Nelson Daily Miner.

Daily Edition No. 322 — Nelson, British Columbia, Sunday, May 21, 1899. — Ninth Year

Provincial Library Victoria

FATAL ACCIDENT AT WAR EAGLE MINE

Skip With Five Men Falls 350 Feet.

ALL KILLED BUT ONE

Accident Caused by the Loosening of a Safety Bolt—Inquest Held on Monday.

Rossland, B. C., May 20.—At 12:30 this morning an accident occurred in the War Eagle mine by which four men lost their lives and one was severely injured. At the hour mentioned, Thomas Nelville, N. A. Honeyford, James Palmer, Mike Cooke, and W. F. Schofield got on the skip in the main shaft of the mine for the purpose of going from one level to another. R. Hall who was the engineer in charge of the electric hoist seems to have lost control of the skip in some manner and the result was that it dropped from the 250-foot level a distance of 350 feet. The skip was smashed and broken and the dead and wounded mixed in the wreck. The miners working in the other part of the mine hurried to the rescue of their unfortunate comrades. The killed were:

THOMAS NEVILLE.
N. A. HONEYFORD.
JAMES O. PALMER.
W. F. SCHOFIELD

Injured:

MICHAEL COOK.

The cage was badly smashed and the machinery was so out of order that it was found impossible to hoist the dead and wounded out of the way. Short ladders were secured and the wounded were fastened to them and taken by the miners to the surface through the Iron Mask workings. They were taken to the Sisters' Hospital where their injuries were attended to. Schofield died at the hospital, but Cooke will recover.

An inquest was held by Dr. Bowes this afternoon, and the jury after examining the scene of the accident adjourned until Monday.

Particulars of the accident are as follows:

Five men started to come up from the 250 foot level and got into the skip in the ordinary way, going on service from one part of the mine to the other. When the signal was given for the hoisting, the skip which entails on the engineer in charge a considerable exertion of strength. he braced himself and as he did so the lever gave way. The power had already been turned on and the drum at once began to revolve for a downward trip. The quick release of the lever when the great exertion was put forth threw Rock Hall, the engineer, downward to the steps coming up to the platform, and before he could pick himself up the accident probably happened.

A. C. Galt, the attorney for the War Eagle company, said the company was anxious to give every facility for the enquiry but they did not want the mines closed down indefinitely, though they were quite willing that the particular parts of the machinery where the trouble arose should be held over for the inspection of the jury, and said that nothing would be disturbed. The inquiry to open tomorrow will have to show definitely to whom the blame belongs. The chief of the hoisting machinery is E. J. Balfour and his evidence and all who have any knowledge of the matter will be taken.

Mike Cooke, the well known football player, who is a member of the great international team, and who was one of those in the skip, undoubtedly had a very, very narrow escape. He fell a distance of 375 feet and is not only now alive, but will be around in good shape by tomorrow if not today.

The funeral of the victims of the disaster will probably be a public one and be held on Tuesday next.

The Rev. H. Irwin came into town last night, and informed a Miner representative that the accident was thought to have been caused by the slipping of a "safety" bolt. Michael Cooke, the only survivor, was prominent among the forwards in the team "Father Pat" recently brought over to Nelson.

LOCAL AND PERSONAL.

Observer A. H. Holdich predicts a fine Sunday today.

Mr. W. K. Esling, editor of the Trail Creek News, is in the City.

Messrs. S. White and S. J. Mighton have returned from a trip to the Halcyon Hot Springs.

Mr. J. L. Lawrence and daughter returned from Winnipeg last night, accompanied by Mr. Lawrence's father.

Mrs. W. F. Brougham and little daughter left for San Francisco by yesterday evening's train. A large number of friends assembled on the platform to see her off.

R. D. Anderson, of The Miner, returned last evening from the Coast where he made arrangements for obtaining the supply of paper on which the Special Kootenay Number will be printed.

Beginning with tomorrow the three junior departments taught by the Misses O'Reilly and Wyckham and Mrs. Pearcy will be re-opened, half the children attending the forenoon and half in the afternoon.

