SPEECH AND AT THE

Nelson Daily Miner.

Daily Edition No. 483. NELSON, BRITISH COLUMBIA, SUNDAY, AUGUST 1, 1899. Tenth Year.

Provincial Library Victoria

FIRST SPIKE DRIVEN

Nelson's Tramway Is Under Way.

CROWDS PRESENT

The Ceremony Is Quite Impressive.

THE MAYOR PRESIDES

Mr. Drummond Is Presented With a Golden Spike, Which He Well and Truly Drives.

The rain showed a strong disposition to take a prominent part in the ceremony of driving the first spike of the tramway construction yesterday but Jupiter Pluvius finally contented himself with being near enough to look on without interfering with the pleasure of the occasion. The smelter band opened proceedings by marching down Baker Street to the strains of an inspiring march. They turned down Ward Street and proceeded along Front to the corner near the Government wharf where the first grading had been done and ties and rails arranged for the ceremony that was to follow.

Across the sidewalk from the road a large marquee had been erected and within it a table was provided with refreshments. In front chairs had been placed in a semi-circle within which was a raised platform and table for the use of the speakers.

Shortly after 5 o'clock the band arrived on the scene and closely following came the people several hundred strong. The gathering was a very representative one of all classes of Nelson's citizens, professional, mercantile, mining, and laboring men elbowing one another to obtain a point of vantage from which the proceedings could be seen and the speeches heard. The ladies graced the affair by their presence. Among the members of the fair sex noticed were: Mrs Duncan, Mrs. Peters, Mrs. Stocks, Mrs. A. H. Buchanan, Mrs. Goepel, Mrs. Barrow, Mrs. Eskrigge, Mrs. Hodgins, Mrs. McFarlane, Mrs. Fletcher, Mrs. Troup, Mrs. Freeman Lake, Miss Bodwell, Mrs. Gamble, Mrs McBeath, Mrs. Campbell-Johnstone, Mrs. G. Frank Beer, Miss Fleming, Mrs. Sims, Mrs. W. A. Macdonald, Mrs. Connau, Mrs. Doolittle, Mrs. Brougham, Mrs. Carley, Mrs. Melville Parry, Mrs. Taylor, Mrs. Strachan, Miss Askew, Mrs. Arthur, Mrs. Sherwood, Mrs. Bellamy, Mrs. Rayson, Mrs. Blake Wilson, Mrs. Charles Wilson, Mrs. W. A. Thurman and many others.

Promptly at 5:30 the inaugural ceremony got under way by the Mayor taking the stand.

In opening proceedings Mr. Neelands, said: "I am glad to see so many here on this interesting occasion. You all know that we are here for the purpose of witnessing the driving of the first spike of the Nelson street railway. When our friend Mr. Drummond made his proposal to the last Council, for a charter for the railway, and which proposal the Council at once expressed themselves willing to support, we did not think that it would so quickly be an accomplished fact. The confidence of such men as Mr. Drummond and those associated with him, who are willing to invest their money in enterprises of this kind, without expecting an immediate profit on their capital, tends greatly towards building up a young and prosperous City, and we all, I am sure, hope and trust that every expectation of theirs in regard to their enterprise here, an enterprise which will be appreciated and valued by us all, will be fully realized. Ladies and gentlemen, I will not detain you and Mr. Drummond I beg to present you with this gold spike and on behalf of the City call upon you to perform the first part of the work of actual construction of the Nelson Street Railway. Before you perform the act I have called on you to do, I would ask Mr. Alderman Fletcher, the chairman of the City Public Works Committee and Mr. Alderman Beer as representing the Finance Committee to make a few remarks.

Alderman Beer followed in a speech that was greatly enjoyed. He said that actions speak louder than words; it was not therefore necessary in many words to assure the British Electric Traction Co. of the good will of the people of Nelson. That good will had already been expressed in granting the desired franchise at the polls and was equally unmistakeably shown by the presence of so many ladies and gentlemen to witness the driving of the first spike. The driving of that spike was not a matter entered into lightly and unadvisedly. It represented the union of interests of the two contracting parties and before the ceremony of that afternoon they had carefully considered the desirability of an alliance—for life. The City—the lady in the case—required a partner who would provide up-to date-appointments and keep good and regular hours. After an examination of each other's credentials they agreed that each was meant for the other and as a result we were all present to witness the ceremony that for the future united the interests of the two contracting parties in one—a gold spike taking the place of the old-fashioned gold ring. If any one objected that we were placing the cart before the horse, the lady in this case providing the ring—he reminded the critic that this was all but the 20th century, the century of woman's rights and for the future in Nelson at least "the car was going ahead of the horse." After paying a compliment to the pioneers Alderman Beer concluded by extending a hearty welcome to all Canadians who came to join in making Nelson the leading City of the Kootenays—the Winnipeg of British Columbia, and a special welcome to the enterprising capitalists who form the British Electric Traction Co.

Ald. Fletcher arrived just in time to make a few remarks. He said that there was in the life of a city, as in the life of man, a tide in its affairs, which taken at its flood, leads on to fortune. Nelson was now at such a period and the inauguration of street railway construction was but the dawn of the City's increased importance. To the citizens of Nelson, perhaps, the occasion did not mean so much as it would to the outside public who would see in it indisputable evidence that we had indeed the most important centre in the rich Kootenay district. Such enterprises helped to build up a town and this would be no exception to the rule. He wished the company every success and expressed the hope that they would find their investment a profitable one.

Then came the driving of the first spike and as the spike itself comes on the scene as an important factor it deserves some attention. It was the ordinary size and shape of a railway spike. First it had been copper plated, then silver plated, and finally gold plated, so it represented in its innocent little self the three important minerals with which the district of Nelson abounds. On its four sides were the following four incriptions:

"First Spike used in construction, Nelson Electric Tramway;" "Driven by Mr. C. S. Drummond, British Traction Tramway Co., Nelson, B. C., July 31, 1899;" "Presented by His Worship, Mayor Neelands;" "The Pioneer Street Railway of the Kootenays."

The Mayor had already handed the spike to Mr. Drummond and a general move was made towards the first rail that was to be laid in any electric street car line in the Kootenays. Mr. Drummond, of course, does not pretend to be an expert spike driver, and no person was quite sure that his aim would be accurate or that he would hit in the same place more than once; as a consequence there were no volunteers to hold the spike for Mr Drummond to strike at. But the engineer in charge of construction, Mr. Halifax Hall, had anticipated such a state of affairs and had the nucleus of a hole already prepared and the spike stood alone in it until well and truly driven home by Mr. Drummond, whose work with the top-maul was by no means anything to be ashamed of. As he struck the first blow the band commenced "God Save the Queen" and all hats were raised.

Returning to the platform Mr. Drummond was asked to speak. On behalf of the British Electric Traction Company, he expressed great pleasure at seeing so many people present. Four years ago when he first visited Nelson he saw that it was destined to become the City of British Columbia. He did not except the Coast cities in this as with the wonderful mineral wealth in the hills that overlook "the Mountain City, by the Lake of Kootenay" and the unequalled water and rail transportation facilities there were the requisites for building up a large and important centre. Eighteen months ago he had promised the City a tramway line, yesterday he was present to fulfil that promise. In looking about for some one to superintend the work—someone in whom everyone had confidence and who would do the work in a manner thoroughly satisfactory to all concerned—the company had chosen Mr. Halifax Hall and he was sure that the construction would be complete in every detail. He had known Capt. Duncan for twenty years and with him as a resident director the public must feel satisfied that the company meant to do everything in a complete manner. And then there was Mr. F. W. Peters who has a practical knowledge of railroading. Capt. Duncan and Mr. Peters would be a very good team. He hoped that the cars would be running long before winter set in. The company would get the best cars available any place and the citizens of Nelson could be sure of a service that would be of great commercial advantage and an equipment that would be ornamental. He thanked the Mayor for the handsome spike which he would always keep as a souvenir of a most interesting and pleasing occasion.

Mr. Haliax Hall was called upon. He was at the line helping the men to drive spikes but was discovered and applauded as he took the stand. He merely said that it was not yet his time for making a speech. He would build the line first and, perhaps, would then have something to say.

Dr. Doolittle was asked to say something. Long before the doctor became identified with any gas enterprise he was a fluent speaker and was not behind hand yesterday. He said that the tramway people had evidently realized that the gas company was about to make Nelson a very good place to live in and consequently they came along to make it better by bringing all parts of the City close together. However as it was nearly dinner time he had no wish to keep those present from enjoying their evening meal at the usual time and he would not make a long speech. The tramway company and gas company were in the same boat—they were both risking a large amount of money on account of their faith in Nelson but he confidently expected that in three years he and Mr. Drummond could shake hands and congratulate one another on the fact that their predictions of Nelson's future had proven well founded.

