convention met here today and selected delegates. The resolutions approve the National and Territorial administration, the McKinley act and reciprocity; endorse the nomination of Secretary Elkins. The attempt at free wool legislation by the Democrats in the House is condemned.

Deaths.

LONDON, April 15.—Miss Amelie B. Edwards, the well known novelist and lecturer, is dead.

PITTSBURG, April 15.—William Smith, one of the city's prominent citizens, dropped dead at his residence this morning. Until the year of 1872 he was the owner of the National Pipe Works, where the cutting of the shells used by the crewsher "Monitor" against the "Merrimac" were made.

Alex McKenzie Dying.

TORONTO, April 15.—Hon. Alex McKenzie is very low tonight and his death is momentarily expected.

Killed for Money.

OCALA, Fla., April 15.—Two men were murdered tonight at or near Homosassa, Citrus county. Their names are Robert McCormick, postmaster of the Slate Complaint company, and Payne, a mail carrier. They are said to have been killed for money, as McCormick was in Ocala today cashing up his pay rolls, and took $1000 with him to pay off tomorrow. The bodies were found warm.

Canadian Indians on the Warpath.

WINNIPEG, April 15.—Advices from British Columbia say that the Indians on Skeena river are preparing to go on the warpath if a member of the tribe who is under arrest for murder is sent to Victoria for trial.

An Omnibus Patent Bounce.

WASHINGTON, April 15.—The House patents committee has had under consideration for some months an omnibus patent measure which proposes several changes in the existing laws. The committee proposes to make foreigners pay the same in taxes as is charged American inventors abroad for patents, and has constructed a bill which will be simultaneously reported next week.

Another British Ship Arrives in Esquimault.

VICTORIA, B. C., April 15.—H. M. steamship "Melbourne" has arrived at Esquimault from Coquimbo this morning. She left Esquimault for the South April 26, 1891, and has been cruising in South American waters since. The vessel intended to proceed north shortly, but a telegram required its immediate presence in Esquimault.

Commander Cotton and Foreign Harrison of the "Melbourne" called on Governor Nelson today.

Another Line of Steamers to Central America.

CITY OF MEXICO, April 15.—It is reported that the scope of pioneers from Belem is unknown.

There is no question but that Diaz will be unanimously nominated for reelection.

The agent of an American syndicate is here for the purpose of arranging for the establishment of a steamship line to ply between the United States and Mexican and Central American ports.

The Difficulties in the Caroline Islands.

LONDON, April 15.—The Times' Manila correspondent says: The difficulty regarding the American consuls in the Caroline Islands has been satisfactorily arranged. Spain consents to the return of the missionaries to the islands, and agrees that they shall not be hampered in their missionary work, provided they do not interfere with local government matters or questions between the island authorities and the natives.

Interchangeable Mileage Tickets.

WASHINGTON, April 15.—The House committee on commerce today decided to report favorably the bill providing that nothing in the Interstate Commerce act shall prevent the issuance of joint interchangeable 2000-mile tickets, with special privileges as to the amount of free baggage which may be carried under such mileage ticket not to exceed 250 pounds.

Running a Train by Sails.

Among the many curious methods of propelling cars adopted in the early days of railroading in this country, none possessed more novelty than that tested by the Baltimore and Ohio over the South Carolina Railroad. The wind nothing less than filling the cars with sails. On the former line experiment was made by Mr. Evan Thomas. It was found that it took a gale to carry a car thus equipped, and that it would only run then when the wind was abaft or on the quarter. Headwinds, of course, were unavailable, and Mr. Thomas was afraid to trust a sudden side wind lest the vehicle should be upset.

The trials on the South Carolina Railroad seem to have been more successful. The Charleston Courier, of March 20, 1833, thus describes the initial trip:

"A sail was set on a car on our railroad yesterday afternoon in the presence of a large concourse of spectators. Fifteen gentlemen got on board and flew off at the rate of twelve to fourteen miles an hour. Thirteen persons and three bags of iron were carried about ten miles per hour. The preparations for sailing were hastily gotten up, and, of course, were not of the best kind, but nothing in this combination the experiment afforded much sport, wind blew very fresh from about northeast, which, as a sailor would say, was 'aleeum,' and wound drives our vessel way with equal speed. When going at the rate of about twelve miles an hour, sail hoisted with fifteen passengers, the mast went by the board, with the sail and rigging attached, carrying with them several of the crew.

