilege of annual payments of interest and principle. Apply E. O. Box 26, 88.

GOOD FITS GUARANTEED: general sewing solicited; \$1.00 per day. 170 Cook street.

A COMPETENT BOOKKEEPER wants a situation, either whole or part time; highest city references, and can furnish security if required. Address F.R., Times office.

WANTED—Employers in need of practical, trained office assistants, bookkeepers, stenographers, typewriters, etc. Please call at the Columbia Commercial College, Vancouver, B.C., H. B. A. Vogel, principal.

FOR SALE—Very cheap, leaving the country—Cowichan Lake Hotel. Apply James Robertson, Duncan, B.C.

FOR SALE—Six-roomed house and lot on Superior street, James Bay, for \$500; this is cheap, but it has to be sold. A. W. More & Co., 50 Government street.

TO LET. A GENTLEMAN can have a furnished front room in pleasantly situated cottage near the Foundry on our line; bath, telephone, use of sitting-room. No children. Address Omega, Times office.

TO LET—No. 19 Kane street, two-story house, 9 rooms, bath-room, sewer connections; rent \$17 per month. A. W. More & Co., 50 Government street.

TO RENT—Office in the Times building, ground floor. Apply at Times office.

MISCELLANEOUS. A. & W. WILSON, Plumbers and Gas Fitters, Bell Hangers and Tinsmiths; Dealers in the best descriptions of Heating and Cooking Stoves, Ranges, etc.; shipping supplied at lowest rates. Broad street, Victoria, B.C. Telephone call 120.

SOCIETIES. VICTORIA COLUMBIA LODGE, No. 1, meets first Thursday in every month at Masonic Temple, Douglas street, at 7.30 p.m. B. S. ODDY, Secretary.

SCAVENGERS. JULIUS WEST, General Scavenger, successor to John Donaghy—Rents and cleans pools cleaned; contracts made for removing earth, etc. All orders left with James Fell & Co., Fort street, grocers; John Cochran, corner Yates and Douglas streets, will be promptly attended to. Residence, 50 Vancouver street. Telephone 130.

VETERINARY. S. F. TOLMID, Veterinary Surgeon—Office at Bray's livery, 100 Johnson street. Phone, 182; residence telephone 417.

By permission and under the patronage of the Battalion Officers, GRAND PROMENADE CONCERT will be kindly given by the FIFTH REGIMENT BAND, assisted by a host of local talent, on Tuesday Evening, May 16.

In the DRILL HALL, Menzies street. The total gross proceeds go to the British Columbia Protestant Orphans' Home.

ADMISSION 10c. Refreshments supplied by the Lady Managers of the Home, at Popular Prices.

VICTORIA THEATRE. MONDAY, MAY 15. AMERICA'S FOREMOST IRISH COMEDIAN, BOBBY GAYLOR.

with his merry associates in the hilarious farce, "McSorley's Twins" 5th Regiment Band. SHAWNIGAN LAKE HOTEL. SUNDAY, MAY 14th. Trains leave Victoria 9 a.m. and 3 p.m. Arrangements have been made for the following rates: Shawnigan and return, 75c. Children under 12, 40c. GEO. KOENIG - Proprietor. TO LET STORES IN FEEL'S BLOCK. The stores and premises at present occupied by Messrs. Walter Brothers will be let after 1st July. Attention will be made to accommodate tenants. Apply to JAMES W. FEEL, of THORNTON FELL.

WE WOULD like to call your attention to our facilities for Truss fitting. We have had some 14 years' experience in fitting, and besides having now a large stock to select from, guarantee satisfaction.

BOWES,
He Dispenses Prescriptions,
100 Government St., near Yates.

WEATHER BULLETIN.

Daily Report Furnished by the Victoria Meteorological Department.
Victoria, May 13, 9 a.m.—The barometer remains high along the coast and is rising over Northern British Columbia, while in Eastern California and Utah there is continued an extensive area. A further development of these conditions may cause more settled weather in this vicinity. East of the Cascades the lowest temperatures range from 18 in Cariboo to 20 degrees in Malatoba.

CITY NEWS IN BRIEF.

HONDI is a pure Ceylon tea.
Baptism, the only fair profession, just arrived at G. Kooch's, 42 Government street.
Out at Beacon Hill the Fifth Regiment, and the Albion cricket clubs are playing a friendly match this afternoon.

DR. PRICE'S
CREAM
BAKING
POWDER
A Pure Grape Cream of Tartar Powder.
80 YEARS THE STANDARD

Smoke union made cigars.
Use Blue Ribbon Baking Powder.
Billy, a West Coast Indian, was fined \$5 and \$1 costs, this morning for drunkenness.

SHIPPING NEWS
HAPPENINGS OF A DAY ALONG THE WATERFRONT.

The salmon merchants are experiencing difficulty in securing ships for this year's salmon fleet. But two ships have been chartered as yet, the British ship River Falloch, 1,389 tons, now 60 days out from Hamburg with general merchandise for this port, and the Russian bark Favell, coming in ballast from Kiao-chow. Rates are high, and the owners of the very scarce tonnage on the Coast are holding out for even higher rates.

Navigation Has Opened

Steamer Amur Returns to Port
Yukon.
The Output Will Exceed Previous Estimates—Indians Weary of Prison.
Steamer Amur arrived last evening from Lynn Canal bringing news that navigation has been opened on the Yukon. The river steamer Flora, under Capt. Martineau in charge, was launched at Lake Le Barre on April 15th, and fought her way through the drifting ice to Dawson. It was reported at Skagway that the Amur left that she was back at Le Barre, but her passengers may be looked for very shortly.

Radam's Microbe Killer

Its value attested by all classes of intelligent people. Read the following:
"Vancouver, B.C. Dec. 28, 1898.
"Dear John Bro's, Dear Sir: Enclosed please find a postpaid order for \$3.00, for which send me one dozen of your Microbe Killer by express. I am leaving Vancouver in a few days and am anxious to secure another 300 in addition to that I got at your store when in Victoria. It cost me \$1.00 and I cannot do without it. It is invaluable to me for preventing cholera and strengthening the vocal chords, thus keeping my voice in perfect condition for singing. Yours truly, NONA YEAGER, of Clara Malibeu Co.
Send for pamphlets and testimonials. Price \$3.00 per gal. Jar: \$1.00 per bottle.
JOHNS BROS.,
Agents, 119 Douglas Street

ere, of San Francisco. Mrs. Turner was the first white woman to reach Atlin City last fall, and was the first person buried in the new mining camp. She had one or two claims on Spruce Creek which are thought to be quite rich.
A late issue of the Skagway Alaskan says of an attempt to procure the release of the Indian prisoners from Haines Mission.
"A party of Indians, five women and six men, relatives of the Indians now serving a sentence in the city jail, came up from Haines Mission yesterday and called upon Judge Schibred, begging for the release of their friends. They pitifully told the judge that they would not eat until he released them, but as the judge is not interested in a restaurant he declined to accede to their request. The Indians also called upon Marshal Tanner, but as he was absent in Haines Mission, Jailor Yeuk acted as host. He got along all right with the "klootches," but the "klootches" became troublesome and abusive, compelling him to put one of them in jail and throw the rest out of doors. Later in the day Judge Schibred released the one Indian on his admission that calling Young a "big bluff" was only a joke of his."
News is given of a fight between a claim owner and a would-be claim jumper on Wolf creek, off the Tahltan river. After some shooting, which, however, did no damage, an arbitrator was proclaimed and the matter arbitrated.
Messrs. Heaney and Bannerman, who have been packing on the Atlin trail, returned by the Amur.
The two Hindus who have been living in Victoria for several weeks, attempted to take passage to Seattle last night by the Utopia, but were forbidden to do so by the American customs officer aboard the boat. The men claim to be British subjects, but the customs officer, decided to have a consultation with the Canadian customs officials and American consul before permitting the men to cross the border. It is expected the matter will be adjusted to-day and that the men will sail for Seattle to-night.