The Mayor then reminded those present that the tramway company had provided an ample supply of refreshments of which they invited all present to partake. Meanwhile the spike had been drawn from the tie, another substituted for it, while it was formally presented to Mr. Drummond. The ceremony occupied just half an hour and at six o'clock the assemblage dispersed as Jupiter Pluvius let loose a few small rain drops to remind the people that he had been especially considerate of the handsome toilets worn by the ladies.

AN IMPORTANT ENTERPRISE

With appropriate ceremonies, in the presence of a large gathering of representative citizens, at 5:30 last evening the first spike was driven in the enterprise that will give to Nelson, "Queen City of the Kootenays," an electric street railway system complete in every particular as regards equipment and service. The band was in attendance and rendered appropriate selections, and the celebration ended late last night with a banquet at the Phair Hotel, at which the representative people of Nelson and other cities of West Kootenay were present. The social features of the celebration were conducted with dignity and magnificence and the day thus signalized marks the beginning of a new era of progress in the history of Nelson.

Nelson's street railway system was projected and will be constructed by the British Electric Traction Company of London, Eng., associated with whom in this enterprise are some of the leading business men of Nelson. The name of the corporation is the Nelson Electric Tramway Co., and their stock is fully subscribed for by the individual members of the company. Not a single share of stock is on the market, nor was it necessary to go into the money markets of England or Canada to obtain funds with which to build and operate the line. The London company, whose representative, Mr. C. S. Drummond, is now in the city, owns and operates over forty street railway lines in Great Britain, Ireland and other foreign countries, and when the company signified its desire to furnish the money to build and equip an electric tramway for Nelson, our business men were ready to produce all other moneys needed, for the experience and history of the present company is of a nature that insures against financial mistakes.

To Nelson the service and uses of an electric tramway as applied to the present time are insignificant as compared with the effect it will have upon the future of our city—a future that is made as sure as human means can make it, by the carrying out of the work now so well begun, All the best knowledge of a number of the shrewdest foreign and local financiers tell them that there must of necessity be an important city at some point in West Kootenay, fabulously rich as is this district in mineral wealth, and that from its superior location and advantages Nelson must be the city of all West Kootenay cities. To assist in hastening the arrival of our future greatness as a center of population and wealth, this investment is being made, and the investors are content in the belief that their enterprise can pay the company well out of its earnings and become in a comparatively short time a financial success.

The Nelson electric tramway will follow the streets of our city as set forth in another column of this issue, and will penetrate the outlying and practically inaccessible residential districts and thereby, so to speak, bring them into town. Property that is now held at little value will increase in value by leaps and bounds, as its desirability for building purposes increases. Residents who cannot now afford to own a home, by means of the tramway service can enjoy that privilege, and without detriment to their business interests and without great financial sacrifice. In short, the line enables our city to become a city in every sense of the word.

As in the past year Nelson has grown in size and importance to a degree approaching the incredible, so in the coming year, assisted by and through the agency of the tramway system and our other important commercial enterprises, the City of Nelson will certainly increase in wealth, population and commercial importance in an increased ratio. We have the location of locations, the wealth that is necessary, the men of the class who build great cities, the surroundings that promise as those of few countries promise, and we have the confidence, hearty good will and co-operation of the business centers of Canada and Great Britain. The future of Nelson is bright indeed, and the wise men of Nelson are those who can read the signs of the times and fall in with the procession, as it goes forward in it march of progress.

SIR JAMES EDGAR DEAD.

Speaker of the House of Commons Passes Away.

Toronto, July 31.—Sir James Edgar, Speaker of the Canadian House of Commons died at 6 o'clock this evening. Sir James had been in poor health for some time but even his most intimate friends did not anticipate such a sad ending to his illness and the news come as a severe shock to all classes.

YANKEE GETS THE SECOND.

Canadian Boat Again Loses a Seawanhaka Yacht Race.

Dorval, July 31.—The second race for the Seawanhaka Cup came off today on Lake St. Louis and contrary to the expectation of the supporters of the Canadian boat, Glencairn III, was won by the American boat Constance by 55 seconds this making two wins out of five races against the Glencairn's nothing and as the course tomorrow will be to Windward and return in a fresh breeze Constance should have a good show. She certainly showed marvelous windward work in the first ten rounds of the triangular course today.

The Constance pointed much higher and stiffer than Glencairn against the wind.

SPEECH AND SONG

Many Make Merry at Festive Board.

IN THE EVENING

Successful Banquet at the Hotel Phair.

A NOTABLE GATHERING

Prominent Men of the Kootenays Assemble to Testify to Nelson's Increasing Importance.

The banquet last evening was in keeping with the other ceremonies of the day, and a fitting termination of a very auspicious occasion for Nelson.

It took place at the Hotel Phair and mine host Phair left no stone unturned to make it the most brilliant of its kind that has every taken place in Nelson. Tables were spread in the form of the letter E. A large number of plants set them off to splendid advantage; the hanging baskets from the ceiling swayed gently and waved their fragile green tips to the merry makers below, the electric lights never shone more brightly and quite abashed the old moon that struggled manfully to find a space between idly drifting clouds through which to gaze through open windows at the gathering of Kootenay's most prominent men, assembled around the festive board to celebrate with Nelson an important epoch in her career. Every interest of the Kootenays was represented and ably discussed during the evening by the various speakers. But, of course, before the speeches came the dinner itself. It was a capital spread and Mr. Phair who devised it, and the chef who executed it both deserve the greatest praise for its general excellence. A corp of pretty waitresses flitted about with steaming and tasty soud, delicious morsels of fish, appetising entrees and savory joints, while a company of white uniformed boys was accountable for a series of reports which resulted from a bombardment of thirsts which fell ready victims to the cup that cheers.

The British Electric Traction Company were the hosts and they certainly proved to be very excellent hosts. Nothing that could be done to make the affair a brilliant success was overlooked and the hearty applause that greeted every representative of that company evinced the pleasure that those present were deriving from the banquet and showed the great pleasure the citizens of Kootenay had in welcoming to Nelson such a bodyof prominent and influential capitalists. A large number of invitations were issued.

The invited guests were:

The Mayor, J A Kirkpatrick, H B Thomson F Fletcher, A L McKillop, G F Beer, C Hillyer, W A Galliher, J K Strachan, A L McCulloch, E A Crease, Captain Fitzstubbs, W J Goepel, J A Turner, A H Buchanan, G V Holt, G Kydd, M Lay, R Frew, D J Beaton, J Houtson, W F Brougham, H W R Moore, C S Drummond, Captain Duncan, F W Peters, J L Stocks, A A Langford, C Halifax Hall, J Fred Hume, M P P, Hewitt Bostock, M P, Thos. J Sims, H Selous, W A Macdonald, Q C, A M Johnson, J Roderick Robertson, A E Hodgins, R Renwick, Captain Troup, H Conan, A Macdonald, Judge Forin, H George Johnstone, G K Tackabury, H E Beasley, Dr. Doolittle, L L Merrifield, David Morris, G O Buchanan, L A Campbell, Blake Wilson, James Lawrence, Bruce White, D O Lewis, H E Croasdaile, R R Hedley, J J Campbell, P Criddle, S S Taylor, Bruce Archibald, E R Woakes, R C Campbell-Johnston, E Nelson Fell, T M Ward, George Alexander, Robt. Irving, C W McAnn, W W Beaton, Mayor Goodeve, H G Blackstock, A B Mackenzie, Edwin Durant, Ed Rossland Miner, Ed Spokesman-Review, Hon C H Mackintosh, J S C Fraser, W F Tye T Mayne Daly, W H Aldridge, Father Pat, Sir William Van Horne, E Evan, Baker, T G Shaughnessey, L A Hamilton, E R Atherton, W Whyte, A E Doucet, P Burns, R Marpole, H Abbott, M A MacLeod, R R Bruce, H Montizambert, James Johnstone, P T Bone, T G Procter, H R Cameron, A G Gamble, Judge Spinks, N F McLeod, W T Oliver, D M Carley.

The biblical problem of "wedding garments" was a little uncertain until the eleventh hour at which time some of the guests had not time to arrange their toilets and were too modest to sit down with "white shirted hoboes."

Mr. Frank Peters, Mr. Halifax Hall, Mr. W. A. Macdonald and Capt. Duncan were responsible for the seating arrangements and toast list, but on Mr. Halifax Hall's shoulders fell the brunt of the entertaining programme, and the entire success of the evening was due in no small measure to the trouble he took in arranging the whole affair. It was at rather a late hour when the guests sat down to dinner to the strains of the "Roast Beef of Old England" from Herr Steiner's orchestra.

