Nelson Daily Miner.

Daily Edition No. 1121 — Nelson, British Columbia, Thursday, August 22, 1901 — Eleventh Year

LOOKING TO OUR REFINERY

Idaho Lead Mines Will Seek an Outlet in British Columbia.

Activity in Boundary Camp. On Forty-Nine Creek. Mining Notes.

It seems pretty well settled that Nelson will be the site for the lead refinery to be built in British Columbia under bonus from the Canadian Government, says the Spokesman-Review The construction of the plant is looked forward to with much interest by lead miners in Northern Idaho. It is likely to be of as much advantage to them as to the lead producers of Kootenay. It will give them a means of having their ore handled practically at their very doors. As a result they will need to pay freight only on the metal instead of on the crude ore in shipping the product east to market.

The arrangement under which this will be done is the same as that by which Canadian ore is treated in bond in the United States. The ore will be sent out from the United States in bond to the reduction works in British Columbia.

After being refined, the metal which was in the ore can be brought back into the United States without payment of duty. It is immaterial where the ore is re-entered. The ore might be shipped over the line into Canada, say, at Port Hill, Idaho. The lead, however, might be brought back into the United States at Buffalo or Boston or New York.

This fact in itself is of considerable importance. The recent combines in the United States railways have practically killed competition between northwestern lines. There is still, however, lively competition between the Great Northern and the Canadian Pacific for business out of British Columbia. The American lead miner who has metal to ship east from Nelson will have the benefit of rivalry between those two lines. The Canadian Pacific touches direct at Nelson. The Great Northern system reaches that thriving town both by means of the Spokane Falls & Northern line, and also by the system of steamers and railways diverging from the main line of the Great Northern at Bonners Ferry, Idaho.

The maximum charge for handling the American ore at the Canadian plants under the new arrangement is estimated at about $20 a ton. That is considerably under the charges of the American Smelting & Refining Company for handling high grade lead ores.

The bonus of $5 per ton which is offered by the Canadian Government on lead produced at the new refinery applies only to lead from Canadian ores. Nevertheless it seems certain that the refinery will be of such size that it can handle a good deal of ore from the mines in northern Idaho which are not doing business with the American Smelting & Refining Company.

The construction of a smelter by the Sullivan company to treat the ores from its mine would have some influence on the situation. Senator George Turner of the Sullivan company, who returned lately from a trip to the east in the interests of the proposed plant, has been in conference with Mann & Mackenzie, principal owners of the North Star in East Kootenay. The building of a refinery in connection with the proposed smelter at the Sullivan has been in consideration. Even though the refinery at the Sullivan smelter were not built the completion of the smelter itself would influence the situation. The proposed refinery at Nelson would doubtless be enlarged so as to handle the bullion from the Sullivan smelter. The enlargement would offer more opportunity for refining bullion produced from American ores at British Columbia points.

The newly completed line of the Great Northern up Kootenay river from Bonners Ferry, Idaho to Creston, B. C., where it connects with the Kootenay Lake boats, is another factor in the situation. Ore can be sent by the combined rail and water route direct to Nelson, where it would be smelted and refined. It would also be easily possible to send the ore direct by scow up the river from Bonners Ferry to Nelson.

The whole mining industry in northern Idaho would be favorably affected by this development. The wet ore properties, of which there are a number like the Continental and the Funston, in the country would be most directly benefitted. The dry ore mines, such as the Weber, the Keep Cool and the Conjecture, would also be benefitted, for there would be a strong demand for dry ore to mix with the wet ores of the district.

Mr. A. T. Pollett, of Rossland, is in the city enroute for the Ymir section, whither he goes today for the purpose of doing some assessment work on properties which he owns. He spent the last two weeks in the Norway mountain section which is in the northern portion of the Trail Creek division. A number of properties are being operated there but the most promising is the Cascade, which he declares has a spendid showing of ore. The shaft is down 70 feet and is in ore all the way with a five foot showing in its bottom. The tunnel which is being run to intersect the shaft at a depth of over 100 feet is also in ore. The ore agerages $26 to the ton, an average sample taken by the ore buyer for the Granby smelter from the dump giving that result. The Rossland-Bonanza, a property which adjoins the Cascade, has been developed by a long tunnel and has an extensive and valuable shoot of ore. The Homestake, another property in that vicinity, is developing in a encouraging manner, and besides there are other claims which promise to make mines. A wagon road is to be constructed from the Cascade to a point on the Columbia and Western railway at the Twenty Mile post This road will be eight miles in length and will cost about $6,000, which sum has been appropriated by the government. The work of constructing the road will be commenced on Monday next. As soon as the road is completed the intention of the Cascade and Rossland-Bonanza is to begin shipments.

Anthony J. McMillan and J. W. Astley returned to town yesterday from a visit to the Snowshoe mine at Phoenix, says the Rossland Miner. They report extensive forest fires raging throughout the Boundary country, especially in the neighborhood of Phoenix and Greenwood. The Snowshoe staff was busy fighting fire for several days last week but succeeded in overcoming the danger. Many of the fires appear to originate near the railway track, and mining men and others throughout the interior complain that the smokestacks on the C. P. R. locomotives, not being equipped with spark arresters, cause not a little of the mischief. Mining operations at Phoenix are assuming large proportions, and the shipments of ore in the Boundary district for 1901 have already exceeded those of Rossland for the same period.

Mr. McMillan is looking closely into the question of smelting with a view to treating the large bodies of ore on the Snowshoe mine.

W. Gallagher, a prospector, who has been working on his group of claims on Forty Nine creek, was in town yesterday. On one, the Majestic, a tunnel has been run for 45 feet. The ledge is of free milling gold and has been stripped for a distance of 800 feet. It is three feet wide, the assays running from $9 to $45. On the other claims adjoining the Majestic, the work done has principally been confined to ground sluicing. The new wagon road will pass about 1,000 feet below the property and will greatly assist in the opening up of this ground.

The steamer International yesterday brought down two carloads of ore sent from the Washington mine at Sandon, of which John L. Pettler is manager. This, the first shipment sent from this mine, was consigned to the Nelson smelter. It is probable that regular shipments will be kept up, this adding another to the list of Sandon's shipping mines. The International also brought down a consignment from the Rambler.

The Ricowilabi Mining Company of San Francisco, has taken up the bond on the Speculator group near Slocan City, paying $49,000 to the vendors. The group includes five claims upon which there is a very good showing. They adjoin the well known Arlington group which is being worked by the same company.

ABOUT TO OPEN OTHER MILLS

Steel Magnates Will Have Additional Plant Running Today.

Yesterday Marked by Many Rumors Which Were Not Confirmed.

Pittsburg, Pa., Aug. 21.—The steel strike situation underwent no change today. There was no extension of the strike and the steel managers did not attempt to start more mills. Late in the day the fires were lighted in the Demuler Tin Plate works at McKeesport, but the machinery was not started and no attempt was made to operate it. It is believed, however, that the move is preliminary to a start with non union men.

The managers of the company have been preparing for several days to reopen a number of their properties and it is thought that they have decided to act at once. Their Monesson plant is moving ahead uninterruptedly with full crews and their Crescent works at Cleveland has about half the machinery in operation. There has been no break in the Carnegie group and the mills that have been started with non-union men since the strike began are going ahead with about the same force of men.

The leaders on either side were busy all day, but at nightfall both said there were no announcements to make. On the street it was a day of exciting rumors, beginning with a circumstantial story of a plot to destroy the Monongala Tin Plate works and ending with a tale of the removal of the large plants of the United States Steel Corporation to England.

Between the two, rumor again settled the strike in several ways. At headquarters cold denial was given to all the interesting stories. It was another day of peace in all the strike districts although the general probability of the trouble still holds good at places where feeling runs high.

TERRIBLE COLLISION.

Chicago and Alton Flyer Dashes Into a Standing Freight Train.

Jackson, Ill., Aug. 21.—In a head on collision between the Chicago & Alton westbound "hummer," and a freight train at Prentice today, five men were killed and six badly injured. None of the passengers were injured. The freight was on a siding waiting for the flyer. It is supposed the train gradually worked out over the switch unobserved by the crew and when the passenger came along at a high speed the impact was terrific.

SCHLEY INQUIRY.

Washington, Aug. 21.—The Navy Department this afternoon gave out the latest official correspondence of the Schley case. It conludes with a letter from Acting Secretary Hackett to Admiral Schley stating that "the Department, having constituted the court, should not at this stage of the proceedings undertake to hear and determine questions that may arise respecting the competency of the members of the court. Such a proceeding would be irregular, all questions of the nature being left to the court itself."