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—The E. & N. Railway excursion to Shawanigan to-morrow is likely to be largely patronized. The time table and the reduced passenger fares come into effect to-morrow, the train leaving at 9 o'clock. The street cars will commence to run at 8 o'clock affording the means for intending passengers from all parts of the city to get down to the depot in ample time. The programme arranged for the band concert is a good one, and given fine weather, a very enjoyable outing should be in store for all who patronize the excursion.
—Nirvana is the best of all Ceylon Teas. Try it and be convinced.
—The charge of attempted murder brought against the Indian Sanyer resulted in a verdict of not guilty, the case being in the hands of the jury late yesterday afternoon, and decided by them in the evening. It will be remembered that the prisoner was sentenced to imprisonment for life when tried at Nanaimo, but the Full Court ordered a new trial, a change of venue was obtained, and the result was his acquittal.
—Mr. H. Dallas Holmeken, 43-45, and Mr. Frank Higgins defended the accused. Mr. A. L. Belyea prosecuting on behalf of the crown.
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—To-morrow evening, in the Roman Catholic Cathedral, Rev. Dr. Cleary will feature on the Passion Play of Ober Ammergau, the lecture to commence at 7.30. Father Cleary is very highly spoken of by the newspapers of the Sound cities, where he has already delivered the lecture, and it is said the striking features of the play, the realism of the crucifixion and the effect on the soaking, swaying multitude are related by the reverend lecturer in a manner so graphic and with such faithfulness of detail as to move the audience.
—An accident which might have been attended by much more serious results, occurred this morning at the corner of Government and Johnson streets. A Chinaman proceeding up Johnson street on a bicycle at a high rate of speed, collided with Mr. Bourke, the Yates street tobacconist, and knocked him down. The Chinaman was riding between the tram rails and was unable to change his course, and Mr. Bourke had no time to evade the flying wheel. The tire of the bicycle exploded with a loud report, and for a few moments it was thought Mr. Bourke had sustained severe injuries. He was fortunately comparatively unharmed. The wheel was badly smashed up, but the Chinaman escaped without any injury.
—Lipton's tea at Hardress Clarke.

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ere, of San Francisco. Mrs. Turner was the first white woman to reach Atlin City last fall, and was the first person buried in the new mining camp. She had one or two claims on Spruce Creek which are thought to be quite rich.
A late issue of the Skagway Alaskan says of an attempt to procure the release of the Indian prisoners from Haines Mission.
"A party of Indians, five women and six men, relatives of the Indians now serving a sentence in the city jail, came up from Haines Mission yesterday and called upon Judge Schibred, begging for the release of their friends. They pitifully told the judge that they would not eat until he released them, but as the judge is not interested in a restaurant he declined to accede to their request. The Indians also called upon Marshal Tanner, but as he was absent in Haines Mission, Jailor Yeuk acted as host. He got along all right with the "klootches," but the "klootches" became troublesome and abusive, compelling him to put one of them in jail and throw the rest out of doors. Later in the day Judge Schibred released the one Indian on his admission that calling Young a "big bluff" was only a joke of his."
News is given of a fight between a claim owner and a would-be claim jumper on Wolf creek, off the Tahltan river. After some shooting, which, however, did no damage, an arbitrator was proclaimed and the matter arbitrated.
Messrs. Heaney and Bannerman, who have been packing on the Atlin trail, returned by the Amur.
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Until a year ago, I was a most inveterate coffee drinker.
I have always assiduously abstained from all other forms of stimulants, including tobacco, and hence could easily localize the cause for the numerous abnormal symptoms I became subject to. I grew nervous and irritable, became easily excited and experienced a decided loss of memory, together with many other symptoms, indicating an unduly stimulated nervous system. My appetite was poor, slight deficient, bowels irregular. Like thousands of others, I could not bring myself to believe that my favorite beverage was the cause of my abnormal conditions.
About a year ago a package of Postum Cereal came to my office, and I concluded to try it. I was very much disappointed with the trial, the liquid being light-colored, weak and insipid. It lacked the strong flavor I had been so long accustomed to.
I concluded, however, I would have to cultivate a taste for it, and hence finally in drinking the almost tasteless mixture for several weeks, until finally I became disgusted with it and quit it. I noticed, however, an improvement in my nervous symptoms.
Shortly after this my attention was called to your specific announcement as to the length of time the mixture should be taken. I took the subject up again, following the directions explicitly, and the result was truly gratifying. The color, the aroma, the taste and everything (except the nerve racking stimulant) was there, and I was completely satisfied. The nervous symptoms entirely vanished, and all other abnormal conditions vanished. The experience in my own case naturally led to a conclusion as to the cause of the disorders with many of my patients, and I have had occasion in numerous cases to insist upon the abandonment of coffee entirely, and the substitution of Postum Food Coffee, with highly gratifying results.
Dr. Geo. W. Hagan, 113 E. Long Street, Columbus, Ohio.
—Drill Hall concert to-night.
Mrs. Dickenson's pupils had their annual dance, concluding the season, in Assembly Hall last night. The function was very largely attended, and needless to say, the juvenile merry-makers and their elderly escorts enjoyed themselves immensely.
—Washing machines at R. A. Brown & Co's, 80 Douglas street.
—Wall paper, wall paper; wall paper. The largest range in the city at Weller Bros.

HONDI
IS A CEYLON TEA. HAS PURITY. PLEASE YOU.
IS A PACKET TEA. HAS FLAVOR. CHEER YOU.
IS A PERFECT TEA. HAS MERIT. WILL SATISFY YOU.
ONCE USED---ALWAYS USED.

Navigation Has Opened

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For Scones, Puddings and Cakes, Ladies, take good advice--Use Blue Ribbon Baking Powder, and have them always nice.

MUSIC BY MODERATO.

The past week has been notable for the appearance of the eminent pianist, Moritz Rosenthal, one of the great players of the present day, though not necessarily the greatest. Rosenthal's tour throughout the United States has been one gigantic success, unprecedented, perhaps, by any artist save Paderewski.