With the soup came a piper who charmed some and pained others. The musicians continued active during the whole dinner, the "Hot Time in Old Town" giving an impetus to the spirits of the guests.

The first toast of the evening, was, as was duly meet and right, that of our gracious Sovereign, which was drunk to the strains of the National Anthem.

Mr. Hall then proposed the health of the President of the United States remarking that he hoped that the U. S. would always continue good friends with Great Britain and enjoy success in arms and commerce. The "Star Spangled Banner" was then sung with enthusiasm.

Capt. Troup returned thanks for his Nation. He said that he felt greatly the honor imposed on him and regretted that he was not a better speaker. He came here in 1892 and he did not have to wait until the War to find that England's good will and friendship for the country was deep and lasting. He begged to thank Nelson in the name of the Stars and Stripes. Mr. Proctor proposed the Army and Navy, Reserve Forces and Kootenay Rifles. "Rule Britannia" was warmly sung and then Mr. Hodgins rose to reply. He apoligized for speaking in the place of Mr. Croasdaile. He knew but little of the army but had some knowledge of reserve.

The Unity of the Anglo-Saxon relieved Great Birtain of much responsibilty yet at the same time the Canadian militia and volunteers must remember that they are part of the British army. The Kootenay Rifles deserve patronage and looked to business men for the same and especially for the rifle range in Bogustown. Such a company should help a company which would defend them in the hour of need and in time of peace would pay no dividend.

Mr. Drummond then proposed the health of the Mayor and Council which was responded to by the Mayor in the following terms:

"I thank you for the toast which has just been proposed and so heartily received. The members of the City Council are a unit in their desire to serve the best interests of the City. Their time is given freely and the only reward they ask is that at the end of their term they will have the knowledge that they have been faithful to their trust and have earned the approval of their fellow citizens.

"I am glad to be present at this splendid banquet and to have taken a humble part in this afternoon's proceeding.

"Today should be a red-letter day in Nelson. We are all proud of our young City, she has all the elements of stability and progress and we here, have the fullest confidence in her future.

"We have good live business men here, men who are ever ready to lend a hand in whatever is proposed for the City's welfare. Our recent Dominion Day celebration was an evidence of their open hands and hearts, and the lively competition for the purchase of the City's debentures, and the good figure they realized is strong evidence of the high place Nelson holds in the minds of capitalists in the East and elsewhere.

"As other members of the Council will follow me I will not further take up your time but will simply again thank you for the honor you have done me."

Alderman Fletcher followed the Mayor. He explained briefly how the company came to get their charter. He personally, as a member of the Council, had fought them on fair grounds and of course, did his best for the City. He was anxious to see the Tramway Company here, and therefore tried to hit a happy medium and the Council, he hoped, had satisfied both the City and the Tramway Company.

Alderman Beer briefly replied and referring to the success of the the prospector recited a poem which appeared in The Miner Special Number entitled "The Prospector's Hymn."

Mr. McCulloch remarked that he was very glad too that the street railway company had been taken up so practically and enthusiastically. The question of electric propulsion was of but recent date. If a simile could be drawn with Rip Van Winkle anyone who had been put to sleep 20 years ago would have wakened up to find most extraordinary progress in electrical invention. He referred to the works at Bonnington Falls as being a magnificent project. Mr. Strachan in his response said he thanked those present for the hearty way in which the toast had been received, and also desired to add his tribute of thanks to those enterprising men who had promised us electric car service for Nelson, for the interesting ceremony this afternoon and for the splendid hospitality this evening. He said he was, as all present, he was sure were, proud of Nelson and he was gratified at the

(Continued on Third Page.)

Nelson Daily Miner

Published Daily except Monday.
NELSON MINER PRINTING & PUBLISHING Co.,
D. J. BEATON, Editor and Manager.

GROWING NELSON.

Yesterday Nelson entertained itself in celebrating the most auspicious event in its history. In the afternoon the citizens assembled in large numbers to assist in the formality of driving the first spike in a system of electric tramways, and in the evening a hundred of the most prominent of them dined together in further celebration of the occasion. They will be excused for such effusive felicitation. The event marks a great step in the forward march of the City. It does not at once add to the population, nor sensibly increase the volume of trade; these will follow in due time and as a natural consequence; but it raises Nelson at a bound from the class of mere country town to that of a metropolis. A tramway is no rarity in these days, it is true, but a tramway in a young town like this, in the interior of a young Province, means that there is a confidence in the future of Nelson which is bound to insure its prosperity.

We could make the boast that Nelson is the first of the interior towns of British Columbia to indulge in the convenience of a tramway system, and likely to be the only one for some time to come. That, however, is not necessary in order to establish our superiority. It is because of a superiority already manifest that the promoters of the system have resolved on investment here. Nelson is the most thriving centre of population in the Province today. It is bound to be a large City. As long as the mineral wealth of Southern British Columbia holds out, the prosperity of Nelson is assured. That wealth is the source of all development, and development on every line will be a condition peculiar to this City. That is assured us by its situation, assisted by enterprises that have been naturally attracted to it. The one whose inauguration was celebrated yesterday is the latest, but not the least. Influenced by a deep rooted faith in the solidity and continued growth of the place, English capital has come to furnish us with the modern equipment of an electric tramway. We have been prospering heretofore, but this is the distinctive mark of a new era, and our citizens will be encouraged by it to greater hopes as well as greater achievements.

The Tramway Company are putting a large sum of money into Nelson. It will require a large sum to complete the portion of the system to be undertaken this year, and a larger to extend it as will be required. But over and above this they have invested heavily in real estate. They have come to stay with us. They are associating themselves with the future of Nelson. It is not an investment for the moment only, but for all time. Nelson is naturally interested in the tramway, not only as a great enterprise in itself but as calculated to encourage other enterprises; we must not forget at the same time that the Company who are building it thereby make themselves deeply interested in Nelson. There is a mutual interest, and the fact should insure the pleasantest mutual relations.

The coming of the tram is not the only evidence of the prosperous future that is ahead of us. The establishment of gas and coke works is scarcely less an indication of the general confidence in the continued growth of Nelson. The two enterprises make for us a reputation that will give our City no little renown; and those at a distance who read of us will have no difficulty in believing, what those on the spot know to be a fact, that it is the most enterprising and prosperous in the interior of British Columbia.

Who killed Cock Robin? It is early to dispute over it, as the political breath is scarcely out of Mr. Martin's body yet; but it is a question the newspapers are already discussing with remarkable vivacity. Naturally the names of the two Opposition papers in Victoria come up in this connection, but The Columbian, of New Westminster, hastens to deny that either of them is entitled to the least credit. It settles the matter by declaring that Mr. Martin has been "the primary cause of his own downfall." No doubt of that. Had there been no Mr. Martin in the first place, there could have been no downfall; or if the gentleman had conducted himself with discretion, calamity would not have overwhelmed him. Mr. Martin gave cause for his own overthorw, otherwise it would not have occurred. We can all agree on this point. But that was not enough to occasion the downfall, for if it had been left, say, to The Columbian, the people of the Province would never have known there was a cause. In The Columiban's eyes Mr. Martin was a great man and an entirely proper Minister, until other newspapers began to open other eyes to the fact that he was a person whom it was most desirable to get rid of. The cause was there, unquestionably; but it was quite another thing to exploit it. The newspaper that exploited it to the most purpose is deserving of most credit. In the judgment of The Miner that newspaper is The Victoria Globe, although we should be sorry to rob The Colonist of an iota of the very large share due to it. The Globe made a specialty of Mr. Martin, and it had the knack of impregnating the public with its very emphatic views of him.

The Province newspaper tries to set up a lament over the departure of Mr. Joseph Martin, but not successfully enough to give it a genuine appearance. It does this, no doubt, in order that to the public eye it may preserve the semblance of consistency, The Province for the past year and more having served with more than the usual fidelity as chief personal organ of that extraordinary individual. It cannot drop him all at once and in a temper to attract public notice, without exposing itself to the suspicion that during all these months it has been too blind to see or too dishonest to confess. Therefore, it lets him go in a leader in which it continues to sound his praises. He was a man of great ability, we are told, in which case we think it a great pity he did not take some occasion to manifest it. As evidences of his ability we are informed that the Act to exclude aliens was undoubtedly of his conception, while it is believed that he was also the author of the Eight-Hour law. Organs of a nice sense of judgment would hesitate to bring forward these in the hope to establish a claim to statesmanship, but then The Province's judgment, as we have seen, has been a trifle off for some time past. We are willing that Mr. Martin should take all the credit of the Eight-Hour law, but in that case what becomes of our own Mr. Hume? He has been depending on the applause of posterity mainly on the strength of this measure, and it must be a bitter disappointment to him to have the glory of it ascribed to another.