This is a declination of the request made by Admiral Schley's counsel that the attention of Admiral Howison be called by the Department to an alleged interview in which he said the credit for the victory at Santiago belonged to Admiral Sampson.

SITUATION UNCHANGED.

New York, Aug. 21.—It was denied at the office of the United States Steel Corporation today that Samuel Gompers was to have a conference with J. Pierpont Morgan looking to the ending of the steel strike. An official of the coproration said the situation was unchanged.

GETS FIFTEEN YEARS.

Martinez, Cal., Aug. 21.—Jack Winters, recently stole $320,000 in gold bullion from the Selby Smelting Works, was today sentence to 15 years in the Folsom penitentiary.

HE HAS COME AFTER THE CUP

Sir Thomas Lipton Arrives in New York and Is Enthusiastically Greeted.

Report of First Race for Cup Sailed Fifty Years Ago Today.

New York, Aug. 21.—Sir Thomas Lipton, challenger for the America's Cup, arrived in this city at 8 o'clock this evening. He met with the most cordial American reception. The steamship Teutonic, on which he was a passenger, received one continuous ovation from Sandy Hook to her dock.

Sir Thomas and his party landed at 8 o'clock and were driven to the Waldorf Astoria for dinner. Tomorrow morning he will take up his quarters on the Erin, now anchored off Stapleton. Included in the party of Sir Thomas were Mr. George Lennox Watson, designer of the Shamrock; Hon. Charles Russell, who will represent the Royal Ulster Yacht Club on the American cup defender; Mr. J. B. Hilliard, a prominent Clyde yachtsman; Mr. C. O'Malley, Mr. John Westwood, and W. S. Duncan.

Sir Thomas comes to American for his second attempt to lift the cup, cheerful and resolute. He has this to say:

"I am delighted to be here again, but hope it is my last visit on such a quest. I think my new boat is by long odds the fastest that has ever challenged for the cup and of course I will be very disappointed if I do not lift it. The reception today delighted me."

Fifty years ago today the yacht America won the America's Cup. The Americans have held it just half a century, and it looks as if it were going to cross the ocean. If it is it is hoped that it will have another rest of at least half a century.

Of the crew that sailed on the America only one survives, Captain Henry Hoffman, of New York. He contributes an article on the first race to the August Metropolitan. The following is an extract:

Then came the day of the race. It was the 22nd of August, 1851—as beautiful a day as ever dawned. Boats of all sizes gathered around us at the starting point. Among them I remember the Arrow, Gypsy Queen, Mona, Alarm, Wyvern, Aurora, and Constance. You can get some idea of the variety of sizes of these boats when I tell you that the Aurora was forty seven tons and the Constance two hundred and eighteen. The rest of them were somewhere between the two figures. When the signal gun popped the wind blew very light and the little Aurora at once jumped out in the lead. As a matter of fact, America was one of the very last to get away from the starting point. In a little while, however, the wind freshened. We crowded on every bit of sail we could and commenced at once to pick up. The bow of our boat was whittled as sharp as a knifeblade and cut through the water like—well, like the America, and only like her. We had the race clinched when we passed the station ship anchored halfway in the course. There we were four minutes and six seconds ahead of our nearest competitor.

In order not to let the very slightest bit of wind escape us, we had our sails laced to the masts and booms. None of the other vessels had this advantage, and it really was a big advantage.

One by one we passed them all, large boats and small ones, and when we got the lead they were strung out behind us like a wake. There was never a ship's company more proud than we felt that day, and Captain Brown handled the America—I was going to say to the Queens' taste, but it wasn't much to the Queen's taste that time. But it is easy to understand that the man who had brought the yacht across the ocean to enter the race was not the sort of man who would lose any chance of winning it, and that is all it is necessary to say.

Over and over again it has been told how the American schooner led all that fleet at the finish, and everybody who knows anything about the America Cup probably knows that old yarn about how Queen Victoria heard the news that the American yacht was coming in first. She is said to have asked, "And what boat is second?" The answer was, "There is no second, your majesty." I don't know whether that ever happened or not, but it is a pretty good story to tell, if it isn't told too often. It is a fact that there was no boat near enough to ours when we crossed the winning line to be considered a good second, anyway.

Well, that's about the whole of the story. There's no use telling about the cheering and yelling and madness on board when we crossed the finishing line the winner. There was a little half-hearted cheering from the other craft, but it wasn't any too loud. We didn't get any time allowance in the race, and we had to do some very slick sailing to get home a handsome winner after getting off so badly. The race convinced us we could wallop anything over there.

Soon after this race we tackled the Titania in a race of eighty miles—forty miles out, sailing before the wind, and forty miles home. The America covered the course in six hours and twelve minutes, while it took Titania seven hours and three minutes. We won by fifty minutes. We weren't promised any prize money for winning the cup, but we all got a tidy sum for it, the English members of the racing crew included.

Of course the results of these races were a big surprise to the British, for in those times, in spite of some experiences that ought to have taught them better, the people over there were inclined to underrate Americans. They could not understand how a craft built in so new a country could go over there and beat their crack yachts out of sight. It was hard for them to get over it, too, and there was some criticism of the America's peculiar construction, which was slurringly compared to that of skimming dish. The Britishers were not up to the idea of the centerboard. They don't differ so widely from us in yacht construction now as they did then, and the cup racers built on both sides of the ocean in recent years are pretty much of the same class at present. The differences between Shamrock I. and Columbia and between Shamrock II. and Constitution or Independence are not as marked as those between the America and the British boats she raced against.

The British have made some plucky trials at recapturing the cup, but the boats which have raced for it since we won it have been no such boats as the America. They don't build them strong enough these times. They are forever having accidents of one sort or another. If it isn't a mast that's broken it is something else. I don't know that I have any great opinion of the steel masts of today, anyhow. Strength seems to be sacrificed to lightness. The boats that race for the cup nowadays are nothing more nor less than toys—racing toys. They haven't any accommodations such as the America had. They are meant for the one purpose of racing, and that is all.

The British are just as unwise in this respect as we are, and it is pretty certain that whatever kind of an accident happens to one of these racing craft built on either side of the Atlantic is liable to happen to one built on the other side. That was seen plainly enough this very season. Over here we were still feeling sorry for Sir Thomas Lipton because the mast of his Shamrock II. went by the board, nearly taking King Edward VII. with it, when away goes Constitution's mast in just the same way—not quite so bad a smash as that on Shamrock II., but bad enough, and altogether too bad when it is remembered that what has already happened might happen again when the two big boats are doing their best under a press of canavs that would test the strongest mast that could be constructed.

The first British yachtsman to challenge for the recovery of the cup was as determined as Sir Thomas Lipton, for he came over two years in succession. He was J. Ashbury, who challenged in 1870 and again in 1871. It is a curious fact that of the two boats which defended the cup in 1871 one was named Columbia. The other was the Sappho, and both beat Mr. Ashbury's Livonia. Everybody remembers, of course, that the Earl of Dunraven challenged for the cup twice, bringing Valkyrie II. over in 1893 and Valykrie III. in 1895. So far there have been eleven challenges, including

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RUMORS RIFE AT VANCOUVER

Said That Various Large Industrial Enterprises Will Be Started.

Hill and Morgan Interests to Build a Railway to Terminal City.

(SPECIALS TO THE MINER.)

Vancouver, B. C., Aug. 21.—W. H. Armstrong, who is at present in England enjoying a holiday, has applied through his representatives here for foreshore rights in front of his property on Burrard Inlet. It is reported that Mr. Armstrong is to start a cement works on this property.

Nanaimo capitalists have purchased three sixty-six-foot lots on the water front at Westminster and are applying for foreshore privileges. The Nanaimo corporation intend establishing a large halibut industy with headquarters at Westminster. The business will be a very extensive one. It is not known how many steamers will be engaged but it is said that one of the fleet will be a tank boat for the purpose of keeping the halibut alive until they arrive at the home wharf so that they can be shipped in absolutely fresh condition.

A syndicate, said to be of Ottawa capitalists, have purchased a large stretch of land said to be over a mile in length, between the Burnett and McLaren mills. It is not possible to ascertain accurately what the syndicate purpose doing with the land, but it is generally believed in the vicinity that a shingle mill of very large dimensions is to be one of the industries established there. There are also hints of boat building and lumbering.

Mr. Marani, manager of the Howe Sound Glue factory, has succeeded in increasing the capital of the company by $20,000. Mr. Marani has resigned from the management of the Permanent Loan Company, and will devote his entire energies to the glue industry. Analysis has been recently made of the Howe Sound glue by the Russian cement people of Boston. They have reported that there are but two glues in the world fit for use, their own and the British Columbia product. This is the report which has induced the company to install additional machinery of modern make and establish their business on an improved basis.