THOSE TERRIBLE NERVOUS HEADACHES

Rob Thousands of the Pleasures of Life. Dodd's Dyspepsia Tablets Cure Nervous Headache, and Make Life Worth Living--They Remove the Cause of the Trouble, Quickly and Completely.

What's the use of suffering from those terrible Nervous Headaches when you need not do so? Who would be poor, if he could get rich for fifty cents? Who would endure the agony of Nervous Headaches when he can get certain relief for fifty cents?

dropped into the St. John's Church bazaar on Wednesday night, a promenade concert having been announced, and a more sorry spectacle I have rarely witnessed.

To meet Rosenthal is to be disappointed. Seated at the piano with his strong profile and broad shoulders, no one could accuse him of looking insignificant, but to meet him man to man is to encounter a squat, short-legged, short-necked, yet broad-shouldered man with a shifty restless look, and the nervous temperament peculiar to virtuosi.

And now to the programme, which opened with Mozart's A minor Sonata. To me the second number surpassed the rest, including as it did the B flat Minor Sonata of Chopin's, the often played Berceuse and the Yalse in A flat by the same composer.

This is no idle, baseless boast. It is truth--plain, simple, homely, honest truth.

If you suffer from Nervous Headache, buy a box of Dodd's Dyspepsia Tablets, and you will realize the happiness of relief.

Now Dodd's Dyspepsia Tablets make digestion perfect. They themselves digest the food.

that Tod Sloan will ride in the Derby, is now the favorite for that event at 11 to 10 against Sloan was presented to the Prince of Wales at Newmarket yesterday.

Friday's League Games. At Pittsburg--Pittsburg, 1; Cincinnati, 5. At Philadelphia--First game, New York, 4; Philadelphia, 11. Second game, New York, 4; Philadelphia, 4.

LA GRIPPE VICTIMS. Will in Thousands of Cases Have to Fight Catarrh Unless Dr. Agnew's Catarrhal Powder is Used to Prevent the Sowing of the Seed.

The wife of a prominent physician of Toronto was a victim of Catarrh in its worst form. She tried almost every treatment known in the world of medicine without receiving any lasting benefit.

PARAGRAPHERS. Per steamer Charming from Vancouver--Mrs C. Stenson, L. H. Hardie, T. W. Patterson, J. A. Thompson, C. A. Holland, Mrs. Anderson, R. Collier, G. Hicks, F. Anderson, R. E. Whitcomb, J. J. Carter, J. Stewart, J. Bouchamp, Mrs. Stewart, A. Seaford, J. Ross, L. Walsh, Phil. Walsh, Miss Jessie Hart, H. Buckle, J. L. Conway, Wm. Bowick, P. H. Curtis, P. F. Curtis, Mrs. P. F. Curtis, J. F. Howell, Mrs. Chapman, Miss Morgan, Miss Chapman, Miss Watson, G. H. Cook, Wm. Holden, H. L. Green, Chas. Stenson, G. Gilmore, G. Sutherland, Geo. Bishop.

CONSIGNERS. Per steamer Charming from Vancouver--R. Ward & Co., Canada Paint Co., Fell & Co., Johns Bros, Speed Bros, J. Dickinson, F. Cairns, J. B. C. Market, Parsons Produce Co., B. U. Electric Ry, J. W. McDonald, Ericson, Wain & Co., B. Jamieson, Speed Bros, J. Stewart, Mr. Justice Irving, S. Leiser & Co., J. H. Virtue, E. G. Prior & Co., T. R. C. Sack, Dominion Express Co.

Sporting News.

CRICKET. Australians vs. Essex. Leyton, Eng., May 12--The Australian team today began a game against Essex.

PHYSICAL PERFECTION--the PROMISE and POSSESSION FREE to all who read these lines.

THE TURF. London, May 12--Desmond, the horse

The Hotel Dawson 65, 66 and 67 Yates St., VICTORIA, B.C. \$1.00 per day or \$10.00 per week. Rooms \$1.00 per week. European and American plans. Newly furnished and refitted throughout. JOHN MICHAEL, Proprietor.

Canadian Pacific and Soo Pacific Railway Line. The most direct route to all points East and Southeast. Through Palace and Tourist Sleeping Cars. To Minneapolis, St. Paul, Toronto, Montreal, Boston. WITHOUT CHANGE. Tickets to or from all points in Europe. For rates, folders, pamphlets and all information call on or address: W. H. GREENE, Agent, Cor. Government and Fort Sts.

Washington & Alaska S.S. Co.'s LIGHTNING EXPRESS TO Dyea and Skagway IN 55 HOURS. SS. CITY OF SEATTLE. Sails for Dyea and Skagway direct every two days. No stops. No delays. Round trip in seven days. Rates same as on other steamers. Next sailing: Saturday, 20th May. Subsequent sailings May 30. For rates and information apply to DODD, WHEEL & CO., Ltd., 64 Government Street, Telephone 586.

Canadian Development Co. Ltd. H. MAITLAND KERSEY, Managing Director. THROUGH TICKETS AND BILLS OF LADING From British Columbia and Puget Sound Ports to: Atlin, Dawson and Yukon Points. DAILY SERVICE ON LAKES AND UPPER YUKON. EXPRESS SERVICE. An efficient and reliable express service is maintained and operated by the company over all the routes traversed by its steamships; express matter and postal express messages carried at reasonable rates.

V. V. T. Co. STEAMER "ALPHA" Will leave Spratt's Wharf for Dyea, Skagway and Wrangell MAY 10th, and from Vancouver at 12 noon, on the following day. For freight and passage apply at the office of the company, 32 Fort Street, Victoria, B.C. The company reserves the right of changing this time-table at any time without notification. J. D. WARREN, Manager.

The Boscowitz Steamship Co., Ltd. STR. BOSCOWITZ Will leave Spratt's wharf on THURSDAY, 25TH MAY AT 10 P.M. For Naas River and Way Ports VIA VANCOUVER. For freight and passage apply at the company's office, Janion block, Store street, Victoria, B.C. The company reserves the right of changing this time-table without notification. H. LOGAN, General Agent.

CELANIC Steamship Company. FOR Hawaii, Samoa, New Zealand and Australia. SS. MOANA to sail Wednesday, May 17, at 10 p.m. SS. AUSTRALIA to sail Wednesday, May 31, at 2 p.m., for HONOLULU only. Line to COOLHARDIE, AUS. and OAPT-TOWN, SOUTH AFRICA. J. D. SPURDENS & BROS. Co., Agents, 114 Montgomery St., San Francisco. Freight office, 327 Market street, San Francisco.

TRANSPORTATION. Canadian Pacific Navigation Co. (LIMITED). WHARF STREET, VICTORIA. Time Table No. 42--Taking Effect May 1st, 1899.