The death of Sir James David Edgar, Speaker of the Canadian House of Commons, was so unexpected that the announcement of it will come as a shock to the community. He had been complaining of ill health for several months, and less than ten days ago left Ottawa to enjoy the benefit of a complete rest at a charming retreat on Lake Simcoe. It was not said or generally suspected, however, that the illness was of an alarming character, and in saying au revoir to him at Ottawa his friends doubtless expected to welcome his return, if not this session, at least next, in restored health. He was a man of fine personal character, whose death will be sincerely mourned by many besides his own party associates.

The Era newspaper, of Golden, says that the proprietor of a dance house in Nelson was shot dead by a policeman. There is no dance house in Nelson, therefore no proprietor; there has been no shooting of any person, either by a policeman or by anyone else. An affair of the kind described occurred in another town, and our contemporary has been careless enough to ascribe it to Nelson. Such carlessness is, to say the least of it, reprehensible. We pride ourselves on being a law abiding, well living, God fearing community, and it is not pleasant to have other newspapers publishing statements concerning us that are calculated to put us in disrepute.

THE MAYBRICK CASE.

London, July 31.—In the House of Commons today Mr. Michael Davitt, Nationalist member for South Mayo, asked what action the Goverment of the United States had taken in behalf of Mrs. Maybrick, the American woman now undergoing sentence of imprisonment for life after having been convicted of poisoning her husband, whether petition from public bodies and persons in America and if the Secretary of State for home affairs, Sir Matthew White Ridle, could present the papers to the House with the Government's replies. The Home Secretary answered the question, saying representations had been made in favor of Mrs. Maybrick by the American Government through the United States Ambassador here, Mr. Choate, and that numerous representations had been made by private individuals. But he said it would be contrary to practice to present papers dealing with the exercising of the Royal prerogative.

SOME UNPAID HEROES.

Washington, July 31.—Rear Admiral William T. Sampson today filed in the Supreme Court of the District of Columbia a suit on his own behalf and also in behalf of the officers and enlisted men of the ships of the North Atlantic station who took part in the naval engagement off Santiago and the subsequent captures of prize money. The suit is similar to that recently entered by Admiral Dewey in the same court.

THAT'S NOTHING.

Niagara, Falls, N. Y., July 31.—Prof. George Forbes, of London, England, the distinguished electrician, arrived here today and is the guest of officials of the big electric power compnay. It is understood that Professor Forbes presence has to do with the problem of transming power to Toronto. Mr. Wallace Nesbitt, of Toronto, counsel for the Canadian branch of the power company arrived here tonight.

IN MEMORY OF BISMARCK.

Berlin, July 31.—A private memorial service was held at Friedrichsruhe yesterday and Emperor William sent a magnificent wreath of laurel and palms, which Prince Herbert Bismarck laid on the late Prince Bismarck's tomb. In an accompanying telgram and Emperor alluded to the immortal services rendeed to the Fatherland by the late Chancellor.

DIANA NORTHWARD BOND.

St. Johns, Nfld., July 31.—The Peary relief steamer Diana passed out of the Straits of Belle Isle on her way north last Tuesday. She signalled off Battle Harbor, Labrador, "All well." Judging from the reports of shipping from the north of Labrador, the Diana will meet with heavy ice packs in the vicinity of Greenland Coast and this will probably delay her return considerably.

PECULIAR ACCIDENT.

Benton Harbor, Mich., July 31.—A pile of baggage carelessly placed on the railway platform at Woodward Resort, Pawpaw Lake today, was struck by a passenger train and violently thrown among 300 waiting passengers, several of whom were knocked down and severely hurt. Miss Clara Hanley, of Chicago is thought to be fatally injured.

AN UNSUCCESSFUL ATTEMPT.

Victoria, July 31.—Capt. Herman Smith, at one time mate of the Coquitlam attempted suicide yesterday by shooting, the bullet entering his left side. It has been extracted at the Jubilee Hospital and he is now on the way to recovery.

COLLISION AT SEA.

Liverpool, July 31.—The British steamer Lemore, Capt. Crosby from Montreal, July 19, has arrived here slightly damaged having been in collision with the British steamer Dungounell.

PROMINENT ENGLISHMAN DEAD

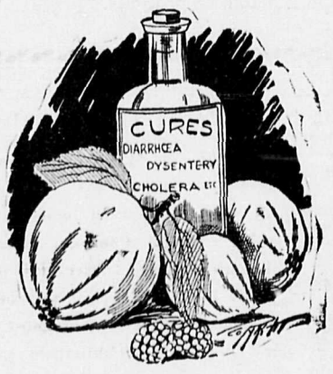
London, July 31.—Sir Phillip Manfield, who was mayor of Northampton, in 1892, and who represented Northampton in Liberal Interests, 91 to 95 is dead. He was born in 1819.

The Prettiest and Cheapest I Have Ever Seen

Is a common expression used in referring to our KID GLOVES. And they are pretty—made of French Kid in all colors, with fancy stitchings, they are an object of admiration to every stylish woman. The price—only $1.50.

A full range of Perrin Fererres Kid Gloxes at $1.25. Every pair guaranteed.

Martin O'Reilly & Co.
Bank of B.C. Building.
TERMS CASH WEST BAKER ST



SUMMER BRINGS PAIN

As well as pleasure. The possession of a stock of

Pure Drugs

With a knowledge of how to compound them enables us to produce a remedy for the prevalent complaints. **Pettingell's Specific** has no superior as a VANQUISHER of the "Pains that summer brings." It works a cure and helps nature to build up the system.

PRICE 35 CTS. PER BOTTLE.

CANADA DRUG & BOOK CO.

Shopping Attractions

Extraordinary

—AT OUR—

Big Removal Sale!

200 NEGLIGE and COLORED-FRONT SHIRTS, regular $2, $1.75, $1.50 and $1.00 Value, Your Choice For..... 75c.

Extra Special,

To-day, August 1st,

2 TO 4 P. M. ONLY.

55 Pairs MEN'S WHITE DUCK TROUSERS, Regular $1.50 Value, at..... 80c.

The **Wallace-Miller Co.,**
LIMITED.

FIRST TIME HERE.

Walter L. Main

3 RING CIRCUS

Mammoth Menagerie

CONGRESS OF NATIONS
DETACHMENT OF **Roosevelts's Rough Riders**
NATIVE CUBAN BAND
HORSEBACK RIDING PONY. **63 HORSES** Performed by One Man
Kerslake's Troop of Trained Pigs
$1,000,000 Street Parade At 10 o'Clock Each Morning
2—PERFORMANCES DAILY—2
Doors Open at 1 and 7 p. m. Performances at 2 and 8 p. m,
At Nelson, on Monday, August 7th
Tickets on sale Show Day at Fred Irvine & Co.'s Dry Goods Store.

W. P. DICKSON E. H. H. APPLEWHAITE J. McPHEE
Kootenay Electric Supply and Construction Co.
ELECTRIC SUPPLIES
Complete Electric Equipments for Electric Power Transmission and lighting for mines, towns, etc Electric Fixtures, Lamps, Bells, Telephones, Annunciators, etc.
Josephine St NELSON, B. C.

W. J. G. DICKSON
REAL ESTATE AGENT.

Choice residential lots and good business lots for sale.

Over two hundred lots in Addition A are on the market.

Hume Addition and city property or sale.

Business property a specialty.

WE HAVE IT!

The Suit you'll be proud of All the Style you can stand; all the Wear you want. Come and see the assortment I am showing in Suitings for this and the summer season. The prices will astonish you.

Stevens The Tailor
Rooms WEST BLOCK,
BAKER STREET NELSON B. C.

HUDSON'S BAY COMPANY.

INCORPORATED 1670.

Do you know what is the most cooling drink you can get for warm weather?

Limejuice.

Do you know which is the best brand?

Rose's.

No use asking you who keeps it—you all know who keeps only the best.

Hudson's Bay Stores,
West Baker St., Nelson.
Telephone 13.

Gamble & O'Reilly.
Civil Engineers, Provincial Land Surveyors
(Surveying and Crown Granting Mineral Claims Attended to).
REAL ESTATE, FIRE, LIFE AND ACCIDENT INSURANCE.

FIRE...Imperial Insurance Co., Ltd., London, Eng.; The Northern Assurance Co., London, Eng.; Caledonian Insurance Co., Edinburgh; Commercial Union Assurance Co. London, Eng.
LOANS.—Globe Loan & Savings Co., Toronto, Ont.; British Columbia Permanent Loan & S'gs Co, Vancouver.
WE GIVE BEST CONDITIONS, ALLOWING LOANS TO BE PAID OFF ANY TIME WITHOUT BONUS.
International Registry Company, including Accident and Sickness policy, for $1,500. Price, $3.00 per year.