Persistent rumors are in circulation regarding the Stave lake power proposition. Mr. Ferguson, the manager, is now in Boston closing negotiations with the company's backers. The name of the capitalists who are to finance the proposition have not been divulged, but it is an open secret that the same financiers who are putting up half a million dollars to bring power from Stave Lake to Vancouver and Westminster are successfully operating a big water power electrical plant not a thousand miles from Vancouver in Uncle Sam's domains. This company is reported to have said that the Stave Lake proposition is not only feasible but is child's play in comparison to other schemes that they have successfully launched of a similar nature. Among the numerous undertakings to be supplied with Stave Lake power are mentioned a hemlock pulp mill, an electric railway between Vancouver and a point on the Fraser, dyke pumps, etc. The preliminary work at Stave Lake has so far cost $30,000. Actual work on the big scheme will commence in September.

Frank Burnett has retired from active business and has chartered a 40-ton schooner in Sydney, Australia. He will meet the schooder at Fiji and with a brother, a well known sea captain, in command, he will tour the South Sea Islands for nine months on a pleasure trip, seeking adventure and doing some small trading with the natives. Several friends will accompany Mr. Burnett.

It is now known that Jim Hill himself recently made a trip to South Westminster. He would come no further and those British Columbians interested in many schemes with the great railway magnate held a meeting with him across the river. Many

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ANOTHER SMELTER.

The best developed gold-copper mines of the Kootenays and Yale are in the Trail creek division and the Boundary country. The gold-copper ledges are usually large and carry medium or low grade ore, and, as a consequence, have to be operated on a big scale in order to yield a profit. In carrying out this plan the expenditure entailed is large as big shafts, expensive hoists, compressor plants of considerable size and many devices for the saving of labor and the economical handling of ore have to be provided in order to reduce the cost of extraction to the minimum. As the margin of profit is not large, in some instances, even where the mining is carried on with the utmost economy, some of the richer companies have erected smelters so as to make the profit usually enjoyed by custom shelters on the ore they handle, as in this way they get all that can be saved out of the ore, indirect charges and all, which is considerable where the tonnage handled is large. The LeRoi Mining Company of Rossland, has a smelter of its own at Northport, that is to say, the stock in the smelter company is owned by the LeRoi Mining Company, although the smelter is a separate and distinct coproration. This was necessary in order to conform to the American laws, because the smelter is located in the United tSates. The size of the smelter has been increased from time to time. The Granby Consolidated Mining and Smelting Company owns a smelter at Grand Forks, and is so well pleased with the profit which it has been to the company that it is being doubled in size, and as soon as the present addition is completed is to be still further enlarged. The British Columbia Copper Company, operating the Mother Lode mine in the Deadwood camp, owns a smelter at Greenwood and it was announced a few days since that the plant is to be doubled in size.

It is evident that these plants pay the companies which operate them a good profit or they would not be run continuously and be increased in size from time to time.

As announced in yesterday's issue the Montreal & Boston Copper Company, which has for the past two years been developing the Sunset group, near Deadwood, until there is 250,000 tons of ore in sight above the 250-foot level, intends to erect a 250-ton smelter at Greenwood for the reduction of the output. The Sunset group adjoins the Mother Lode and is practically an extension of the ledges of the later. The ore is of comparatively low grade and in order that it may yield a fair profit it must be handled on a large scale, mined at the minimum cost, and smelted in a plant owned by the company so that the stockholders may secure all of the profits possible.

The large deposit of comparatively low grade ore like those operated by the companies mentioned, even though the margin of profit amounts to only a dollar or two per ton, can and are being made to yield good profits, but in order that this result may be accomplished they require large sums for development, mine plants and reduction plants. They are certain, however, to play a most important part in the mining industry and as from them will come large dividends in the future.

It is interesting to note, in connection with the fact that the Montreal & Boston Copper Company is about to put up a smelter, how smelting plants are increasing in number. A few years since all of the ore produced here had to be sent to Helena, Butte, Denver, Everett, or other places in the United States for rduction, but now there are smelters at Nelson, Trail, Grand Forks, Greenwood and one in Northport, just across the line, which is kept going exclusively on ore from Rossland. Then there are two smlters lying idle, one at Pilot Bay and another, the Pyritic smelter, near Greenwood, and besides there are several under contemplation, some of which are certain to be erected.

With the addition of smelters, the establishment of a lead refinery and manufactories where white lead and other products of that metal can be made, the time is not far distant when not a single pound of ore will be sent out of the country for treatment, and considerable money which is now sent away to pay for the transportation and reduction of ore will be kept at home to the great good of the Province.

VANCONUVER SHOULD HAVE IT.

A mint is to be established in Canada and the question of where it should be located is being discussed. Ottawa and Vancouver seem to be the leading aspirants for the honor. The mint by all means should be given to Vancouver, because the bulk of the gold produced in Canada comes from British Columbia and from the Yukon and it would be much handier for the miners to have the mint in Vancouver than in Ottawa. There is no good reason why the mint should be located in Ottawa, except that it is the seat of the Federal government, and the desire of certain politicians to centralize Dominion institutions as much as possible in that city. In an interivew Hon. Dr. McInnes, who has been a persistent advocate of a Canadian mint for the past ten years and who was among the first to prominently bring the matter to the attention of the public, said:

"Parliament has authorized the establishment of a branch of the Royal mint in Canada for the purpose of minting Canadian gold coins, as well as British sovereigns. I think it is much to be regretted, however, that the Ottawa Government did not avail itself of the power to establish a purely Canadian mint, instead of merely authorizing a branch of the Royal Mint. To Canada alone, of all depenencies and colonies of the Empire, was given the power to issue coinage. The Australian colonies had to make application for the establishment of branches of the Royal Mint and these have been in operation there for many years. Of the three branches in Australia, the first was established about fifty years ago. The Canadian Government issues a paper currency, but so far has not availed itself of the power to issue its own coinage. Directly and indirectly hundreds of thousands of dollars are lost to Canada annually by the failure of the Government to do this. And I have always contended that even from a sentimental point of view Canada should operate her own mint, and that the circulation of Canadian gold coin would tend to strengthen the national spirit of the country, and would act as an excellent advertisement as well. The mint, however, should be established in this Province, and not at Ottawa, and an assay office at Dawson. There is no particular reason why a mint should be at the capital. It should be located with a view to easy access from the gold-producing districts, combined with the advantages of a commercial distributing centre. The United States government has established mints at Philadelphia, New Orleans, San Francisco and Carson City, but none at Washington.

"The first effect of the establishing of the mint should be the displacement of over twenty-five million dollars of American gold now held in the vaults of the Dominion Treasury and Canadain chartered banks, and the substitution of an equal amount of Canadian gold coin. I do not anticipate any very great material effect otherwise—the amount of gold used for general currency will probably not be increased to any great extent."

BOUNDARY LEADS ROSSLAND.

The laurels which the Rossland camp has hitherto so proudly worn for her supremacy as a producer of the largest tonnage of ore has been wrested from her and are now the property of the Boundary country, because the latter now leads the former. For the week ending August 10 for the year 1901 Boundary was credited with 216,419 tons of ore while Rossland had a total for the year of 216,123 tons, thus giving the Boundary the lead by 296 tons. When the year 1901 opened the outlook was a promising one and it seemed certain that over a million tons of ore would be mined in the Kootenays and Yale. The Canadian Pacific was handling about 60,000 tons per month in the Boundary, in Slocan, Lardeau, East Kootenay, and what is hauled from the Rossland camp to Trail. The feeders of the Great Northern railway were transporting about 40,000 tons per month. Most of this was hauled over the Red Mountain railway to Northport and the balance by its other branches and steamers throughout the mining divisions. In addition to this stamp mills, with some 250 stamps dropping, were reducing about 20,000 tons a month. This gave a total of at least 120,000 tons of ore which was being taken from the ground and reduced, per month. Had this been kept up throughout the year there would have been 1,440,000 tons extracted during the year and the Rossland camp would have been credited with at least half a million tons, as the mines there had just been gotten into condition by the addition of large plants and extensive development to produce an increased tonnage. Something over two months since the trouble began at the Northport smelter which led to the closing down of the plant, and this was followed by the strike of the miners of the leading mines of Rossland and the output has fallen off there from 12,000 tons a week to a beggarly 250 or 300 tons. The result will be that the total output of the mines of Kootenay and Yale will fall somewhat short of a million tons during the year, unless the closed down mines at Rossland should soon resume. It would have been a banner year in point of production, but the fates ruled otherwise. Happily the labor troubles at Rossland have not so far affected any of the other camps and this is a consoling feature of the situation. It is hoped, therefore, that the Rossland strike will soon come to an end and that we may have no further disturbances for a long time to come.