"The wreck was discovered by several usually adjacent, who kindly rendered assistance in rigging a jury mast, and the car was again got in its way. During the afternoon the wind changed so as to bring it nearly aloof when going in one direction, but the sail was stowed, and it was accomplished that the car would sail well in four points of the wind. We understand that it is intended by some of our members to rig a car properly and shortly to exhibit their skill in managing a vessel on land." If the experiment was ever thus put into effect, there is no record of it. Prior to employing sails, the first motive power used on the Charleston railroad was a horse treading on an endless chain platform. The car upon which this was tried attained twelve miles an hour.

He Didn't Recognize Them.

"I was coming down to Chicago from St. Paul the other day when an incident occurred on the sleeper which caused considerable merriment," said a passenger agent of the Northwestern road. "A farmer got on the train at Janesville and climbed into the sleeper. He was a rough looking old gentleman and his boots were very muddy—I think the muddiest I ever saw. They stuck in some silver, and seemed to weigh several pounds each. He stumbled into the car in an embarrassed manner, and seemed ashamed to such luxurious surroundings. He fumbled to his berth, and we soon heard him snoring furiously. My berth was next to his, and I heard him dressing the next morning. Suddenly I heard an exclamation of pleasure and surprise.

"'Thom ain't mine,' he remarked to himself. 'Somebody has made a mistake an' left his boots here.'

"He rang the bell for the porter and said:

"'You've made a mistake. These ain't my boots.'

"'Yes, sir' he said,' replied the porter. 'I have done a job, sir, I put 'em right.'

"'Well, don't say nothin 'bout it. Here's a dollar, but if any body claims 'em you'll have to give it back to me.'"—Chicago Mail.

Plate Glass Vandals.

The plate glass of the Fifth Avenue hotel is badly disfigured, but the vandals are still in the ring. The peculiar "constellation" of the plate glass, the donkey and the diamond ring form an interesting study for the proprietors of public resorts. In New York it requires more vigilance on the part of hotel detectives to prevent this single act of vandalism than it does to guard against pickpockets. The other day a young man was caught cutting his initials with a diamond ring on a brand new fifty dollar plate glass window at one of the newest hotels up town. When he was taken to task about it he admitted it and treated it as a good joke. But it was no joke when he saw this item in his bill: "For one plate glass window cut with diamond ring, fifty dollars." The vandals are not always men. A lady walking through a corridor with another lady called attention to a disfigured window with, "Now, I wonder what idiot did this?"

"I—I did it," replied the other, and the relations of the pair are now somewhat strained.—New York Herald.

What a Lover Should Do.

To sum up what a woman wants a lover to be:

She wants him to be strong—that is where the children come in.

She wants him to be brave and daring, even with her.

She wants him to be tender and loving and good.

She wants him to be superior to her in will power and intellect, because she must admire him. She wants him to be generous, and sometimes he has to save his pennies to be so.

She wants him to think she is the sweetest, the prettiest, the best, the dearest girl in the world, and she wants him to tell her so every day in the year.

She wants him to be handsome, but she is sure to think he is, even if all the rest of the world think differently.

She wants him to be unhappy if she is not with him. And she wants him—well, just to be her lover.—Philadelphia Music and Drama.

Without Nerves.

The cases of persons whose nerves are excited by instructed and excessive use of stimulants seeing the shapes of animals passing before them is not due wholly to imagination. In fact, the fancy only operates to induce a belief that what is seen is alive and hideous.

The eyeball is covered by a network of veins, ordinarily so small that they do not intrude themselves visibly in the path of the light that enters the sight, but in the course of some diseases these veins are frequently congested and swollen to such a size as to become visible, and when this happens the effect generally is to appear as if there were an object of considerable size at a distance from the eye.

Of course this vein is generally long, thin and sinuous like a serpent.—Hall's Journal of Health.

Crying Does a Baby Good.

The instant a child is born it cries. This is a providential organization of the lungs, and not, as many suppose, an intimation of suffering or pain. Well developed, well formed and healthy babies cry lustily at birth, while the weak child has a feeble little cry. For the first few months the cry is fearless, and it is not till the second year that battery and fear dicta are fully developed. After that there is a copious shedding, and a very slight cause will lead to crying.—Baby.

In 1864 a man wandering among a vacant beach, Block island, discovered the big bones of some gigantic species of extinct animal. The combined weight of the two bones was nearly one pounds.

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THE BEST.

Fond St., San Francisco, Cal.

"Tired the 5th. Got for motion sing. Of my shoulder and one. It gave me mother and permanent relief."

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