GAMBLE & O'REILLY,
GENERAL AGENTS BAKER ST.

C. D. J. CHRISTIE
GENERAL BROKER.
Fire, Life, Accident and Sickness INSURANCE.
Real Estate and Loans.
TO LET.—Several Houses of Different Sizes.
FOR SALE.—Real Estate in all parts of the City.

THE Bank of British Columbia,
NELSON.
Is now prepared to issue Drafts and Letters of Credit on Skaguay, U.S., Atlin, B. C., and Dawson City, Yukon District.

Nelson Employment Agency
WANTED.
4 Men for Government Trail.
5 Men for Sawmill. Muckers.
Waitress. Nurse Girl. Girl wants Housework.
J. H. LOVE, Ag't Baker St

A. MASLONKA,
MANUFACTURER OF
Boots & Shoes, Overalls, Socks
CUSTOM WORK A SPECIALTY.
REPAIRING NEATLY DONE.
HALL ST., BET. BAKER & VERNON.

Try to say this quickly
"When blue brew Blue Ribbon Tea"

SPEECH AND SONG AT THE BANQUET

(Continued From First Page.

confidence such men as the promoters of the street railway had in our young City, and that in the early future the results would fully justify their confidence. There was no place in Canada, no not in this broad continent, which could show such marked progress in so short a time, a progress which had all the elements of stability.

Other large sums had been spent in improvements, and street improvement in Nelson owing to its location was a costly item, yet matters had been so well managed by the City Council and by their predecessor, that the debenture debt of the City instead of pressing hardly on the property owners, represented several good sources of revenue.

As the City increased so would its revenue, its income from its water works, electric light and sewer systems, and other sources would be sufficient that in the no distant future Nelson would be in such a position as to obviate the levying taxes on real estate altogether. Where could one find a place when taxes were lower? This year the rate on lands was a fraction over one per cent. and on improvements one quarter of one per cent. The tax for general municipal expenditure was but one quarter of one per cent. The other rates were for interest and for sinking fund on debentures which represented a revenue for and not a burden on the City.

The assessment of 1898 was something over $900,000, this year, not including this season's building operations the assessment was over $1,600,000 and he was not over stepping the mark in saying that next year's assessment, at a fair and not an over valuation, would be not short of two millions.

The people here were not Klondikers come in to make their little pile and then go, but were men providing homes for themselves and their children to come after them, each one helping in his humble way to make Nelson a prosperous, progressive, clean and law abiding City.

The Mayor then briefly proposed the health of the Nelson Tramway Company.

Alderman McKillop in seconding the same remarked that he was only drawn out on National occasions and this was an occasion when the chief interest was how long the guests would hold out. Nelson to put it figuratively had "not got its first pocket in its pants." The Tramway Company had great faith in the prosperity of the town and he was pleased to see it. When he first came here he felt lonesome when he walked down the streets at 8 a. m., and saw no one.

Now this company had money the which could do most things. There was a Scotch engineer who succeeded in a job which three others had failed in but could not put a decent nose on his face. The company would succeed in building their railway but must not expect a dividend for sometime to come. Nevertheless he considered the street railway was one of the best advertisements the City could have.

Mr. Drummond, who was greeted with prolonged cheering then rose to reply on behalf of the Company. He began by saying that he was no speech maker and preferred doing practical to talking work. On this occasion however he felt it incumbent on him to come to the fore. The enterprise which the company he represented had undertaken was on which was of great interest to the whole City. Wherever the parent company (the British Electric Traction Company) established lines, they considered themselves as one of the people of that place and this was their secret of success.

When he first came here his project was well received by the City Council.

He then quite realized the fact that the line could not be made to pay for some years. But on this his return visit, his views had somewhat changed; he was now disposed to think that his company would not have to wait a year for returns. Nelson had been going ahead in a solid way and fortunately had not experienced a boom.

Before the winter set in he intended that the cars should be running on the first three miles of the railway. The British Electric Traction Company had for director some of the most notable men in London, one of whom, Sir Charles Rivers Wilson, was well known in Canada owing to his position on the Grand Trunk Railway. The Nelson Tramway Co. was the 43rd company that had been started by this great organization and they were in so strong a position that they were well able to carry out all their promises. Mr. Drummond then gave a list of the principal towns in England in which his company had lines. He said that Nelson would have the best system and cars that it were possible to give. The plans of the first three miles were now known, and the question of extensions would be left to the local directors. They hoped to extend the line to the Mountain Station of the N. & F. S. Railway. It must be borne in mind that their system as a rule only provided for grades of 300 feet to the mile whereas in Nelson it was proposed to have grades of over 600 feet to the mile and that would entail a cost for an extra 100 horse power on each car and a reduction of the diameter of the wheels. The speed would average 12 miles an hour provided the Council would allow it. He ended by apologising for lack of eloquence but he desired to deal only with plain business facts.

Mr. Drummond's speech was loudly applauded and "For he's a jolly good fellow" made the glasses ring.

Capt. Duncan followed Mr. Drummond. He began by saying that he was not going to commence in the orthodox way and say that he was no public speaker. On the contrary he boasted that he was such; but at the same time he was a public listener and after hearing so much, he did not intend to say anything more. The ground had been well covered already by Mr. Drummond, and Mr. Peters and Mr. W. A. Macdonald would sufficiently make up the deficit.

Mr. Peters said he found difficulty in following Mr. Drummond. The company had come here in a business like manner with an implicit belief in the future of the City and they intended to construct a first class street railway system. As his friend Mr. Procter would say they had "plenty of money to burn" and they did not look at the cost. He only hoped that Nelson would repay this confidence and enterprise by patronizing the cars in the same manner and spirit as they had the afternoon ceremony and evening banquet that day. The railway would prove a great advantage to the City by opening up residential property. After all Capt. Duncan and himself were but working officials who were paid a low salary. He would now make way for one who was paid to do the talking at a far higher salary than the said working officials received.

Mr. W. A. Macdonald, Q. C., said that if it had not been for Mr. Peters' last remark he would have spoken for three hours. He could not invest his own money in the company as he had'nt any, but he was quite ready to invest that of his friends. He had done his best to drive a good and fair bargain with the City on behalf of the company and though at first he met with some opposition yet in the end he succeeded and the best proof of the generally satisfactory terms given was the large majority of votes which gave the company their charter. He pointed out that as other cities of so small a population as Nelson had an electric street railway. The smallest population that, as a rule, was demanded for this purpose was 40,000. When he applied for the company's franchise he only asked for what was fair, knowing full well that his clients were well able to carry out what they undertook. Mr. Procter then sang in excellent style the "Tars farewell."

Mr. Peters then proposed the toast of the Banks and Commercial Interests. He read a letter he had received from G. O. Buchanan of Kaslo regretting his inability to attend and giving some figures on freight rates for lead ore.

Mr. A. H. Buchanan rose to reply while the band played "The Man That Broke the Bank at Monte Carlo." He said that when he first came to Nelson there was nobody here yet he had lived and fattened. He had a bad cold and would leave it to Mr. Holt to reply further for the banks. Mr. Holt said he had come here seven years ago and hoped to remain here many more years. He arrived in Nelson in the full bloom of youth and had lost nothing but his hair.

Mr. McLeod of the Hudson's Bay Company also made suitable remarks regarding Nelson's commerce. Alderman Thomson said he would require the "Terrible Turk" to assist him in the heavy task of responding for the merchants of Nelson.

Dr. Doolittle followed as a representative of the Gas and Coke Company. He had been set down to respond to the mining interests but in the absence of Mr. Merrifield the chief Engineer of the Pearson Syndicate he expressed his opinion of Nelson. As a centre for the investment of capital in his opinion the citizens of Nelson were getting more than they were giving in granting such a franchise as all such public conveniences as rapid transit gas added to the attractiveness of any city as a place of residence and also helped to increase its population and importance. He illustrated his point by citing the War Eagle mine in Rossland which had been referred to in the speech of the City Engineer. The faith exhibited by the Gooderham-Blackstock syndicate in buying a supposedly worked out property and spending a large amount in further developing it and its subsequent success had done more in advertising Rossland than anything the mine derived from its location, and in fact the phenomenal growth of Rossland was largely due to the success of the Le Roi and War Eagle mines. The capital put into the Nelson Tramway was expended by business men in a busines like manner, and, if the reward did not come quickly enough to meet their expectations, they would redouble their efforts in self defence to increase the population to a point where their company would pay for their outlay.