TRANSPORTATION. VANCOUVER ROUTE. Victoria to Vancouver daily except Monday at 1 o'clock. Vancouver to Victoria daily except Monday at 12:15 o'clock, or on arrival of C. P. R. No. 1 train. NEW WESTMINSTER ROUTE. Leave Victoria for New Westminster, Ladner and Lulu Island Sunday at 23 o'clock, Wednesday and Friday at 7 o'clock. Sunday's steamer to New Westminster connects with C.P.R. train No. 2 going east, Monday. For Dunsmuir Pass, Wednesday and Friday at 7 o'clock. For Pender and Moresby Islands, Friday at 7 o'clock. Leave New Westminster for Victoria, Monday at 12:15 o'clock; Thursday and Saturday at 7 o'clock. For Dunsmuir Pass, Thursday and Saturday at 7 o'clock. For Pender Island and Moresby Island, Thursday morning at 7 o'clock.

G. P. N. Co., Ltd., Steamers. Will leave Turner, Bowen & Co.'s wharf for DYE, SKAGWAY, WRANGEL. As follows at 8 p.m. "DANUBE" . . . May 6, 17, 31 "TEES" . . . May 10, 24. And from Vancouver on following days. For freight and passage apply at the office of the company, 64 Wharf street, Victoria, B.C. The company reserves the right of changing this time-table at any time without notification.

Bennett Lake and Klondyke Navigation Co., Ltd. Steamers leave Porter's Wharf for Skagway, Dyea and Wrangell. As follows: SS. ANUR . . . May 12 and 26 SS. CUTCH . . . May 18. And from Vancouver on following days. For freight and passenger rates apply Bennett Lake & Klondyke Navigation Co., Ltd. 39 GOVERNMENT STREET. The Company reserves the right of changing this time-table at any time without notification.

ALASKA STEAMSHIP COY. FOR ALASKA AND GOLD FIELDS. S. S. "DIRIGO" Wednesday, May 17th. Subsequent sailings May 31, June 14, 28. S. S. "ROSALIE" Wednesday, May 24th. Subsequent sailings June 7, 21. Sell for Mary Island, Metlakahla, Ketchikan, Wrangell, Juneau, Skagway and Dyea. For full particulars apply to NORMAN HARDIE, Agent, 64 Government street, Victoria, B. C. Telephone 268.

HUMBOLDT STEAMSHIP CO. LIGHTNING EXPRESS TO DYE AND SKAGWAY IN 55 HOURS. SAILS FOR SS. HUMBOLDT Dyea and Skagway. Direct every two days. No stops. No delays. Round trip in seven days. Rates same as on other steamers. Next sailing: Tuesday, 16th May. Subsequent sailings May 26, June 5, 15, 25. For rates and information apply to DODD, WHEEL & CO., Ltd., Agents, 64 Government Street, Telephone 586.

O. R. & N. Oregon Short Line. LOWEST RATES. SHORTEST ROUTE. Seattle to all points East and Southeast, via Portland, Salt Lake City and Denver. Pullman palace sleepers, upholstered tourist sleepers and free reclining chair cars; steam heat, Pintsch light. For tickets to or from any points in the United States, Canada or Europe, call on or address: RICHARD HALL, Agent, 100 Government street, Seattle, Wash. W. H. HULBERT, G.P.A., Portland.

Agency Atlantic S.S. Lines. ORDERS ISSUED FOR PASSAGE FROM GREAT BRITAIN OR THE CONTINENT. HALL, GOEPEL & CO., 100 Government Street.

The White Pass and Yukon Route. THE PACIFIC & ARCTIC RAILWAY & NAVIGATION COMPANY. BRITISH COLUMBIA & YUKON RAILWAY COMPANY. From Skaguay, Alaska, to the Summit of White Pass in a Comfortable Railway Train. 100 Pounds Baggage Free. Investigate Fully. Do Not Be Misled. WE GUARANTEE DELIVERY AT LAKE BENNETT OR ATLIN CITY. GOODS SHIPPED THROUGH IN BOND. SKAGWAY IS THE GATEWAY TO YUKON, KLONDIKE AND ATLIN. FOR RATES APPLY TO: J. H. GREENE, Commercial Agent, 16 Tremorue avenue, Victoria. H. L. GRAY, Traffic Manager, Dexter Exton Bldg., Seattle, Wash. Send 2 cents in stamps to any of our agents for our new map of Atha.

Chilkoot Pass Route. Chilkoot Railroad & Transport Company. Alaska Railway & Transportation Company. Dyea-Klondike Transportation Company. Operating a System of Aerial Tramways Between Dyea and Crater Lake. These tramways did three-fourths of the business last year and will do four-fifths of it this year. Old Yukoners Employ This Route Almost Exclusively. Who men will investigate the routes and conditions before committing their freight to any particular trail? Our facilities enable us to give a cheaper and more expeditious service than any other route. We shall give both, as will be demonstrated upon application. THE CHILKOOT PASS ROUTE IS A UNITED STATES BONDED CARRIER. NO EXTRA EXPENSE FOR BONDING. NO TROUBLE. NO DELAYS. For rates and full particulars apply to DODD, WHEEL & CO., Ltd. R. P. RITHET & CO., Ltd.

Pacific Coast Steamship Co. For San Francisco. The company's elegant steamships COTTAGE CITY, WA W.A.L.A. and UMATILLA, carrying H.B.M. mails, leave VICTORIA, B.C., 8 p.m., May 4, 9, 14, 19, 24, 29; June 3, 8, 13, 18, 23; July 3, and every fifth day thereafter. Leave San Francisco for Victoria B.C., 10 a.m., May 11, 16, 21, 26, 31; June 5, 10, 15, 20, 25; July 5 and every fifth day thereafter. FOR ALASKA. The elegant steamships COTTAGE CITY, CITY OF TOPEKA, ORIZABA and AL-RI leave Seattle, 9 a.m., May 3, 10, 15, 20, 25, 30; June 4, 9, 14, 19, 24, 29; July 4 and every fifth day thereafter. The steamer CITY OF TOPEKA will call at Victoria, B.C., May 15, and the GOETZ TAUBE CITY, May 26; June 14, 24; for passengers and freight. For further information obtain folder. The company reserves the right to change without previous notice, steamers, sailing dates and hours of sailing. H. P. RITHET & Co., Agents, 61 Wharf street, Victoria, B.C. J. E. THORNBURGH, Puget Sound, Sup't. Ocean Dock, Seattle, Wash. GOODALL, PERKINS & CO., General Agents, San Francisco.

STEAMSHIP TICKETS TO AND FROM All Points in Europe. Via Montreal, Quebec, Boston or New York, and all steamship lines. For all information as to sailings, rates, etc., apply B. W. GREER, Agent, Cor. Government and Fort Sts. Victoria and Texada Island. Trains will run between Victoria and Sidney as follows: DAILY: Leave Victoria at 7:00 a.m., 4:00 p.m. Leave Sidney at 8:35 a.m., 5:15 p.m. SATURDAY AND SUNDAY: Leave Victoria at 7:00 a.m., 2:00 p.m. Leave Sidney at 8:35 a.m., 5:15 p.m.