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INTERNATIONAL NAV. & TRAD CO. Ltd

Shortest and quickest route to the east and all points on the O. R. & N. and Northern Pacific Railways in Washington, Oregon and Southern States.

Time Card Effective August 1. 1901

Kaslo & Slocan Ry.

8:30 a. m. Lv. Kaslo Ar. 4:00 p. m.
10:55 p.m. Ar. Sandon Lv. 1:45 p. m.

Int. Nav. & Trading Co.

NELSON—KASLO ROUTE.

5:20 p. m. Lv. Nelson Ar. 11:00 a. m.
9:10 p. m. Ar. Kaslo Lv. 7:00 a. m.

Connecting at Five Mile Point with Nelson & Fort Sheppard Railway both to and from Rossland, etc.

KASLO-LARDO-ARGENTA ROUTE

Steamer from Nelson leaves K. R. & N. wharf, Kaslo, B. C., St. for Lardo on Mondays, Wednesdays and Fridays at 9:30 p. m. returning the same evening.
Tickets sold to all parts in United States and Canada via Great Northern and O. R. & N. Co.'s lines.
Ocean steamship tickets and rates via all lines will be furnished on application.
For further particulars call on or address
ROBERT IRVING
Manager, Kaslo, B. C
G. K TACKABURY Agent, Nelson, B. C.

If there is anything you require, ask for it in the columns of the Miner.

D. McArthur & Co.
J. G. NELSON, Manager.
Furniture Dealers, Undertakers and Embalmers.

SPECIAL SALE

Oak Center Tables,	Worth	$3.50 for 2.50
" " "	"	$5.00 for 3.75
" " "	"	$6.00 for 4.50
Oak Leather Seated Fancy Rockers	"	$4.50 for 3.75
Elm Folding Tables	"	$5.00 for 3.75
" " "	"	$6.00 for 4.25
Cane Verandah Chairs	"	$6.00 for 4.50
" " Rockers	"	$6.50 for 4.75

To make room for our Fall stock of Carpets and Rugs will go at Cost. To clear, Baby Carriages and Go Carts, less than cost.

West Kootenay Butcher Co.
ALL KINDS OF
Fresh and Salted Meats
WHOLESALE AND RETAIL

Fish and Poultry in Season

E. C. TRAVES, MANAGER.
K.-W.-C BLOCK, WARD STREET, NELSON.
Orders by mail receive careful and prompt attention

P. BURNS & CO.
Wholesale and Retail Meat Merchants
HEAD OFFICE NELSON, B. C.

Branch Markets in Rossland, Trail, Nelson, Kaslo Sandon, Three Forks, New Denver and Slocan City.

Orders by mail to any branch will have careful and prompt attention.

SEASONABLE GOODS
BIRD CAGES
RUBBER GARDEN HOSE
COTTON GARDEN HOSE
FISHING TACKLE
Our stock is now complete in the above lines. Call and be convinced that the most complete stock is carried by the
LAWRENCE HARDWARE CO.

J. G. BUNYAN & CO.
HEADQUARTERS FOR
IRON AND BRASS BEDS
We have the Largest and Finest Assortment in the city.

The Canadian Bank of Commerce
With Which is Amalgamated
The Bank of British Columbia.
HEAD OFFICE--TORONTO.

Paid-up Capital, $8,000,000; Reserve Fund, $2,000,000; Aggregate Resources Over $65,000,000.
HON. GEO. A. COX, President. B. S. WALKER, General Manager.

London Office: 60 Lombard Street, E. C.
New York Office; 16 Exchange Place.
And 68 branches in Canada and the United States, including:
BRITISH COLUMBIA
ATLIN, CRANBROOK, FERNIE, GREENWOOD, KAMLOOPS, NANAIMO, NELSON, NEW WESTMINSTER, ROSSLAND, SANDON, VANCOUVER, VICTORIA
YUKON DISTRICT—DAWSON AND WHITE HORSE.
UNITED STATES—NEW YORK, SAN FRANCISCO, SEATTLE, PORTLAND, SKAGWAY.

Savings Bank Department.
Deposits Received and Interest Allowed. Present Rate 3 Per Cent
Nelson Branch. GRANGE V. HOLT, Manager.

CANADA PERMANENT AND WESTERN CANADA MORTGAGE CORPORATION.
HEAD OFFICE TORONTO, ONT.
Money to loan on Straight Mortgage. Apply to G. L. LENNOX. Baker St. Nelson.

REISTERER & CO.
Brewers of Fine Lager Beer and Porter.
DROP IN AND SEE US
Nelson B. C.

WEDDING BELLS.

Two Pretty Marriages Performed in Nelson Yesterday.

A pretty wedding took place at the Presbyterian church yesterday afternoon, when one of Nelson's popular young ladies was married in the presence of a large number of invited guests, and other friends. The contracting parties were Miss Bertha Sutcliffe and the Rev. H. Young, M. A., Presbyterian minister at Ymir. The knot was tied by the Rev. Dr. Wright, and the church edifice was tastefully decorated with cut flowers. The bride looked charming, and was assisted by Miss McLennan and Miss Walker. The bridegroom was attended by Mr. Eli Sutcliffe, brother of the bride, and the bride was given away by her father, Mr. Sutcliffe. As the bridal party entered the church Mrs. Rason played the "Voice That Breathed o'er Eden," and as they left the building the Wedding March was played. Mrs. Young was a prominent member of the Presbyterian church choir, and was presented by the members of the choir with a beautiful music cabinet. After the ceremony, the bridal party adjourned to the residence of the bride's father, in Fairview, where a sumptuous breakfast was provided to which the immediate friends of the family were invited. After due justice had been done to the edibles the happy couple left on the 3.30 train for Rossland, where they will spend their honeymoon, prior to commencing housekeeping at their future home in Ymir. The bride was made the recipient of a number of valuable and useful presents, and enters upon her new life with the good wishes of a large circles of friends.

A quiet wedding was celebrated last evening on Latimer street, two doors east of Stanley, when Rev. Dr. Wright performed the ceremony that united A. F. Embree, of the C. P. R. shops, and Miss Grant. Only a few intimate friends were present, the wedding taking place in the cottage the couple will reside in.

Made by Thorpe & Co.—Ironbrew.

FIUNERAL OF C. BROTT.

Miner Who Met His Death At Silver King Laid to Rest Here.

The funeral of the late Curtis Brott was well arranged and carried out yesterday afternoon. As no relative of the deceased was present to attend the funeral the Miners' Union took charge of the arrangements

About 3 o'clock over one hundred miners, being most of the men from the Silver King, which had closed down for the day, and other miners who happened to be in the city, formed up in front of the Miners' Union hall and marched to the undertaking parlors of D. McArthur & Co., from which place the funeral started. It first proceeded to the Baptist church where a short service was held, Rev. Mr. Morgan spoke for about ten minutes, taking as his text the verse, "Be ye also ready." The march was resumed to the cemetery. At the grave, after the customary service had been read, the officers and men of the union each dropped a sprig of evergreen in the grave, and the Miners' Union service was read by Mr. Wilks, secretary of the union. There were a quantity of flowers on the grave, among them being a wreath from Mrs. Gifford, wife of Captain Gifford, manager of the mine.

A telegram was sent by Captain Gifford to the mayor of Bracebridge, where the widow and five children of deceased are living, asking him to inform them of the fatality. Up to last night no answer had been received, so another message was sent.

Captain Gifford walked down from the mine to attend the funeral, and marched in the procession, accompanied by Mr. Fred Hume.

The newest and best summer drink—Ironbrew.

A RAINBOW PARTY.

Louis Blue, the Rossland sawmill and brewery proprietor is in the city and tells laughingly of a comical incident which occurred on a former visit to this city. He was out walking, he said, with Steve White and they sauntered into White's place for the purpose of purchasing a couple of lemonades. Once inside they were introduced to Louis Green and Thomas Gray. The barkeeper heard the introductions and thought they were joking him and remarked:

"It's a good josh, boys, and the cigars are on me, for my name is Brown."

"I guess I'll join in this," said a stranger who was looking at the pictures, "for my name is Red."

Thus it was that Blue, White, Brown, Gray, Green and Red met. It was such a rare combination of colors that several small bottles were opened before the party broke up. Mr. Blue said in conclusion, "If we had only arranged ourselves in a tableau people would have taken us for a rainbow."

Cooling and refreshing—Ironbrew.