Mr. W. A. Macdonald Q. C. then in an eloquent speech proposed the toast of the Mining and Smelting Interests. He considered that the mining interest of Kootenay concerned the whole of the outside world.

Mr. Roderick Robertson feared that indisposition would prevent him from opening another railroad with his old friend Mr. Frank Peters. He congratulated the Tramway Co. and promised to do all in his power to further their interests. He felt it would be idle at that hour to elucidate all that was going on in mining circles.

Mr. Hedley spoke in the absence of Mr. Croaisdaile in behalf of the smelting interests.

Mr. Woakes spoke briefly as being a stranger. He said that Kootenay gave greater promise as a silver producing country than Panama. No mining camp in the Western Hemisphere could show such an assembly as was there that night. It was to him as a stranger most impressive.

Capt. Duncan shortly proposed the railway interest, which were responded for by Mr. Tackabury in an amusing speech; and also by Mr. Peters who said that 2½ years ago there were only 68 miles of railway in the Nelson district and no boats. There were now 355 miles of lines, 11 steamboats and three tugs.

Mr. Conan also briefly replied.

Alderman McKillop, remarking that he never had been out of Nelson during the past five years, proposed the toast of "Our Sister Cities."

Mr. Hector McRae in replying said that at Rossland banquets they never got beyond the Army and Navy toasts for three or four days yet full reports of their speeches were always in the papers.

Rossland looked on Nelson as her mother-in law and treated her accordingly. He personally owed much to Nelson and to the banks here. He intended making a long speech but as his notes were written with a fork he could not read them.

Ald. Fletcher proposed the toast of the learned professions.

The Rev. R. Frew in a speech brimming over with Scotch witticisms replied for the church and Mr. W. F. Brougham for the legal profession. The toast of the Press followed. Rev. Mr. Frew proposed the toast of the ladies and Mr. A. Mainwaring Johnston responded. Alderman Thomson proposed the toast of the Chairman Mr. Halifax Hall. He spoke of the capable manner in which the duties of the evening had been fulfilled by Mr. Hall and expressed the hope that that gentleman would meet with every success in the construction of the line and that the directors of his company would find him as thoroughly satisfactory as his friends here were sure he would be.

Mr. Hall's health was drunk in the most enthusiastic manner. He was informed that he was a "Jolly Good Fellow" as impressively as a half a hundred lusty throats could convey that cheering information to him. This was followed by most cordial cheers. The recepient of the toast in reply said that his preliminary engagement with the company was entirely a technical one and that his duties did not include such "important social ceremonies." However, he had been made the representative of the British Electric Traction Company for the evening and quoted the old adage of "Great Oaks From Little Acorns Grow" expressing the wish that the evenings amusement would be the small acorn.

Then came "Auld Lang Syne" and the National Anthem. All present voted the affair a brilliant success and the representatives of the company were heartily congratulated upon the termination of the banquet.

THE TRAMWAY COMPANY.

The Miner has already given full particulars of the Company that is building the electric tramway in Nelson and also the streets upon which it will be run, but a repetition this morning will not be out of place. The Nelson Electric Tramway Company is a subsidiary company of the British Eletric Traction Company, the largest corporation of its kind in the world. This fact alone speaks eloquently for the future of Nelson for the men who are at the head of the gigantic concern do not go into things blindly and only build where they know a sufficient population will follow to make the investment a paying one. The head office of the parent company is in London, England, and it operates forty different lines in all parts of the world. On the local board are Capt. T. J. Duncan, F. W. Peters, J. Laing-Stocks, W. A. Macdonald, Q. C., and W. A. Duncan, while E. Gareke and C. S. Drummond are London directors. The parent company provide the money for construction and equipment and retains the bulk of the stock.

The line begins at the Government wharf, goes up Front Street to Vernon, thence east to Josephine, up to Baker and along Baker to the C. P. R. depot, thus connecting the depot and wharf with the business centre of the City. Another line runs from Baker, up Stanley to Mines Road, to Kootenay and up Kootenay to Houston, where it reaches the skating and curling rink, which is now the property of the Company. Another line runs from Government wharf, to the eastern boundary of the City along Front and Water streets. Negotiations are now under way to extend the line through Bogustown, thus opening a large and charming residential district.

The whole line, in fact, will open very promising residential parts of the City, it will make property, that was worth but little on account of its isolation and the difficulty of reaching it up steep hills, several times more valuable; it will encourage the building of houses on now vacant lots and the taxation to be derived from such improvements will mean considerable to Nelson.

Forty or fifty men will be employed and cars will be running in September provided the manufacturers do not delay in shiping the equipment. Power will be derived from Bonnington Falls and a large staff of men are now at work stringing the wires into the City. Mr. C. Halifax Hall, who is in charge of construction, has been with the C. P. R., for 13 years and is a thoroughly competent man. Mr. L. A. Campbell, of the Bonnington Falls Company will have charge of the electrical equipment.

The Duncan Mines, Ltd., whose directors are largely the moving spirits of the tramway company, have now larger holdings in the Nelson mining district than any other corporation.

ALGER'S DEFENSE.

Washington, July 31.—One of the last official acts of Secretary Alger, who will relinquish his portfolio today, was to prepare a lengthy statement covering several matters regarding the conduct of the war which have been the subject of criticism in the public press, particularly with reference to the appointment of staff officers in the volunteer army. The Secretary says that he was led to make the statement on account of the "many criticisms which have been made by the public press and especially on account of a recent article which appeared in the London Times containing assertions which have no foundation in truth."

TENDERS WANTED.

For taking out and loading on rock cars 700 cubic yards, more or less, of BuildingStone. For further particulars apply to

DAVID MORRIS,
Engineer.

Econ. Gas App. Con. Co., Ltd., office of J. Keith Reid, Esq. *

BICYCLISTS
—AND—
HORSEMEN

Will find the ——— Eye Shield the most desirable eye protector made—soft, light and flexible; formed of the clearest mica, perfectly transparent. A thorough protection to the eye from dust, wind and sun.

Patenaude Bros.
Opticians

Try Us

When you need another PAIR OF SHOES. Every day we have a.....

"Bargain Sale"

Of reliable Footwear for men, women and children. Every day is a Bargain Day in our establishment.

LILLIE BROS. THE LEADING SHOEMEN. Aberdeen Block.

Plaster Paris.

NELSON HARDWARE CO

WHY IS IT

That our business has grown so rapidly in such a short lapse of time?

BECAUSE OF THE

Quality of our Goods, the Closeness of our Prices, the Fairness and Honesty in Dealing with our Customers, thereby gaining the confidence of the public and proving ourselves worthy of their patronage.

3-LB. BOX CREAM SODAS, 35 CTS.

M. DESBRISAY & CO.

H. BYERS & CO.

Garden Tools, Lawn Mowers, Garden Hose, Lawn Sprinklers, Ice Cream Freezers, Bird Cages, Screen Doors and Windows.

COMPLETE LINES OF SHELF AND HEAVY HARDWARE.

NELSON KASLO SANDON.

KOOTENAY SUPPLY CO.

Groceries, Provisions, Mining Supplies, Mining Drill Steel.

WHOLESALE Mail Orders A Speciality.

P. O. Box 214. Vernon street, Nelson, B. C.

Ice Cream Freezers

AT THE

VANCOUVER HARDWARE CO.

LIMITED,

IMPORTERS OF

Shelf & Heavy Hardware, Etc., Etc., Etc.

PLUMBING and TINSMITHING

Promptly Attended to.

LOTS FOR SALE.

$400 will purchase 2 Choice Lots on Robson St., near Stanley St., with shack thereon.
$550 will purchase Choice Residence Corner on Mill St., 100 ft. frontage, 120 ft. deep.
$375 will purchase 2 Lots on Carbonade St.

MINING SHARES FOR SALE.

5,000 shares Utica (pooled).....11c
10,000 " Fairmont ".....4c
— Blackcock Mining Company.....20c

ALEX. STEWART,
Mining and Real Estate Broker
Turner-Boeckh Block, Nelson.

Nelson Cleaning and Dyeing Establishment.

S. D. PIERRE Prop.

Ladies' and Gents' Clothing cleaned dyed, altered and repaired.

SATISFACTION GUARANTEED.

Rear of Clarke Hotel. NELSON

THOMSON'S

The Wall Paper House of the West.

In buying your Wall Paper, value is, of course, a prime consideration. This is one of the strong points of our line—VALUE. It is on this that we stake our reputation as the Wall Paper House of British Columbia. When buying paper, it is not always how cheap, but how good. Here again we come in. "How good?" and "Value" are our two strongest points. Net prices to the consumer—no rake-off or commissions to anyone.

Reputation staked on VALUE.