STR. CLAYOQUOT WILL LEAVE Victoria for Nanaimo, Thursday, 5 a.m. Nanaimo for Victoria, Friday, 7 a.m. Texada for Nanaimo, Saturday, 7 a.m. Nanaimo for Victoria, Tuesday, 6 a.m. Calling at West Point. Every Wednesday at 1 a.m. for Sooke and return same day. For rates apply on board or at Porter's Wharf.

NORTHERN PACIFIC. TO SPOKANE, ROSSLAND, HELSON, KASLO, SANDON, GRAND FORKS, KETTLE RIVER, HELENA, BUTTE, ST. PAUL, CHICAGO, and all points East and South. The only line running two daily transcontinental trains as follows: Quick time. Good service. Rates as low as other lines. For all information, time cards, maps, etc., call on or address: BLACKWOOD, Freight and Passenger Agent, Victoria, British Columbia. A. D. CARLTON, Assistant General Passenger Agent, 225 Morrison street, Portland, Ore. Puget Sound & Alaska Steamship Co. TIME CARD No. 15. Subject to change without notice.

STR. UTOPIA FROM SEATTLE DAILY (EXCEPT SUNDAY). Lv. Seattle 8:30 a.m. Ar. Port Townsend 12:30 p.m. Lv. Port Townsend 12:45 a.m. Ar. Victoria 5:30 p.m. FROM VICTORIA DAILY (EXCEPT SUNDAY). Lv. Victoria 8:30 a.m. Ar. Port Townsend 12:30 p.m. Lv. Port Townsend 12:45 a.m. Ar. Seattle 5:30 a.m. DODD, WHEEL & CO., LTD., GEN'L AGENTS. E. E. BLACKWOOD, AGENT.

THE GREAT NORTHERN Government Street, Victoria, B.C. Leave 8 p.m. Daily. Arrive 1:45 p.m. Daily. Connecting at Seattle with overland flyer. J. H. ROGERS, Agt.

Military Matters

Communications from members of the different branches of the Military Service represented in Victoria and elsewhere will be received at the "Times Office."

Captain Kenyon, R. A., in an article on artillery, says:

"The present state of the field artillery armaments of continental powers appears to be as follows: The Germans have completed their rearmament, and the French are pushing theirs on as fast as possible. Russia and Austria have introduced improvements into their existing equipments so as to increase their rate of fire. Italy proposes to do the same for her field artillery, and these three nations as well as Spain, Belgium and Switzerland, are carrying out trials with new designs of equipments. A good deal of interest, not to say excitement, was caused when a short time ago it was announced that the German and French were actually rearming their field artillery with a quick-firing gun. We know now pretty well what the German gun is like, about the French gun a good many wild statements have been made. Great ingenuity has been expended and many expedients have been introduced with a view to checking recoil and facilitating loading and laying. Rates of fire of 10 to 15 rounds a minute are claimed, and yet we find that none of these guns, though many of them have been tried, have produced any such wonderful results as to induce any power to instantly adopt them. The introduction of a brass cartridge case and a spade under the trail do not in themselves make a gun a quick-firer, and it would seem that the universal attention has been turned to increasing the rapidity of fire, it will no doubt be found possible to improve breech mechanisms, firing arrangements, sights, fuses, and ammunition supply, and also to reduce the recoil. The Germans appear to have made great improvements in all these respects."

The Daily Telegraph, referring to Sir Louis Davies' announcement made at the meeting of the British Empire League held at Ottawa this week, that the Dominion government was considering how best to meet the naval defence of the Empire and that it was prepared to train one thousand Canadian fishermen annually, says, "In every aspect this seems a very practical proposal. If anybody is inclined to smile at the idea of training blue-jackets on decks which never wobble and with guns which cannot be fired, he forgets, first of all, the classical instance of the Romans, who used to educate men for their war-galleys ashore, until by dint of perfect rowing they at length bested the Carthaginians."

"Next, these thousand Canadian naval auxiliaries will be no landlubbers, destitute of sea-legs. Among the hardest and most skilful of mariners, they are of that high school of the ocean depicted so well in Mr. Rudyard Kipling's 'Captains Courageous,' who sail the stormy and misty seas of Newfoundland and Belle Isle—the very best material of which man-of-war's men could be constructed. It would be a good and cheering sight to see a contingent of 'Bluenoses' on board the ships of the Queen's North Atlantic squadron, trained and clad and fed by the Dominion for service on the waters which lie between their own splendid and spacious territories and the mother realm."

"There are the lakes, too, those vast inland expanses, where a thousand well-dressed salt-water Canadian seamen would often find the benefit of their experience under the white ensign upon the blue water come so serviceably. No trust that in responding to such a call and large-hearted overtures as these from New Zealand and from Canada, 'My Lords' will know how to burst the bonds of red-tape and to meet our well-meaning colonies at least half-way."

An army captain at Wei-hai-wei, in a letter dated 2nd March, writes: "It is impossible to say much about this place. The climate is the chief thing, and it is just grand, bar a blizzard now and then, and sometimes a frozen coast."

Carter's Little Liver Pills

Cure Sick Head

Cure Headache

Cure Stomach

Cure Liver

Cure Biliousness

Cure Constipation

Cure Indigestion

Cure Nausea

Cure Dizziness

Cure Irritability

Cure Nervousness

Cure Depression

Cure Headache

Cure Stomach

Cure Liver

Cure Biliousness

Cure Constipation

Cure Indigestion

Cure Nausea

Cure Dizziness

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Cure Constipation

Cure Indigestion

Cure Nausea

Cure Dizziness

Cure Irritability

Cure Nervousness

MILYON'S CURE

Checks discharges of Nose and Eyes, promptly relieved, Throat, Lungs, allays inflammation and Fever and tones up the System.

Cures Headache and Distress accompanying the symptoms of Grippe, prostrating, and restores strength to the body. It is invaluable in all forms of influenza, Cold, Croup, pneumonia, and breaks up a cold in a few hours.

Price 25c.

Mylon's Cough Cure stops coughs, night sweats, allays soreness and speedsily heals the Lungs.

A separate cure for each disease. At all drug stores, mostly 25c a vial.

Arch St., Philadelphia, Pa., U.S.A. Personal letters to Prof. Mylon, 1506 Arch St., Philadelphia, Pa., U.S.A., answered with free medical advice for any disease.

The great cold is a myth, and I have actually been out boating and yachting for pleasure in February. It is, of course, a very backward place, yet, but it is going to be the summer resort of China. Chefoo, along the coast, has been hitherto, but it is unhealthy, while this place is bracing and healthy like the last year, and they are now slowly spreading and is built over a bit, it may breed diseases, for the Celestials have not the most rudimentary notions of sanitation, and the most harrowing sights meet the eye daily. All round this big bay there are the most lovely sands you can imagine, so that the bathing here in summer will be simply grand; and, of course, so will the boating. The naval people are going to make the island (Lai-Kang-Tan) their great place. It will be fortified, and docks, etc., made there. The civilian population, when it comes, will be of the mainland, where we are, so that all the attractions—such as football, cricket and hockey for which we have to go across about two miles of water, will eventually be on the mainland. Apropos of guns, etc., all the forts on the mainland were dismantled and broken to bits by the Japanese before they left last year, and they are now slowly now—all in ruins. In all of them there are huge Krupp guns, about 9in. calibre and 18ft. and 20ft. long, lying around for anyone to take who wants one; so if you have any use for such you have only to come and take a few away. They are, of course, quite modern, and are just like our naval 9.2 gun, enormous pieces of ordnance."