Mrs. J. Roderick Robertson on Friday evening lost a Roman Mosaic and gold bracelet either in the Opera House or on Ward street between the Opera House and Baker street. The finder will be suitably rewarded.

Messrs. Vanstone & Williams yesterday sold a house and lots, being the east half of lot 8, and lot 7, block 68. The property, which is situated on Lake street, was bought by Dr. Armstrong from Captain Howard. The consideration was $2,450.

The morning service at the Presbyterian Church today will be especially for young people. The subject will be "In His steps," or "What would Jesus do." Mrs. Sidney Oliver will sing a solo in the morning, and Mrs. Melville Parry in the evening.

Mr. F. M. Chadbourn has accepted the position of ore buyer for the Hall Mines smelter, and will start out on the road this week. His first trip will be through the Slocan country. The Hall Mines intends to make a strong bid for the custom ore that that is going.

The International Navigation & Trading Company have asked The Miner to announce that they do not intend to run an excursion in competition with the K. of P. excursion to Kaslo. The steamer International will merely make her usual run at the usual time and rates.

The I. O. O. F. are charging $3.10 for tickets for their Queen's Birthday excursion to New Denver, children under 12, $1.55. Tickets, which are good for return until the 25th, can be obtained at Vanstone's Drug Store, Mills & Lott, Canada Drug & Book Co., Teetzel's Drug Store and Sutcliffe's barber shop.

Edward Quinlan was brought up yesterday before Police Magistrate Crease on the charge of having stolen $10 from Joe Denham. The Crown asked and obtained an adjournment until the 29th instant, when the preliminary hearing will be taken. The accused was arrested at Whitewater by Provincial Constable Allan Forrester, and brought into town yesterday. Mr. R. M. Macdonald appeared for the defense.

Little Tom Gallon had a narrow escape of his life yesterday afternoon. He and two or three companions went down to the lake to wade in the shallow water round the saw mill. they then ventured further out on some logs. Tom Gallon's log went round, and he was precipitated into the water and could not climb on the log again. He was seized with an attack of cramp and would undoubtedly have been drowned had not Joe Curran and one of the sawmill men come to his assistance in the nick of time.

Quite a number of articles were lost at the Library Ball on Friday evening. A valuable handkerchief was dropped by a lady who is anxious to recover it. If the finder will leave it at Captain Troup's residence a reward will be given. The ball was a financial success but just how much money was made will not be known until all the returns are in this week. Those who were responsible for the function were warmly congratulated yesterday on their success in making it one of the finest balls ever given in Nelson. The next Library Ball will be looked forward to with pleasure.

THE ATBARA BRIDGE.

Cairo, May 20.—The last portions of the Atbara bridge, the contract for which was awarded to a Philadelphia firm, have left Alexandria and will arrive at Atbara in about three weeks. The bridge will be finished before the arrival of the usual floods.

WANTS A DIVORCE.

Paris, May 20.—The Countess Esterhazy, in a suit for divorce against her husband, asks for a marriage settlement of 250,000 francs.

A SEVERE SENTENCE.

Toulon, May 20.—A French sailor named De Bleuith, has been sentenced to death for menacing a lieutenant with a bayonet.

CONDITIONS IN THE PHILIPPINES

Guerilla Warfare Will Probably Continue.

A FILIPINO DESPATCH

Junta at Hong Kong Consider General Otis Too Harsh—Usual Tall Talk.

Manila, May 20.—The Filipino commissioners called on Major General Otis this afternoon and arranged to meet the members of American commission on Monday, when they expect their colleagues will have arirved. The chairman and secretary of their commission have been chosen.

Major General Otis has declined to recognize the rebels to the extent of agreeing to an armstice, but he has notified the American commanders to refrain temporarily from aggressive action. Thus he is in a position to resume hostilities at any time. This will defeat any subterfuge to gain time which would not be the case if the general agreed to an armistice. The Filipinos are so deceptive that people would hesitate to credit with good faith their latest overtures. More attention is now paid to them than was paid to their previous advances, however.