Thomson Stationery Co.
Ltd., NELSON, B. C.

House Cleaning Time

We can assist you in the annual overhauling by Painting, Paper-Hanging, Kalsomining and Interior Decorating. Estimates cheerfully given.

F. J. BRADLEY & CO.
Josephine St. Opp. Clarke Hotel

PARSONS PRODUCE COMPANY.

WHOLESALE

Butter, Eggs, Cheese, Cured Meats, Green Fruits and Vegetables.

SHIPPERS OF THE EARLY BREAKFAST BRAND OF EGGS.

Full Stocks Carried at Nelson and Rossland.
Mail Orders Solicited.

REISTERER & CO.,

Brewers of Fine Lager Beer and Porter.

Drop in and see us.

NELSON. B. C.

NOTICE TO CONTRACTORS.

All Contractors figuring on buildings that will require

PLATE GLASS

Can now get figures from R. H. WILLIAMS, NELSON, Agent for

J. W. MELLOR,
VICTORIA, B. C.

Who carries the largest stock of Plate Glass in the Province.

LUMBER.

Delivered to an any point on Kootenay Lake.

I have a complete stock on hand of

ROUGH AND DRESSED LUMBER,
SHINGLES,
MOULDINGS, SASH DOORS,
INSIDE FINISH.
COAST FLOORING
and
FINISHED LUMBER.

Mill at PILOT BAY.
Yards, NELSON and LARDO.
HEAD OFFICE:
NELSON.
J. A. SAYWARD.

HUGH R. CAMERON
General Broker.

Hotel for sale $6,000, renting tor $100 per month.

Baker street property for sale at $8,000, renting for $150 per month, leased for 5 years.

Twelve Lots in Hume Addition, cheap.

A 12-roomed House for rent, convenient to Baker street.

Money to loan at 8 per cent. Fire and Life Assurance.

MISCELLANEOUS

F. B. HARPER, Musical Director, Leader Nelson Orchestra; Musicians furnished for all occasions on short notice. Telephone 1

FOR SALE—Old newspapers at 25 cents per 100. Just the thing to put under carpets. Miner office.

MINES OF KOOTENAY

A gold brick value $10,000 was yesterday shipped by the Bank of Montreal to Helena Montana.

* * *

On July 28th a large shipment of galena ore was made by Mr. Heap from Ainsworth (via Nelson) to Great Falls Smeter, Montana. The total value of the ore, as per the custom house returns, was $3,495.32 made up of $907.07 the value in silver, and $2,588.25 the value in lead. On the same day 20 tons of Crow's Nest Coal was shipped from Fernie to Great Falls.

* * *

The bonding of the Golden Fleece Stanley, Gold Dollar and Little Johnny to E. C. Egan for $40,000 shows the confidence that gentleman has in East Kootenay properties. From what can be learned the property possesses more than ordinary merit. The claims shows considerable development, one tunnel on the lead is now in 72 feet besides five open cuts varying from 15 to 35 feet. A contract will immediately be let to run a 400 foot tunnel, which it is thought will pretty thoroughly develop the mine.

The average assays made from the ore are about $30, although assays running as high as $169 have been made. These properties are on the divide between Louis and Tracy creeks and adjoining the Minnie M. and Tiger. The character of the ore is similar to that in the Estella and other claims in the immediate vicinity.—Fort Steele Prospector.

* * *

New York, July 31.—Bar silver, 60 3-8; Mexican dollars, 48.

Copper, steady, brokers, $18.50; exchange, $18.50.

Lead, quiet, but firm; brokers, $4.35; exchang, $4.55 to $457½. Tin unsettled; plates steady.

THE MAGAZINE QUESTION.

Giant Powder Co. is Prosecuted—Mr. Taylor, Q. C., Makes a Statement.

Yesterday morning, the Giant Powder Co. appeared before Magistrate Crease to answer the charge preferred against them by the City for keeping a powder magazine within two miles of the City limits. The indictment was similar to that preferred against the Hamilton Powder Co., which was fully reported in The Miner.

M. W. A. Galliher prosecuted and Mr. S. S. Taylor, Q. C., appeared for the Company.

Mr. Galliher pressed for an adjournment as he was engaged on another case before Judge Forin that morning.

Mr. Taylor then rose and made a statement to the effect that both the Hamilton and Giant Powder Cos. had decided to move their stock of powder at once.

A temporary building was being erected on a piece of land some distance up the lake and almost opposite Robert's ranch. The land in question was purchased some little time ago by the Hamilton Powder Co. from Mr. Foster. The building will be ready within a few days and the whole of the powder now stored in the building on Hoover's ranch will then be removed to the new quarters.

Mr. Taylor said he would see the Council this evening and explain to them the course his clients were about to pursue. He would then request, on his undertaking that the powder would at once be moved, that all proceedings against both companies be dropped.

The case was therefore adjourned until tomorrow at 10 a. m.

CUSTOMS AND INLAND REVENUE

Returns for Exports, Imports and Collections For July.

The total value of imports for the month of July is $66,898. Of this sum $56,403 represents dutiable values and $10,495 free goods.

The duty collected amounted to $16,247.22 and other collections $1,152.63 making the total net receipts for this month $17,399.85.

The receipts for the corresponding month of last year were $10,982.86 which makes an increase of $6,417.49.

The total value of the exports for the month is $29,877. This is below the average but yesterday a large entry from the Hall Mines was given in, which, however, will not be entered till today. The value of this Hall Mines consignment will be about $20,000 thus bringing up the total to close on $50,000 which is the average figure for the month.

The Inland Revenue returns for the month are as follows:

Spirits, $3,032.69; malt, $381.51; tobacco, $258.25; tobacco raw leaf, $137.20; cigars, $189; petroleum inspection, $12.50. Total, $4,011.15.

AN ANGING NOTE.

A number of fish were taken on Sunday. Mr. Archie Johnson had over 60 at Ward's Crossing. The Rossland anglers there also had good sport though the professional fishermen helped to make their baskets heavy. Mr. Alastard Lee took four good fish by trolling on the Lake. Mr. Anderson of The Miner took 20 below Kootenay Bridge and Mr. Bosquet (angler in ordinary to the Editor of The Tribune) caught two good sized charr with bait consisting of pieces of white fish. Mr. Procter and his friends got some nice fish at Balfour. Last week Mr. R A. Armitt caught a basket of beauties in a creek near Kuskonook, they averaged nearly two pounds apiece. Six good trout were taken just above the rapids with a very small brown fly similar to those seen on the water.

LOCAL AND PERSONAL

The City Council had a short meeting last evening and adjourned until tonight to allow the City Fathers to attend the banquet at the Phair.

The Presbyterian Sunday School's Annual Excursion and picnic to Balfour takes place tomorrow. The boat leaves the City wharf at 9 a. m Everyone is invited and a good time i assured.

The Crow's Nest line is greatly appreciated by Nelson business houses. The Nelson Hardware Company has just received a carload of freight from Winnipeg six days after it was shipped by the C. P. R. Twelve days is about the ordinary time for such a shipment.

If you have a friend at home whom you would like to interest in Nelson and whom you would like to inform of the great strides Nelson is making, just send this copy of The Miner to him. There are lots more copies at the office if you have more than one such friend

Among the novelties this season with the Walter L. Main show which exhibits at Nelson, Monday, August 7 may be mentioned the celebrated Werntz Family, six in number, direct from Berlin, Germany, the most expensive aerial feature ever presented in America. Canandiagua the horse-back riding pony, the only one like him. In the big Menagerie tent will be seen the "Congress of Nations," a representation of every nation on earth; the music will be furnished by a genuine band of native Cubans.

The Kootenay Brick and Lime Company are kept exceedingly busy supplying the very large demand for its products. At Balfour 250,000 bricks are now being burnt and they are all spoken for. Thirty tons of lime will arrive in Nelson today and will be immediately gobbled up for the buildings in course of construction. Hillyer & McGhie, contractors, are bringing down 200 tons of the marble from the company's quarries. This beautiful stone is now being used extensively for building purposes and will make some of the blocks now in course of construction among the handsomest in the Province.

Judge Forin was engaged yesterday in hearing the evidence of a case in which Mr. Vanstone, the mining broker, is suing Dr. Symonds on a stock dealing transaction. The plaintiff claims that the defendant engaged him as his broker to sell 100 Nelson Poorman shares. The deal was put through but the doctor declined to deliver up the certificates, whereupon the plaintiff was compelled to buy elsewhere in order to fulfil his contract with the purchaser and, in order to do so, he had, he contends, to pay more. The evidence was all put in and the case will be argued today in Chambers.