A PURE GRAPE CREAM OF TARTAR POWDER

DR. PRICE'S CREAM BAKING POWDER

Highest Honors, World's Fair
Gold Medal, Midwinter Fair

Avoid Baking Powders containing alum. They are injurious to health

EXCELLENT COMPANY.

Attraction at Opera House Last Night Greatly Pleased Audience.

It is but seldom that Nelson is visited by a theatrical company whose productions merit a full measure of praise, but the New York Theatre Company who played to a crowded house last night could certainly be placed in that class. The whole audience thoroughly enjoyed the comedy drama "Was She to Blame?" which was put on in a really excellent manner by the company. The play abounds in comedy and startling situations and held the interest of everyone through all the four acts as Diane, the heroine, Miss Agnes Douglas, had a heavy part, but succeeded in winning the audience on her first appearance, and by her very clever and artistic acting, was a prime favorite before the curtain rang down on the first act, and in the succeeding act increased her hold on the audience.

Mr. George Olmi as Lord Kurston, "true in heart," made a very decided impression, and his acting all through the play was of a high order.

Mr. J. G. Stuttz, the author of the play, took the part of Elam Washington Pancake, of Huckleberry County, Vermont. The extremely natural and clever manner in which he handled the part, his witty sayings and the faculty of always being on hand to fool the villian, made him a prime favorite with the audience.

Mr. Howard, as Pruno Severn, "exacting and revengeful," played the villan in a manner which brought hisses from all the small boys and a great many big ones, which was the best evidence that his work was well done.

Hester Severn, "the exacting sister," played by Beatrice Gordon, also had a part which came in for a great deal of dislike of the audience, and the part was played to perfection.

Aggie Marion, as Martha Ann Hopton, gave a clever rendering of the part of the Vermont Auntie.

The other members of the company were capable, and the whole performance was notable for its naturalness and the intensity of feeling which every member displayed.

Mr. George Olmi possesses a very fine baritone voice, and after the first act rendered "The Holy City" in splendid stye, and gave as an encore, "Daddy".

The audience thoroughly enjoyed the performance last night and it is safe to predict that the opera house will be crowded on each evening during the engagement of the company.

The company will put on tonight the original $10,000 play, "Jack's Lost Paradise," which is one of the strongest society plays ever produced.

MINING RECORDS.

Yesterday's transactions at the recording office were, locations, Royal Flush, on 8 Mile creek, in the Alpine Basin, by David Arnot; Enterprise Fractional, on the west side of Sandy creek, Oscar Johnson; Enterprise on the west side of Sandy creek, J. P. Swedberg; St. Catherine, one mile above Cottonwood Lake, on the north side of the Nelson & Fort Sheppard railway, by Catharina Greyerbehl.

NIGHT WAS HER TERROR.

"I would cough nearly all night long," writes Mrs. Charles Applegate, of Alexandria, Ind., "and could hardly get any sleep. I had consumption so bad that if I walked a block I would cough frightfully and spit blood, but, when all other medicines failed, three $1.00 bottles of Dr. King's New Discovery wholly cured me and I gained 58 pounds." It's absolutely guaranteed to cure Coughs, Colds, La Grippe, Bronchitis and all Throat and Lung Troubles. Price 50c and $1.00. Trial bottles free at Canada Drug & Book Co.

Have you tried—Ironbrew.

GOOD ADVICE.

The most miserable beings in the world are those suffering from Dyspepsia and Liver Complaint. More than seventy-five per cent. of the people in the United States are afflicted with these two diseases and their effects; such as Sour Stomach, Sick Headache, Habitual Costiveness, Palpitation of the Heart, Heart-burn, Waterbrash, Gnawing and Burning Pains at the Pit of the Stomach, Yellow Skin, Coated Tongue and Disagreeable Taste in the Mouth Coming up of Food after Eating, Low Spirits, etc. Go to your Druggist and get a bottle of August Flower for 75 cents. Two doses will relieve you. Try it. Get Green's Prize Almanac.

Nelson Opera House

4 NIGHTS 4

commencing

Wednesday, Aug. 21

THE BIG NEW YORK THEATRE CO.

TO-NIGHT

in that beautiful, romantic and society play in four acts and four tableaux, entitled

Jack's Lost Paradise

Popular Summer Prices

Only 25, 35 and 50 Cents.

BIG BARGAIN MATINEE SATURDAY

Seats now on sale at Macdonald's Fruit Store.

Patenaude Bros.
OPTICIANS

H. H. PLAYFORD & CO.

MADDEN BLOCK

Cigars and Tobacco

Phone 117

For Rainbow Trout

T. G. Procter's houseboat is now for rent by the day or week. Special rates for family parties. First-class cook and attendant in charge. Rates $2.50. per day. Parties can get off boats either going or returning from Nelson. The boat for the next two weeks will be stationed below the Brickyard, nearly opposite Procter.

Firstclass fishing, swimming and boating. Apply to T. G. Procter, Baker street, for further information.

Mines Examined and Reported On.
NATHAN HAAS. E. M.
Mining Engineer.
Room 4, K.-W.-C. Block,
NELSON, B. C.

W. H. BROWN & CO., . NELSON
ESTIMATES GIVEN
FOR ALL KINDS OF
Construction Work

PATENTS, TRADE MARKS and COPYRIGHTS
obtained in all countries
ROWLAND BRITTAIN,
Registered Patent Attorney, Mechanical Engineer and Draughtsman. Bank of B. N. A. building, Hastings St., Vancouver, B. C. Write for full particulars.

SILVER KING MIKE
Will pay the highest cash price for all kinds of second hand goods. Will buy or sell anything from an anchor to a needle. Furniture, stoves, carpets, cooking utensils, bought in household quantities. Also cast off clothing. Call and see me or write. Address Silver King Mike, Box 200. Hall Street, Nelson, B. C.

STORAGE! STORAGE! STORAGE!
I have a large warehouse and am prepared to store all kinds of goods. Prosser's Second Hand Store, Ward Street.

About that second hand article of yours. You'll sell it if you'll advertise it in The Miner want column.

BENNETT'S FUSE.
Be sure and get the genuine BENNETT'S GUTTA PERCHA FUSE, not something that looks like it. Lawrence Hardware Co., Agents.

F. C. GREEN F. S. CLEMENTS
GREEN & CLEMENTS
Civil Engineers and Provincial Land Surveyors.
P. O. Box 141 Nelson B. C

IF YOUR HORSE
Is lame or interferes bring him to the City Horseshoeing Shop, Josephine Street
ALEX. GIBSON.

East Kootenay's 1st Annual Mineral, Agricultural and Industrial Exhibition
CRANBROOK, SEPT. 25 TO 27.
Three Days of Instruction, Interest and Enjoyment.
Mineral Exhibit, Bucking Contests, Agricultural Exhibit, Horse Races. The best program ever seen in the country. See posters and circulars for further particulars. Specially low return railrates from all points.
A. W. M'VITTIE, Secretary.

N. E. T. CO.
R. M. R. BAND AT PARK
By kind permission of Capt. Macdonell
SUNDAY
if fine.
Band Car and extra leave Stanley street corner at 7:40 p. m.

Atlantic S.S. Sailings

From Montreal	
Allan Line Tunisian	Aug. 30
Allan Line Numidian	Sept. 7
Beaver Line Lake Superior	Aug. 30
Beaver Line Lake Simcoe	Sept. 6
Franco-Canadian Line Garth Castle	Aug. 30
Franco-Canadian Line Wassau	Sept. 17
From Portland, Me.	
Dominion Line Vancouver	Sept. 7
Dominion Line Dominion	Sept. 14
From New York	
White Star Line Teutonic	Aug. 28
White Star Line Germanic	Sept. 4
Cunard Line Etruria	Aug. 31
Cunard Line Servia	Sept. 3
American Line St. Paul	Aug. 28
American Line St. Louis	Sept. 4
French Line L'Aquitaine	Aug. 29
French Line La Champagne	Sept. 5
N. G. L. Kaiserin Maria Theresia	Sept. 10
Anchor Line City of Rome	Sept. 7
Hamburg American Deutschland	Sept. 5

For further particulars apply to

H. L. BROWN,
City Passenger Agent, Nelson, B. C.
W. P. F. CUMMINGS,
General S.S. Agent, C.P.R. Offices, Winnipeg

Spokane Falls & Northern R'y.
Nelson & Fort Sheppard R'y.
Red Mountain R'y.
LOW RATES.
Spokane Interstate Fair
Spokane and Return $9.50
Sept. 9 to 20, Inclusive
Buffalo and Return $76.00
Good for sixty days, first and third Tuesday, August, September and October.