The Filipino commission is acting under instructions from Aguinaldo and the congress, but it is possible that if peace is arranged Generals Luna and Pina del Pilar and their followers will continue a guerilla warfare. At Iloilo an attack on the Americans was recently expected. The Filipino leader boasted he had 2,000 riflemen and 10,000 Botomen, and sent an ultimatum to the American commander ordering him to leave the Island. An army of natives left the town and after several days the outposts were doubled. In addition, the Yorktown and the Iris anchored in positions commanding the mouth of Jara river where the attack was expected to take place, but it failed to materialize.

London, May 20.—The Filipino Junta at Hong Kong has cabled the London office of the Associated Press saying it is untrue that General Luna is wounded or has surrendered, contradicting the report that General Montenagro is dead and announcing that the difficulty between Luna and Mascado is settled. The despatch adds that the opinion prevails in Manila that the peace negotiations have failed because Major General Otis demanded the unconditional surrender of all arms as a preliminary. This, it was further stated, was considered unnecessarily harsh, and it was announced that the Filipinos would "continue to fight until their rights were recognized and would appeal to the American people to help them obtain their natural and reasonable aspirations."

NEWS FROM AUSTRALIA.

A Yachting Fatality—Examination of the Fiji Group.

Vancouver, May 20.—The steamer Miowera which arrived yesterday from Australia via Honolulu brings mail advices received from Melbourne which say a yachting fatality was brought to light by the discovery of the top mast of the missing yacht Queenie in the water off the entrance to Werribee river. The Queenie left Queens Cliffs for Geelong. She was sailed by her owner John Clark, manager of the Melbourne Steamship Company's works at Williamstown. He was accompanied by his four sons, the eldest aged 22 and the youngest 12 years, and also by a young man named Reginald Johnston and a man named Michael Allan, a resident of Williamstown. All were drowned.

R. C. Andrews, B. A., lately commissioned by Professor Agassiz, Harvard College, to make a geological examination of the raised coral reefs in the Fiji group, has recently returned to Sydney, after an absence of about six months. A greater part of the time has been spent in exploring the Fiji islands. A few weeks were devoted to the Tongan group Andrew had opportunities of studying geology and the manners and customs of the natives in the islands little frequented by white men. He has collected a large amount of valuable scientific facts and made a careful study of the whole geological structure of the islands, which will be transmitted to the British museum.

REWARDS FOR VALOUR.

Southhampton, May 20.—The Mayor of this city has presented Captain Watkins and the other officers and crew of the American line steamer Paris medals and gifts in recognition of their rescue of the crew, consisting of 22 men, of the British steamer Vindobala on December 27 last, in mid ocean

WHAT IS DOING AT DUNCAN CITY NOW

Two Construction Camps Make Things Hum.

NO LUMBER TO BE GOT

Freight Rates From Argenta Are Two Cents a Pound—Real Estate Is Lively.

Mr. H. C. Cummins returned yesterday from a visit to Duncan City, and while he does not seem to have seen anything to induce him to quit Nelson for that place, yet Duncan City must be a busy spot just now. Owing to the injunctions which have been filed, either the C. P. R. nor the Kaslo-Lardo-Duncan railroad are working in the pass just at present, but construction is in full swing near Duncan City, where both companies have construction camps and the men are busily at work grading and putting in slips. The Kaslo-Lardo road are now putting in piers for their bridge across the Duncan river. About 500 men in all are working in one Duncan City. There are at present two ways of getting to Duncan City from Argenta, which is at the head of the lake. One is by river and the other by trail, but the river is very low at present and practically only navigable for canoes. Duncan City is 12 miles from Argenta, and the freight charges are heavy. It costs 1½ cents per pound to send freight by water, and the packers charge two cents. There is no lumber in Duncan City, and at present it is impossible to get any in there. Neither is there a sawmill, though there is talk of erecting one there soon. There is some talk of trying to take the steamer Marian up to Duncan City, but this will not be feasible until there is at least another foot of water in the river. Town lots are selling briskly, the prices as a rule ranging from $100 to $150. There are at present one hotel and one general store in Duncan City.