The New Westminster Company naturally feel elated over the very high standing which their gun teams have secured, and the Columbian breaks out with the following:

"After the flattering remarks made by Lord Colonel Petre, D. O. C., the inspecting officer, at the conclusion of the examination, it was generally expected that the score would be high, but even those who participated in the exercises were agreeably surprised when it transpired that the No. 1 Company had scored 784 points out of a possible total of 80 points. This is one and a half points above Vancouver's crack company, three and a half points above Vancouver's second company, and goodness knows how many points ahead of the Victoria companies. Moreover, it is the highest percentage yet made by any Canadian corps, so that, both the officers, non-commissioned officers and men of No. 1 Company feel justly proud of their performance."

Victoria militiamen are too good soldiers to grudge their Royal City comrades their just need of praise, but the "goodness knows" reference is a little too high-sounding for the members of the good natured First to accept with equanimity. Inspecting officers are by no means infallible, their conclusion fortunately do not always accurately determine the relative efficiency of corps. It might be as well to remind the Columbian too that even under circumstances which militate against the local corps, No. 3 Company fell only two points behind the Westminster Company."

The complete plans for the new drill hall have been prepared and are now on exhibition at the post office pending the letting of contracts, show that Vancouver will soon have a home for its militiamen worthy of the high place that they have won in the service. The hall will be on the corner of Dunsmuir and Beattie streets, opposite the northeast corner of the Cambie street crossing, and will be of red brick and Newcastle Island stone. The main front will be on Beattie street, the entrance being flanked by two handsome towers. The basement on the east side will have a Morris-tube gallery and being alloy, as well as accommodation for furnaces. The floor of the drill hall proper will be 156.82 feet and extending along the Beattie street front will be eight rooms for armories, recreation rooms, commanding officers' rooms and lavatories. At either end and at the west side of the hall will be spacious galleries. On the second floor will be the band room, quartermaster's stores, officers' mess and three rooms and sergeants' mess room. The roof will be supported by steel trusses and the building will be lit by electricity. Tenders will be received until May 30th next and work will probably be commenced as soon afterwards as possible.—Vancouver Province.

While occasion has frequently been taken in this column to commend the efficiency of the local corps, the present is an opportune moment to emphasize the fact that the palm for efficiency among the gun teams goes to the mainland again this year. Making all possible allowance for the contingencies of inspection, there is no reason why a much better showing should not be made by the First Battalion members getting up their drill well, and in this particular their supremacy is undisputed, but when it comes to the tedium of grinding up the minutiae of guns and equipments they do not display the enthusiasm and diligence they should. There is no royal road to perfection in this matter, and it lies only on the line of hard, unremitting work."

The annual firing for the 13-pounder field guns is to be held on Saturday next at Beacon Hill, by permission of the Mayor and Council. The battery will take up a position where the firing may be easily observed from the hill.

THE MICHIGAN TRAGEDY

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Major Hibben and No. 3 Company shakel! A percentage of 76.5 out of a possible 80 is highly creditable.

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REV. WILLIAM STOUT'S STATEMENT

Proves conclusively that Burdock Blood Bitters permanently cures Scrofula.

The Reverend gentleman a sufferer for 23 years—tried the most skilled physicians in Ontario, who failed to do him good—B.B.B. cured him 17 years ago, and to this day there has been no sign of the disease returning.

When Rev. Wm. Stout's statement of his wonderful cure of Scrofula by Burdock Blood Bitters was given to the public some fifteen years ago, the case was so remarkable, as it had defied the skill of leading physicians and surgeons in Canada, that many were inclined to believe that the disease would surely come back on him again.

To this day, though, the reverend gentleman, who is now stationed at Kirkton, Ont., has never had a sign or symptom of this terrible affliction returning, which is another strong and convincing proof, added to the long list we have already published, that when B.B.B. cures you you're cured to stay cured.

The following is the statement Rev. Wm. Stout made of his case in 1883:

In the autumn of the year 1859 an indolent, painless swelling was observed by my friends to be rapidly growing on the left side of my neck. Iodine was freely applied during the following winter, but swelling continued to enlarge, until it reached the size of a large apple.

In the spring of 1861 I applied to Dr. Symmes, of Meaford (now dead), who blistered it and punctured it but pronounced it devoid of pus; but upon a deep incision being made over half a pint of genuine pus was discharged. Immediately it healed, and began slowly to grow again; and in the spring of 1861, I had it operated on by Dr. Chas. E. Barnhardt, of Owen Sound, after which a terrible inflammation having set in, I went to the hospital at Toronto, and was about a month under the care of that eminent surgeon, Dr. Aikens. He treated the swelling by free incisions, and by setons which were continued for six months with no real benefit.

I was again under the care of Dr. Barnhardt and Allen Cameron for three months. It continued emptying and filling until March of 1864, when, it being closed over, I attended the Grammar School at Kincardine, but in June had it

Cossip From London

The Queen Will Next Week Lay the Foundation Stone of a New Museum.

Tuesday's Drawing Room is Expected to Be the Most Brilliant of the Season.

London, May 13.—With the beautiful summer weather this week, the season seems to be finally in full swing.

The greatest interest centres in the Queen's visit to London next week to hold a drawing room and lay the foundation stone of the Albert and Victoria museum at Kensington.

The Most Brilliant of the Season. There has been a rush of great ladies to attend this particular function, but a great deal of heartburning has been occasioned by the system of ballot which the new lord Chamberlain has inaugurated.

Mrs. Jos. H. Choate, wife of the United States ambassador here, will present to the Queen Mrs. Alfred Parish, her sister, Miss Jennings of New York, and Miss Nora Neef of Chicago.

The Queen is to come from Windsor on Monday, and will visit Kensington palace, where her old apartments have been renovated, preparatory to opening the palace to the public.

The ceremony of laying the foundation stone of the Victoria and Albert Museum on Wednesday will be a very interesting one. The Queen will be accompanied by several princes and princesses, and other royal personages will meet her at the site of the museum.

The National Anthem will be sung by pupils of the Royal College of Music. Afterwards a madrigal specially composed by Mr. Alfred Austin, the poet laureate, will be sung by special music written by Sir Alexander Mackenzie.

Mr. Joseph Chamberlain blossomed forth this week as a successful beggar in the cause of philanthropy. He recently asked \$1,250,000 for Birmingham University, and Mr. Andrew Carnegie's gift practically completes the sum required.

Mr. Chamberlain on Wednesday presided at a dinner in aid of a fund for the establishment of his school of tropical medicine. The time allotted to \$15,800 had been announced. Mr. Chamberlain, in the course of an interesting speech at this dinner, on 'The White Man's Burden,' dealt upon the fact that the greatest enemy of the white man was not the hostility of savage chiefs, but the influence of barbarous customs or the physical difficulties of tropical countries, but malaria fevers.