Barrie, (Ont.) Gazette: The Nelson, B. C., Miner, publishes an excellent illustrated mining supplement, of sixteen pages, containing a history of the Kootenays and mining industry. A photogravure of E. A. Crease, police magistrate, formerly of Barrie, appears in the issue. Other Barrieites in Nelson, are H. G. Neelands, Mayor, formerly in Inland Revenue office under the late P. Hartley, Charles W. Dill, assistant City Engineer; F. W. Grant, foreman of the Daily Miner; Luther Lennox, is a prominent lawyer; Abe Johnson owns one of the best saloons; James and Samuel Neelands, a large shoe store,; Wadds Bros., are the principal photographers, and T. J. Campbell is with the C. P. R.

Mattawa, (Ont.) Tribune: We have received a copy of The Nelson Miner illustrated supplement, giving descriptions of the works, businesses and business men of Nelson, B. C. and surrounding mining towns and villages, with cuts of many of the principal citizens there. Among others we are pleased to notice a cut of the dry goods and clothing store of our old friend A. Ferland, formerly of this town. While the store is somewhat smaller in size than the capacious quarters occupied by him in Mattawa, the place has a neat, well arranged and business like appearance about it, such as one might expect to find under the direction of Mr. Ferland, anywhere. Among the Slocan City business men we notice the name of J. H. Howarth, watchmaker, whom we think we met some years ago in Pembroke, who seems to be as fond of birds as ever.

Big Schooner Beer or Half-and-Half. 10c.

ALWAYS FRESH
ALWAYS COOL

The Best Glass of Beer in Nelson is at the

CLUB HOTEL,

Cor. Silica & Stanley Sts.

E. J. CURRAN, PROP.

BOARD AND ROOM

First-Class Board and Room, Todd's old stand, in rear of English Church. Table Board, $4.00. Room and Board, $5.00 and $5.50.

J. V.. O'LAUGHLIN.

C. W. WEST & CO.

General Teamsters.

Agents Imperial Oil Co

Dealers in Wood and Lime.

OFFICE COR. BAKER & HALL STS
TELEPHONE 33.

WILLS'S
Famous English Tobaccos

CAPSTAN (Navy Cut) and TRAVELLER

THREE CASTLES and WESTWARD HO

CAN BE OBTAINED FROM ALL DEALERS

KIRKPATRICK & WILSON,

Groceries,

BAKER STREET.

Telephone Call, No. 10. Post Office Box, K and W.

SAN FRANCISCO
SWEET RELISH, MIXED PICKLES, CHOW CHOW AND GHERKINS.

Put up in small bottles suitable for Camping and Picnic Parties.

3-LB. BOX CREAM SODAS, 35 CENTS

M. DESBRISAY & CO.

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.

LOG CABIN
SMOKING TOBACCO.

LAMBERT & BUTLER, London, Eng.

TRY IT.

To be had at all Tobacco Stores in Town.

TURNER BEETON & CO.

WHOLESALE MERCHANTS — NELSON, B. C.

LETHBRIDGE COAL

$6.75 PER TON, DELIVERED.

All orders must be accompanied by cash and should be forwarded either personally or by mail to the office of

FRANK FLETCHER, P. L. S.,
LAND & COAL AGENT,
Cor Kootenay & Baker Sts

W. P TIERNEY, General Agent

Atlantic S. S. Lines

From Montreal

Allan Line—Californian.....Aug 17
Allan Line—Bavarian.....Aug 10
Dominion Line—Dominion.....Aug 12
Dominion Line—Cambromar.....Aug 19
Beaver Line—Lake Ontario.....Aug 9
Beaver Line—Lake Huron.....Aug 16

From New York

White Star Line—Germanic.....Aug 16
Cunard Line—Campania.....Aug 12
American Line—St. Paul.....Aug 16
Anchor Line—Anchoria.....Aug 12
Allan State Line—Mongolian.....Aug 19

From Boston

Dominion Line—Derbyshire.....Aug 16

Passages arranged to and from all European points. For rates, tickets and full information apply to C. P. R, depot agent or C. E. Beasley City Ticket Agent, Nelson, B. C.

WILLIAM STITT,
General Agent, C P. R. Offices Winnipeg

E. J. SCOVIL

MINING BROKER, NOTARY PUBLIC.

Windermere Mines. Correspondence Sol'nited

WINDERMERE, B. C.

PLEASE NOTE

From now until the end of the season we are selling

MILLINERY

AT REDUCED PRICES.

At MRS. E. McLAUGHLIN'S,
JOSEPHINE STREET.

Bon Ton Restaurant.

NEW MANAGEMENT.

Has been Enlarged and Newly Furnished, and will be run as a strictly

FIRST-CLASS RESTAURANT.

MEAL TICKETS, $5.50 FOR $5.
OPEN DAY AND NIGHT.

FRITZ HONOLD, PROPRIETOR.

THE BODEGA.

Bass's and Alsopp's Indian Pale Ale On Draught.

First-Class, London, Quality.

Bargain Columns.

Some Unusually Good Bargains Offered By Our Enterprising Merchants. Changes Daily.

Ladies' Kid Gloves.

All Colors and All Sizes at Reasonable Prices.

Martin O'Reilly & Co.

I BUY ANYTHING

From a Steamboat to a Baby's Rattle Everything has a value at my store

PROSSER,
VICTORIA STREET,
Between Ward and Josephine Streets.

We are now offering Special Bargains in

MEN'S SUITS. See Our SATIN-LINED WORSTED SUITS at $15.

EMORY & WALLEY, Hub Furnishing House.

GOOSEBERRIES & RED CURRANTS at Humphreys & Pittock's.

SMOKE "ROYAL SEAL" CIGARS.

Bring Your Job Work to the Miner Office . . . .

GREEN CORN.
MUSKMELONS.

MILLS & LOTT,
CORNER BAKER AND WARD STREETS.

Ice Cream at Humphreys & Pittock's.

25 Per Cent Off

CLOTHING. . . .

J. A. Gilker.

California Fruits TO-DAY

PEACHES, PEARS, PLUMS, APRICOTS, WATERMELONS.

East End Grocery.

Drink Thorpe's Soft Drinks

SMOKE "ROYAL SEAL" CIGARS.

Watermelons at Humphreys & Pittock's.

SPECIAL.

3-Pound Can of Pears

FOR 25 CENTS.

Morrison & Caldwell.

The Doctor Orders It. What?

Riesterer's Lager Beer

Just the Thing in Hot Weather.

A FEW MORE
CHRISOLEUMS
TO-DAY.

D. McARTHUR & COMPANY.

Ice Cream Soda at Humphreys & Pittock's.

SMOKE "ROYAL SEAL" CIGARS.

CHILDREN'S SAILOR BLOUSES for Hot Weather. 45 CENTS.

Children's Linen Suits, $1.00.
A few more Light Colored Muslins, at 5, 9 and 12½ cts.

A. FERLAND.

Nelson Cafe.

MERCHANTS' LUNCH, 12 TO 2, 25 CTS.

OPEN ALL NIGHT.

Y. HOSHI.

Tomatoes at Humphreys & Pittock's. TELEPHONE NO, 93.

SMOKE "ROYAL SEAL" CIGARS.

...L. POGUE...

Bargains in HEAVY TEAM HARNESS,

EXPRESS HARNESS PACK HARNESS. AND SADDLES. WHIPS. Etc.

The Best Furnished Homes are not complete without a choice selection of HOUSE PLANTS; but few have their stock complete, and they should call and get plants nicer than those of their neighbors. I keep none but the best varieties.

FRANK A. TAMBLYN,

BAKER STREET, NELSON

Fresh Fruits at Humphreys & Pittock's.

West Kootenay Butcher Co.

WHOLESALE AND RETAIL DEALERS IN

. . FRESH . .

AND SALT MEATS

Camps supplied on shortest notice and Lowest Prices
Mail Orders receive Careful attention.
Nothing but fresh and wholesome meats and supplies kept in stock
Markets at Nelson and Ymir.

E. C. TRAVES - Manager.

Merchants' Bank of Halifax.

Incorporated 1869.

Capital Authorized - - - - $2,000,000
Capital Paid Up, $1,500,000, Reserve, $1,250,000.

Head Office: Halifax, Nova Scotia.

General Banking Business Transacted; Sterling Bills of Exchange Bought and Sold, Letters of Credit, Etc., Negotiated.

Accounts received on the most favorable terms. Interest allowed on special deposits and on Saving Bank accounts.

BRANCHES IN BRITISH COLUMBIA.

Atlin, Bennett, Grand Forks, Nanaimo, Nelson, Rossland, Vancouver, Vancouver East End, Victoria, Ymir.

Geo. Kydd, Manager, Nelson, B.C.