Through passenger trains between Spokane and Nelson. Buffet service between Spokane and Northport.

Leave	DAY TRAIN	Arrive
9:00 a.m.	Spokane	7:35 p.m.
12:25 p.m.	Rossland	4:10 p.m.
10:10 a.m.	Nelson	6:05 p.m.

H. A. JACKSON, G. P. & T.A. Spokane Wash
G. K. TACKABURY Agent, Nelson, B. C.

THE MINER'S WANT PAGE.

FOR SALE OR RENT

Advertisements inserted under this head at the rate of one cent a word per insertion. No advertisement taken for less than 25 cents. Situation Wanted advertisements inserted three times free of charge.

FOR SALE.—Corner Hall and Observatory streets, three lots and Bungalow, erected less than a year ago. House has drawing room, dining room, hall, two brick fire places, three bedrooms, a large bathroom, kitchen, cellar, outhouse, wide verandah two sides of house, water, sewer and electric light, very complete, view unexcelled, very comfortable home for small family. To be sold with or without furniture at once. Owner leaving Nelson. Apply on premises or to Messrs. H. & M. Bird, Baker street.

ROOMS TO RENT.—K. W. C. Block—Two rooms en suite, on Ward st., also rooms facing the west. On September 1, two single rooms and two or three en suite facing Baker st. Furnished or unfurnished. Mrs. F. J. Squire, Room 41, K. W. C. Block.

TO RENT.—Rooms and office in Clement, Hillyer block. Apply to the Nelson Electric Tramway offices.

ROOM and board in private family. Apply on Silica street, second door west of Ward.

ROOM for rent at Mrs. McBeath's, Silica street.

WANTED

NELSON Employment Agency. Baker street. Phone 278. J. H. Love.

WANTED.—Laborers. Tie cutters. Railroadmen for Lardo. Dishwasher.

Contracts taken for Diamond Core Drilling.

WESTERN Canadian Employment Office. Phone 270. H. A. Prosser.

WANTED.—Railroad laborers. Girls for housework. Woman to Cook. first-class Cook, out of town.

MISCELLANEOUS

FREE Milling Gold Properties—We are anxious to secure a few free milling gold properties at once. The Prospector's Exchange, Nelson, B. C. Room 4, K.-W.-C. Block.

You shouldn't send out of town for cards for yourself or your husband until you see what The Miner can do for you.

GOLD-SILVER-COPPER-LEAD Mines and prospects wanted. Send report and sample to the Prospector's Exchange, Nelson, B.C. Room 4 K.-W.-C. Block.

LODGE MEETINGS.

NELSON LODGE No. 23, A. F. & A. M. meets second Wednesday in month. Visiting brethern welcome

I. O. O. F. Kootenay Lodge No. 16, meets every Monday night, at their Hall, Kootenay street Sojourning Odd Fellows cordially invited.
John A. McRae, N.G. D. W. Rutherford, V.G
Fred J. Squire, Per. Sec.

Nelson Royal Arch Chapter No. 123, G. R. C. Meets third Wednesday. Sojourning companions invited. George Johnstone, Z. E. W. Matthews, S. E.

NELSON LODGE No. 25, K. of P. meets in K. of P. hall, Oddfellows block first and thire Tuesday evening of each month at 8 o'clock.
All visiting knights cordially invite
WM. IRVINE, C.C.
A. T. PARK, K. of R. and S.

Nelson Encampment No. 7. Meets every 2nd and 4th Friday of each month, in Odd Fellows Hall, corner Baker and Kootenay streets, Nelson. A. H. Clements, C. P.; D. McArthur R. S. Visiting brothers always welcome.

NELSON L. O. L. No. 1692 meets in Fraternity Hall on first and third Friday evenings of each month at 8 o'clock. Visiting member cordially invited. W. W. Bradley, W. K. A. Minty, R. S.

NELSON AERIE No. 22, F. O. E., meets every second and fourth Wednesdays of each month. Visiting members cordially invit Charles Prosser, Secretary.

Kootenay Tent No. 7, K. O. T. M., hold their regular meetings in Fraternity Hall, I. O. O. F. block, on the 1st and 3rd Thursdays of each month. Visiting brethren cordially invited to attend. G. A. Brown, R. K.; A. P. Purdy, Com. R. J. Steel, D. S. C.

COURT KOOTENAY, I. O. F., No. 3132. Meetings 4th Thursday of month. Fraternal hall, J. A Irving C. R. P. R. Fleming, R. S.

Nelson Court Star of Kootenay, A. O. F. Meets 2nd and 4th Wednesdays in every month. Visiting brethren welcome. W. MacMillan, C.R. Robert McLeod, Sec.

S.O.E. NELSON'S QUEEN NO. 241 SONS OF ENGLAND, meets 1st and 3rd Wednesday evenings of each month at Fraternity hall, corner of Baker and Kootenay streets. Visiting brethern cordially invited.
EDWARD MACLEOD, Secretary.

H. & M. BIRD
BROKEN HILL BLOCK.

FOR SALE.

Mr. Ben Hodge's residence on Mill street with four lots; five rooms down stairs, three bedrooms and large bathroom upstairs. Furnace just put in—A well built and comfortable home. Terms of payment easy.

See also list of houses and lots for sale and residences for rent at door of our offices next to McArthur's on Baker street.

E. J. SCOVIL
MINING BROKER, NOTARY PUBLIC
Windermere Mines. Correspondence Solicited
WINDERMERE, B. C.

MISCELLANEOUS

Are you in want? If you are, tell the people, through The Miner want column, what you are in want of. You'll get it.

WHOLESALE HOUSES

NELSON, B. C.

AERATED AND MINERAL WATERS

NELSON SODA WATER FACTORY—N. M. Cummins, Lessee—Every known variety of soft drinks. P O Box 88. Telephon No. 31. Hoover Street, Nelson. Bottlers of the famous St. Leon Hot Springs Mineral Water

ARCHITECTS

CANE & MACDONALD (H. Cane, James A. Macdonald)—Architects and superintendents, Broken Hill Block, corner Baker and Ward Streets, Nelson

COMMISSION MERCHANTS

H. J. EVANS & CO.—Baker Street, Nelson—Wholesale dealers in liquors, cigars, cement, fire brick and fire clay, water pipe and steel rails, and general commission merchants.

GRAIN, HAY AND CEREALS

BRACKMAN-KER MILLING CO., LTD.—Wholesale and retail dealers in grain, hay, flour, feed. Mills at Victoria, New Westminster, Edmonton, Alta. Elevators on Calgary and Edmonton Railway. Manufacturers of the celebrated B. & K. brand cereals.

GROCERIES

A. MACDONALD & Co.—Corner Front and Hall Streets—Wholesale grocer and jobbers in blankets, gloves, mitts, boots rubbers, mackinaws and miners' sundries.

FRESH AND SALT MEATS

P. BURNS & Co.—Baker Street, Nelson—Wholesale dealers in fresh and cured meats. Cold Storage.

WEST KOOTENAY BUTCHER CO.—Baker Street, Nelson—Wholesale dealers in fresh and cured meats.

HARDWARE & MINING SUPPLIES

LAWRENCE HARDWARE CO—Baker Street, Nelson—Wholesale dealers in hardware, miners' supplies, sporting goods etc.

M'LACHLAN BROS. (Successors to Vancouver Hardware Co. Ltd.) Baker Street, Nelson—Wholesale dealers in hardware and mining supplies, plumbers' and steamfitters' supplies.

NELSON HARDWARE CO.—Wholesale paints, oils and glass; mechanics' tools. Agents for Ontario Powder Works; Tamarite

LIQUORS AND DRY GOODS

TURNER, BEETON & Co.—Corner Vernon and Josephine Streets, Nelson—Wholesale dealers in liquors, cigars, and dry goods. Agents for Pabst Brewing Co. of Milwaukee and Calgary Brewing Co. of Calgary.

HUDSON'S BAY Co.—Wholesale groceries and liquors etc., Baker Street, Nelson.

LUMBER

NELSON SAW AND PLANING MILL—Office corner Hall and Front Streets Nelson—Lumber, ceiling, flooring, and every thing in wood for building purposes. Get our prices. Correspondence solicited.

ORE SACKS AND TWINES.

T. GALLON & CO.—Dealers in ore sacks and twines. Always a large stock on hand. Telephone 295. Room 44, K.-W.-C Block

JOHN McLATCHIE
Dominion and Provincial Land Surveyor.
469 NELSON B C

CANADIAN PACIFIC
RAILWAY

SUMMER TOURS
VIA
America's Greatest Scenic Line.