What does it do? It makes the hair soft and glossy, precisely as nature intended. It cleanses the scalp from dandruff and thus removes one of the great causes of baldness. It makes a better circulation in the scalp and stops the hair from coming out. And it restores color to gray or white hair.

It Prevents and It Cures Baldness. If you do not obtain all the benefits you expect from the use of the Victor, write the Doctor about it.

Address, Dr. J. C. AYER, Lowell, Mass.

COMMUNICATIONS

THE SCHEME DISCUSSED.

To the Editor: It seems to me that the different schemes laid before the public, either by yourself or your contemporaries, in the form of editorials, from the correspondence that has appeared from time to time, has represented only one phase of the very important crisis confronting the city and citizens of Victoria, and it is important that no steps should be taken without the greatest care, because any false step may result very disastrously, in fact so disastrously as to menace the prosperity of the city.

(1) The E. & N. Ry.—This contemplated a fast twin-screw ferry that shall convey passengers (but not passenger coaches), and through freight to Victoria in the cars in which it reaches Vancouver.

(2) The Sidney Scheme.—This would necessarily have to be a municipal scheme because no financiers have come forward to build the necessary ferry and docks, and consequently it would result in merely an alternative to the C.P.N. Co. This, even if those objections were overcome, would mean simply the building of a new line at the expense of Victoria, as a little thought would show.

(3) The De Cosmos' Scheme.—This is the V. & E. is completed we would be necessarily backing the C.P.R. (2) where is the shelter for steamers at Point Roberts.

(4) The Port Angeles Scheme.—This I shall deal with further on. Now as regards the E. & N. scheme. Its advantages are all dependent on whether it places Victoria as the terminus of a great transcontinental railway, with great work shops, ocean docks, divisional quarters and offices, but when such a railway selects a site for a terminus it always chooses a new unsettled place where it can acquire unlimited land for townsite and for docks and where harbors are plentiful, lots of waterfront, in deep sheltered waters.

Now let us suppose that the Dunsmuir and the C.P.R. are agreed that a better and cheaper outlet for the coal of the one (accumulating in prodigious quantities) and a new and virgin territory for the other are required, where there is a spot that shall answer all requirements of deep and plentiful waterfront, and at the same time in a position to command the growing Pacific trade, Quatsino Sound is far, there is only one other, Alberni. But it may be said the Dunsmuir have hundreds of thousands invested in Victoria and the C.P.R. in Victoria, and they have, but the latter has spent nothing in Vancouver for some years, and it was not forced to, while the former's coal production leaves them no alternative but to get a cheaper outlet.

Proposals that before many years the capital of Russia will be on the Pacific and every European nation, besides the United States will have fleets there. It is therefore a race for supremacy of trade, Seattle and Port Angeles are running Vancouver hard, and to save the pilotage and towage, is to capture the trade to Chemalun or Oyster Bay, and then across the island to Alberni Canal is a matter of hours. Nanaimo is already feeling what the building of a harbor in Victoria is costing her. Seven hundred thousand dollars to improve the line from Victoria to the mouth, wouldn't the bridge across the mouth of the harbor would effectually settle Sorby's scheme. And after all, who could blame the Dunsmuir or the C.P.R. either? I couldn't. But I want to see my small \$5,000 property in Victoria (which is now all grown into \$100,000 and not into \$1,000. To my mind the most sinister of all straws is the rumor of land buyers arriving at Alberni and Rupert Arm.

Now, sir, it is easy to destroy but not so easy to construct. What I consider is the true spirit for every Victorian in this crisis is to stand by those who have helped us to grow to what we are. I refer to the C.P.N. Co. This company with its 12 steamers, its say, 300 employees, its \$200,000 per annum pay roll, spent here, the sum of \$1,000,000 annually for maintenance, besides about \$100,000 a year for repairs, and its 700 people dependent on it has its headquarters here and spends every dollar it makes here, (and sometimes more), and this company might as well retire into voluntary

FRIGHTFUL DISASTER.

(Continued from page 1.)

When the second section crashed into the rear portion of our train. It is said that the second section started within two minutes after our train started. I don't know how many people were killed, but I think there must have been at least twenty, and 50 injured. There were about 150 in our train and the second section was also crowded. There were a number of soldiers on the train who rendered inestimable assistance in getting the dead and injured. When the crash came I thought We Should All Be Killed.

It was terrific. People were thrown in all directions, and those not injured by broken wood were more or less injured by being bumped against the sides of the car. The scene was most distressing. I shall never forget it.

Henry Schuler, of Jenkinton, a passenger on the regular train said: 'I was in the smoking car in the regular train. Our train ran past the signal towers. An order was given for it to stop and another order given for to reverse and go back. This was done immediately, and we had only got a short distance back along the line when the second section crashed into us. There was a terrific crash, which sounded like a Big Thunder Bolt or Earthquake.

People were thrown in all directions, and several cars were smashed like match-wood. After the sounds of the crash had died away, the screams and cries of women and men could be heard on every hand. I saw a number of bodies of killed and wounded. I don't know the number, but it must be about twenty killed outright. Many others were unconscious. There must have been 70 injured. The parlor car of our train was smashed, but not badly. Its strength saved and not badly, when the second section crashed into it.

An Official Statement. An official of the company gives the number of dead as 23, and says forty are badly injured. Several of the latter, it is thought, will die before the night. The rear car of the first train was occupied principally by people residing at Nanaimo, and this fact accounts for the great number from that place included in the list of killed and injured.

A Miraculous Escape. Philadelphia, Pa., May 13.—Three cars of the ill-fated section which crashed into the first section of the "Cannon Ball" express train at Exeter last night arrived here at 4:15 this morning. The second train was composed of six day coaches, but three of them were badly wrecked in the collision. When the three cars which arrived here left the scene of the wreck they carried a large number of injured and others who escaped injury. Some of the injured were taken off and removed to the hospitals at Nanaimo. Whether the train was standing at the latter place, two of the injured died before they could be recovered.

When the train arrived here there were on board Harry Orest, resident of the second train; and his friend, W. L. Everett, both hurt. There were also on the train half a dozen uninjured passengers, all residents of this city.

Day was just breaking when the train came to a standstill, and many railroad men and others were waiting its arrival. The railroad employees warmly congratulated the engineer and fireman on their miraculous escape from death. As the oil tankers were wrecked in the collision, many of the eyes of many of them were hurt. He received a bad scalp wound. His head was bandaged and blood covered his face, hands and clothing. The fireman was slightly injured about the back.

In an interview with a reporter of the Associated Press Orest said he could not account for the accident.