To All Eastern Points via Lake Route, All-Rail or Soo Line, via St. Paul or Chicago.

Pan-American Exposition
BUFFALO. $76.00.
Sixty Days' Limit.
Good going August 6th, 20. Through Sleeping Cars Kootenay Ldg. to Toronto. Arrowhead to Vancouver.

For pamphlets descriptive of Canadian Pacific tours and for Time Tables, Rates, Tickets, apply
H. L. BROWN,
City Passenger Agent
J. S. CARTER, Dis. Pass. Agt. Nelson.
E. J. COYLE A. G. P. A. Vancouver

Hammocks A touch of warm weather suggests Hammocks. Where can you find more comfort than in a Hammock? Where can you find more square feet of luxury for so little money as in the particular Hammocks we are selling. Good colorings, well made, large and roomy, and above all strong and good value.

THOMSON STATIONERY Co. Ltd
NELSON, B. C.

Pianos to Rent at $7 per month.

THE CITY

The R. M. R. band excursion takes place this afternoon.

There is talk of putting in water works systems at Trout Lake and Ferguson. Nelson parties being behind the enterprise.

The camp at Powder Point will be broken up today, the several families who have been summering there returning to the city.

The tug Surprise brought down three barges loaded with lumber for the Nelson High School building, from Pilot Bay yesterday.

A ling, 33 inches long and weighing seven pounds, was caught in the lake yesterday. It is an extremely hideous fish that looks like a cross between a sea serpent and a hippopotamus.

It is reported that the fishing at Slocan Junction is now at its best. The fish are not biting very well at the fly but take minnow ravenously. Many good catches have been made during the past few days.

At the police court yesterday, the case of the commercial traveller from Winnipeg, brought up for breach of the by law relating to the soliciting of orders, was discharged on the accused securing the necessary license.

The regular practice at the butts will not be held today in order not to interfere with the excursion of the R. M. R. band to Kokanee creek, but will be held on Saturday, when the long distance ranges will be shot over.

The twenty acres at Powder Point, purchased by M. McGuire from J. Shannon, is being cleared for cultivation. The soil at this point is very good, it being the section lying immediately to the westward of the powder works.

The regular teacher's meeting at the Baptist church will be held this evening under the leadership of Mrs. Rattray. All Sunday School teachers and those interested in Sunday School work are welcome at these meetings, irrespective of denomination.

Several pedestrians along the new wagon road have had narrow escapes during the past couple of days from getting hit by fragments of rock thrown up in blasting, very little care having been taken in giving warning before blasts are fired.

The city wharf, especially at the inner end, is not fit for even light traffic There are a number of small holes and some of the boards are liable to break through with a team any time. Some of the planking is worn down to half an inch in thickness.

Chief Lillie, of the Fire Brigade, went to Ymir yesterday to inspect a horse there, to see if it would do to replace the fire team horse that died recently. While a good horse in many respects, the Ymir equine was found to be too slow for the purpose required.

The Sons of England Lodge, Nelson's Queen, held a musical evening after the business of the lodge last night. The following brethren furnished the music: Bro. Dr. Hawkey, Bros. Morley, Willinson, Newling and Blaney. Bro. H. C. Wilkinson was the accompanist. It is the intention of the society to hold these entertainments after each meeting.

Louis Blue, of the Lion Brewing Company of Rossland, is in the city. It seems that the Castle Brewing Company of this city has been using some of the kegs which belong to the Lion Brewing Company On Friday last Judge Forin, sitting in the county court in Rossland, issued an order restraining the local company from further using the kegs of the Rossland concern. This order was served on the offending company yesterday.

The hose reel team of the fire brigade will start active practice this evening for the Labor Day celebration at Greenwood, a week from next Monday. The following, who will compose the team, will be out at 7.15 sharp tonight, Chambers, Thompson, Campbell, Wallack, J. Nunn, Houston, Henderson and Eacrit. The prizes offered at Greenwood are $200 for the hub and hub race and $150 for the wet test.

PERSONAL

Mr. and Mrs. Armstrong Black of Toronto, are at the Phair.

W. H. Dorman, postoffice inspector from Vancouver, is at the Hume.

C. A. Stilwell left for Trout Lake yesterday to look after the opening of his claims there.

H. Luekman, M. E., of Rossland, is a guest at the Phair. He came in from Kaslo yesterday.

Mrs. W. Starmer Smith has returned from a pleasant sojourn in England of some months' duration.

Andrew Masson, accountant, who has been ill for the past couple of weeks is recovering rapidly.

Mr. W. H. Ellis, general agent for the Equitable Life at Nelson, is confined to the house by illness.

T. G. Green, traveller for Dyson, Gibson & Co., of Winnipeg, left Nelson for the Boundary on Tuesday.

W. H. Aldridge, manager of the Trail smelter, passed through Nelson last evening enroute for the east.

Capt. and Mrs. Gifford are down from the Silver King and are at the Hume. Mrs. Gifford will spend a month in Nelson.

A daughter was born to Mrs. James Williams, wife of the foreman of the Poorman mine, yesterday morning at the camp on Eagle creek.

Sam Neelands returned last night from the Coast where he has spent the summer and made a record for himself as a ball player.

J. T. Black, of New Denver, who is returning after a vacation at the coast, is at the Hume. He reports business generally as very good at New Westminster and Vancouver.

J. D. Anderson, P. L. S., of Trail, passed through the city last evening enroute to Fernie where he will attend to some professional duties.

Charles Sangster, erecting engineer for the Canadian Rand Drill Company, with headquarters in Rossland, was among the guests at the Phair yesterday.

Rev. Mr. White who has been in East Kootenay attending the district financial meeting of the Methodist church, is expected to return to Nelson tomorrow.

A. F. Rosenbeger leaves today for the Lardeau to look after the development of the Camborne group in the Fish river camp. He expects to be absent from Nelson about a week.

Conductor W. Burton and his wife, after spending a vacation at Nelson and vicinity, left last night for their home in Moosejaw. Mr. Burton is a conductor on the main line of the C. P. R., between Medicine Hat and Moosejaw.

A letter was received yesterday by Mr. J. Roderick Robertson from Mr. Laing Stocks, stating that he and Mrs. Stocks would sail that day, (Friday last) from Montreal, after a very pleasant journey across the continent.

J. Burkholder, who is employed with the Lawrence Hardware Co., left yesterday for Victoria, having received word that his brother, who had been an oiler on board the Islander, was among those drowned. Their home was in Victoria.

Rev. D. Holford, of Cranbrook and Fernie, will arrive in Nelson this evening. He is in charge of the Baptist missions at these points and has been authorized by the convention to visit the churches throughout the Province in the interests of the church at Cranbrook, which it is expected will be shortly dedicated, free of debt.

Police Magistrate E. A. Crease, who returned from his vacation at the coast Thursday night, reports having had a very good time while away. He states that business is fairly brisk at the coast. He was at Victoria when the news of the loss of the Islander was received, and said that the surprise and consternation caused by the terrible catastrophe were very great Besides the loss of those on board the ill-fated craft who belonged to that city, which affected the citizens greatly, the boat had been one of which the people had always been very proud, and Captain Foote was regarded there as one of the best and most skilful navigators on the Pacific.

AT THE HOTELS.

Phair—G. V. White, Pembroke, Ont.; L. Blue, Chas. Sangster, H. Lukeman, Rossland; C. J. Kettyle and wife, Kaslo; E. Mortimer and two sons, Los Angeles; G. W. Hughes, Alamo; H. B Alexander, Sandon; John F. Holden, Slocan; A. R. Heyland, Sandon; Mr. and Mrs. Armstrong Black, Toronto; J. G. Billings, Rossland; Mr. and Mrs. Taylor and child, New Denver; W. B. Blakemore and wife, Miss Gladys Blakemore, Miss Barbara Blackemore, Montreal; Mrs. W. W. Tuttle, Fernie; C. P. Hill, Kitchener; A. A. Stewart, Woodstock; Miss Park, Miss Webb, Montreal.

Hume—W. W. Trafton, Moyie; H. C. Small, Vancouver; G. H. Macfarlane, Toronto; J. R. Gifford, Silver King; C. W. Corrigan, Vernon; Mrs. W. T. Shafford, Mrs. J. Tattersall, Slocan; T. W. Russell, Toronto; W. H. Dorman, Vancouver; J. T. Black, New Denver; H. J. Stewart, Silverton.

Queens—A. Crawford, Slocan; M. J. Halpin, Kaslo; J. B. Erickman, Phoenix; W. J. Hinchliff, Slocan.

Grand Central—M. McCloud, E. Benson, M. Small, Ymir T. James, Buffalo.

TEN YEARS TO FIND HIM.

Montreal, Aug 21.—Jos. A Levesque, who in 1891, forged cheques to the amount of $15,000, while an employee of the Montreal City and District Savings bank, appeared before Magistrate Lafontaine today, but owing to the prosecution having lost their proofs the accused was remanded for eight days. Levesque was discovered a few weeks ago working as a waiter in New York, although the detectives for the past ten years have been waiting for a clue as to his whereabouts.

GUNBOAT SUNK.

Colon, Colombia, Aug. 21.—(Via Galveston)—News just received from Carthagenia says that an open boat containing nine men has arrived there and reported that the Colombia gunboat, Lapopa, sank on leaving Savanilla, in Carthagenia. Steam launches were despatched to search for the Lapopa but no trace of the gunboat was found. She recently underwent a thorough overhauling at Colon, the repairs costing $25,000.

HE HAS COME AFTER THE CUP

(Continued from First Page)

Sir Thomas Lipton's present challenge.

The old America is still afloat yet, and a handsome boat, too, as she always was. She is owned, I believe, by Paul Buttler son of Gen. Benjamin F. Butler. She was owned in England for a time after her great victory there, and the British undertook to rebuild her for the purpose of making her stronger. They made a poor job of it. Then she was sent over here during the Civil War, and was engaged in running the blockade, being captured during one of her trips. Eventually she became the property of General Butler, and after he died Paul Butler became the owner. General Butler's grandson, Colonel Butler Ames, of Lowell, Mass., is interested in the ownership and the boat is enrolled in the fleet of the New York Yacht Club, of which Colonel Ames is a member. The America was here in New York when Sir Thomas Lipton sailed his first Shamrock against Columbia for the cup in 1899, and she was among the many crafts to be seen down the bay when the Shamrock-Columbia races were sailed. She is practically a new boat, of course, for General Butler had her rebuilt after he became the owner, and I presume she has had several overhaulings since. General Butler was proud of the yacht, and it is said that at the time of one of the earlier challenges from England he was very anxious that the America should be considered a candidate for the honor of defending the cup.

FRANCE AND TURKEY.

Strained Relations Existing Between the Two Countries.

Paris, Aug. 21.—A high official of the Foreign Office today informed the correspondent of the Associated Press that the exact situation at Constantinople is as follows:

The Sultan, at the last audience which he granted to M. Costans, the French ambassador, agreed to send the latter on the same, or the following day, a document giving complete satisfaction to France regarding the caims of French citizens in the matter of the Quays, in accordance with the terms arranged between the Sultan and M. Constans verbally. Instead of doing this, the Sultan waited until yesterday, when he sent M. Constans a document in which the terms differed essentially from those arranged at the audience. Thereupon M. Constans declined to negotiate any further, or to hold any other communications with the Porte, and referred the matter to the French Foreign Office. His dispatch to that effect arrived last night.

As the matter stands relations between M. Constans and the Porte are broken off, but France and Turkey are still in diplomatic relations through the Turkish ambassador at Paris. "If the Sultan does not keep the promises which he made at the last audience," continued the informant of the corresponden of the Associated Press, "we will have to recall M. Constans and send the Ambassador his passports. A solution one way or ne other is probable within the next two days."

Replying to a question, the Foreign Office officials said: "No naval action on the part of France has yet been decided upon. The stories in the papers to the effect that French warships are under orders to be in readiness to proceed to the Bosphorus have no foundation in fact. Such a measure might, of course, become necessary, but that eventuality has not yet been considered by the French government.

SPECIAL RATES TO BE GIVEN.

For the Spokane Interstate Fair and Elk Carnival, the Spokane Falls and Northern Railway will make the extremely low rate of $9.50 for the round trip from Nelson to Spokane.

Selling dates, September 9th to 20th inclusive.

Limit of tickets, seven days from date of sale.

Children between the age of five and 12 years can secure half fare.

G. K. TACKABURY.
City Agent.

RUMORS RIFE AT VANCOUVER

Continued from First Page.

interesting reports have grown out of this meeting. It is stated positively that every inch of right of-way between Vancouver and New Westminster had been purchased by the Vancouver Northern Railway charter holders, and that surveyors were now on the route re-surveying the road. Clergue, of Sault Ste. Marie, is one of the principal capitalists behind the scheme, but the Hill and Morgan interests are also backing it. The charter granting the right to build the road to Dawson it is said, will never be taken advantage of. The idea is to get into Vancouver as quickly as possible. One stockholder stated that the promoters would not wait for the bridge but that a ferry would be used across the Fraser and that the road would be into Vancouver in less than a year.

The same informant gave the route of the road as follows: Through Penitentiary gulch and along the gully by Burnaby and Trout lakes, entering Vancouver near the sugar refinery, the terminus being the site now occupied by the Hasting Mills, which would be moved to make way for the terminal buildings. Besides the right of way being all bought in the names of citizens not interested n the purchase, large blocks of land had also been acquired in North Vancouver by a Mr. Smith, known to represent the Hill interests.

DISASTROUS CLOUD BURST.

Hossick Falls, N. Y., Aug. 21.—Destructive storms in Berushide country, lower Vermont, and in Eastern New York, which began yesterday afternoon, culminated in a disastrous cloudburst last night. A bridge is gone at Pownal, Vermont, and people are forced to keep in houses by the depth of the water in the streets. The wrecking force of the Boston & Maine railway is repairing washouts in the vicinity. North Adams suffered great loss from the cloudburst. The damage there is estimated at half a millions dollars. One loss of life is so far reported, a man named Fitzpatrick having been drowned while trying to rescue a horse from the flood. The rainfall continues today.

GENERAL INVITATION.

Washington, Aug. 21.—The State Department has issued a proclamation signed by President McKinley inviting the nations of the world to participate in the Louisiana Purchase Exposition to be held at St. Louis in 1903. The proclamation says: "I do hereby invite all the nations of the earth to take part in the commemoration of the purchase of the Louisiana territory, an event of great interest to the United States of abiding effect on the development, by appointing representatives and sending exhibits to the Louisiana Purchase Exposition as will most fitly and fully illustrate their resources, the industries and the progress in civilization."

BASEBALL SCORES.

National League—New York 2, Boston 5; Brooklyn 2, Philadelphia 6; Chicago-Cincinnati, no game, rain; Chicago 9, Cincinnati 1; Pittsburg 3, St. Louis 4.

American League—Milwaukee 5, Boston 8; Chicago 0, Washington 8, Detroit 9, Baltimore 0, Cleveland 3, Philadelphia 7; Cleveland 7, Philadelphia 8.

Eastern League—Worcester 5, Rochester 4; Hartford 3, Toronto 4; Providence 1, Buffalo 0.

A FIREMAN'S CLOSE CALL.

"I stuck to my engine, although every joint ached and every nerve was racked with pain," writes C. W. Bellamy, a locomotive fireman, of Burlington, Ia., "I was weak and pale, without any appetite and all run down. As I was about to give up, I got a bottle of Electric Bitters and, after taking it, I felt as well as I ever did in my life." Weak, sickly, run down people always gain new life, strength and vigor from their use. Try them. Satisfaction guaranteed by Canada Drug & Book Co. Price 50 cents.

No harmful ingredients in—Ironbrew.

HORSE HURTS

As an effective healer of sprains, galls, splints, sore throat, coughs, swelling, soreness inflammation in horses and cattle, Griffiths' Liniment has proved a supreme success—as good for the horse as for his master.

P. H. Ritchie & Co., ranchers, Vancouver, B. C. say: "We consider Griffiths' Menthol Liniment unequalled for horses. One of ours had a bad swelling on the left leg, which was swollen to an immense size, we applied the Liniment and in two days the swelling had left him. We have tried many Liniments but have found nothing to equal it.

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It is just like throwing away money, when you throw away the SNOW SHOE TAGS which are on every plug of **Bobs, Pay Roll and Currency Chewing Tobacco.** Save them and you can have your choice of 150 handsome presents.

Ask your dealer for a catalogue.

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Can be engaged for summer months for Excursions, Picnics, Lawn Socials or anything that requires music.

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New Brunswick—Bathurst, Dorchester, Fredericton, Kingston (Kent Co.), Moncton, Newcastle, Sackville, St. John, Woodstock.

P. E. Island—Charlottetown, Summerside.

Quebec—Montreal, (City Office), Montreal West End (Cor. Notre Dame and Seigneurs Streets), Westmount (Cor. Greene Avenue and St. Catharines Street.

Ontario—Ottawa.

Newfoundland—St. John's.

Cuba, West Indies—Havana.

United States—New York (16 Exchange Place Republic, Wash.

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