Another Collision. Utica, N.Y., May 13.—The special American express Washburn crashed into the rear of the Southwestern train in the central Hudson yard in this station early this morning. The Wagner car, Bokanoket, the express cars and the engine of the

DR. A. W. CHASE'S 25c. CATARRH CURE. A sure cure for the diseased parts of the Improved Blower. Heals the throat, clears the air passages, relieves the droppings in the throat and permanently cures Catarrh and Hay Fever. Blowers for all dealers, Dr. A. W. Chase Medicine Co., Toronto and Buffalo.

BALD HEADS prevented by using DORE'S DANDRUFF CURE. BARBER SHOPS give Free Treatments on the scalp, and apply the Dandruff Cure, \$1.00 per bottle, 60c. per bottle, 30c. per bottle. JONES BROS. & CO., Toronto.

PERSONAL.

Hon. R. E. McKechnie is a guest at the Deirdre.

F. J. Carew, of Boston, Mass., is at the Queen's.

L. S. Springett, of Tacoma, is registered at the Queen's.

T. W. Patterson returned last evening from Vancouver.

W. W. Anderson and wife, of Vancouver, are at the Victoria.

Wm. Bourke, of Winnipeg, is a recent arrival at the Dominion.

Frank P. Zell, of Seattle, is among the recent arrivals at the O'Connell.

R. Collister, inspector of hulls, returned last night from the Provincial Marine.

L. H. Harrell, of Barrow, Harle & Co., was a passenger from Vancouver last night.

John P. Hillwell and J. L. Conway, of Vancouver, are recent arrivals at the Deirdre.

F. J. Wheeler and Allan Cameron, of the railway men of Vancouver, are at the Deirdre.

W. N. Gilmore and bride, of Seattle, are spending the first days of the honeymoon at the Dominion.

F. P. Curtis and wife, of Greenwood, Man., and E. S. Curt's, of London, Eng., are at the Deirdre.

CHURCH SERVICES TO-MORROW.

Adjutant Milner, of the Salvation Army local corps, is arranging a series of special services, commencing on the 20th inst., continuing until the 25th. Brigadier Howell will be in charge, assisted by the officers of British Columbia, Seattle and Whistler. Officers' councils will be held and a lot of important business done. This is the first council held here for several years.

Zion Christian Catholic church, corner of Pandora and Broad streets.—Services at 11 a.m., 3 p.m. and 7 p.m. Rev. W. Bronner will preach. Eleven a.m. subject, 'The Things God Has Promised to Those Who Love Him'; 7 p.m., 'Purgatory of Sin,' followed by Divine healing; 3 p.m., 'Our Lord is the Wonderful Physician.'

First Congregational church.—Services at 11 a.m. and 7 p.m., when Rev. F. Payne, the pastor, will preach. In the morning the subject will be 'A Paradox of Christianity.' In the evening the subject will be 'The Palace of Penance.'

Christadelphians (Brethren of Christ) meet in the A.O.F.W. building, Yates street, upstairs, on Sunday at 11 a.m. and 7 p.m. Subject of evening lecture, 'Is There an Indwelling, Unliving Ego or Soul in Man?'

Friends (commonly known as Quakers) hold services First Day at 11 a.m. and 7 p.m. at 694 Pandora avenue. All are affectionately invited. Those of Friends' parentage are especially invited to attend the morning meeting.

St. Barnabas church.—Holy Eucharist, 8 a.m.; Choral Matins and Litany, 11 a.m.; choral evensong with procession, 7 p.m. The rector, Rev. E. G. Miller, preaches both morning and evening.

Calvary Baptist church, Herald street.—Rev. Mr. Sweet, B.A., will preach morning and evening. Sunday school and Bible class at 2:30 p.m. The usual evening meetings during the week.

First Presbyterian church, corner of Pandora and Blanshard streets.—Rev. Dr. Campbell, the pastor, will occupy the pulpit at both services. Sabbath school and Bible class at 2:30.

St. John's church.—Morning prayer and Litany at 11, rural dean, Rev. W. D. Barber, being the preacher. Evensong at 7, the rector, Rev. Percival Jenks, being the preacher.

Metropolitan Methodist church, Rev. J. C. Speer, pastor.—11 a.m. and 7 p.m., sermons by Rev. A. N. Powell, of New Denver, B. C.; 2:30 p.m., Sunday school.

The pulpits of Knox and St. Columbia Presbyterian churches will be occupied to-morrow by Rev. V. G. Russell, B.A., who has lately come from Vancouver.

Salvation Army.—Meetings in Broad street hall all day Sunday and every evening of the week except Wednesday, conducted by Adj. Milner.

Home of Truth, 10 Discovery street.—Services at 11 a.m. and 7:30 p.m. Sunday school and Bible class, 12:15 p.m. Miss Harriet Bix, speaker.

Central Methodist church.—Rev. W. H. Barracough will preach morning and evening. Sunday school and Bible class at 2:30.

Reformed Episcopal.—Morning preacher, Bishop Child; evening preacher, Rev. Dr. Wilson. Children's church at 3 p.m.

St. Saviour's church, Victoria West.—8 a.m., Holy Communion; 11 a.m., morning prayer. Rev. Percival Jenks; 7 p.m., evening prayer. Rev. W. D. Barber. The electric light has been installed for to-morrow.

St. Andrew's Presbyterian church, Rev. W. Leslie Clay, minister.—Public worship at 11 a.m. and 7 p.m.; Sabbath school at 2:30; Bible class at 3 p.m.; Y.P.C.O. at 7:30; the evening service.

Universal Brotherhood, 28 Broad street (Williams block).—Public lecture at 8:15 p.m. Subject, 'The Rhythm of Nature.' Afternoon class for children at 2:30.

THE TEAM. Gatwick Races. London, May 13.—At the second day's racing of the Gatwick spring meeting today Mr. B. W. Long's Lord Edward II. won the Princess handicap of 1,000 sovereigns.

In a match race of six furlongs for a sum of £100, Mr. A. J. Schwabe's Rowan Every, ridden by S. Lottes, beat Mr. T. Carr's Shepperton, ridden by Sloan.

The Marlborough stakes of 500 sovereigns was won by Lord Farnham's Hadrian, Lord William Bessford's Jolly Tar (8 to 2), ridden by Sloan, being second.

CRICKET. Australians Defeated. London, May 13.—There was tremendous excitement at Leyton today at the cricket match between the Australians and Essex Club. At the beginning of play today the Australians had 200 to get to win, but they completely collapsed, only making 73.

The June number of the Pall Mall Magazine will contain an article of great personal and historic interest by the Hon. William Waldorf Astor on the founder of the family in America, John Jacob Astor. The article traces the stirring and tragic incidents which led to the adventurous settlement of Astoria, and many details are given of the foundation of the Astor family in America. The article will be illustrated from unpublished drawings, portraits, etc.

BIRTH. BRYNDLSEN.—Born to Mr. and Mrs. R. Bryndlsen, of Bella Coola, B. C., on May 3rd, a son.

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TENDERS

Tenders will be received up to noon, Wednesday, 17th inst., for the erection of stores, tenements, &c., on lot 174, facing Johnson street. F. E. Neuberger, Esq., lowest or any tender not necessarily accepted. JNO. TEAGUE, Architect.