THE TRUST INVESTIGATION.

Two Prominent Liquor Dealers Take the Stand.

Chicago, May 20.—Martin F. Cook and Henry G. Luyties, New York liquor dealers, were before the industrial commission today. Both are independent of the whiskey trust and both testified concerning the operations of the trust.

Mr. Cook said that his firm had been approached by the Standard Company reputed to be a part of the present trust, and asked to become a distributer tor it, but that as his company was willing to give a rebate of only 1¼ cents per gallon the proposition was declined. This rebate was to be paid upon the condition that the house should buy only of the Standard company.

Dealers be said, had found themselves entirely at the mercy of the trust in fixing prices. On one occasion prices had been suddenly advanced to the extent of 20 cents per gallon for no other reason, so far as he could see than to advance the price of stock for speculative purposes. On account of these objections his firm had declined the offer of the Standard Company and established its own distilling plant.

Speaking of over-capitalization, Mr. Cook thought $2,000,000 a sufficient capital upon which to conduct the distilling business for the entire country.

Luyties' testimony was along the same lines as that of Mr. Cook. He said that in some localities the trust cut prices in order to drive out rivals. It was natural that it should do so in the face of its enormous capitalization.

"A decaying trust," he said, "is the hardest thing in the world to fight. It often pays no dividends. The rival spends his money while the trust managers do not. Consequently such rivalry is often distressing."

The commission will hear no more witnesses until June 6, when the investigation of the sugar trust will be begun.

FUNERAL OF EARL STRAFFORD.

The Queen, Prince of Wales and Others Sent Wreaths.

London, May 20.—The funeral of the Earl of Strafford who was killed on Tuesday evening by the Cambridge express train at Potters Bar, Herts, took place today. By the Queen's command her equerries Sir H. P. Ewart, Col. the Hon. H. P. Carrington, Lieutenant Colonel Arthur Davidson, and Major the Hon. Henry Charles Legge, attended, taking a wreath, presented by Her Majesty, which was placed on the coffin. The Prince of Wales and other members of the Royal family, were represented at the funeral and sent wreaths. The Earls of Clarendon, Normanton and Lucan and Lord Alfred Paget, were among those present.

The deceased, at his own request, was buried beside his first wife in Potters' Bar churchyard. The Queen's wreath was inscribed in her own handwriting, "A mark of sincere friendship and regard for faithful and devoted service."

A detachment of the 7th Battalion of the King's Royal Rifles, of which the Earl was Honorary Colonel, rendered the customary honors.

The Countess of Strafford, the Ladies Byng and others of the family were the chief mourners. The Countess was so overcome with emotion that she had to be supported. The Rev. Edgar Sheppard, Dean of the chapel Royal, St. James', officiated at the funeral services.

WICKED WOMEN WILL WANDER.

East End Nuisance Will Be Removed by the Council.

A number of property owners of the East Ward waited upon the East Ward Aldermen last evening to discuss the East End problem. Ald. Thomson, Beer and Hillyer listened to the arguments advanced by Judge Forin and Messrs. K. Connell, Coxhead, J. Hepburn, Bannerman, Rutherford and M. McKay.

The question was gone into fully and every point in connection with the nuisance debated at length. The deputation wanted the women removed. They did not offer any solution to the problem as to where they were to go, but were anxious that they should be turned out of their present premises. The aldermen referred to the importance of the question and pointed out their objection to run any risk of the women being scattered throughout the city, where they would do more harm than by being kept together as they are now.

The property owners stated that they would prefer to leave the solution to the Council, but if nothing was done to remove the nuisance they would take up the matter and have the women arrested and fined or imprisoned until they were driven out. They had decided that the east end of Baker street was to be cleansed and would do it themselves if the Council would not.

Judge Forin referred to the publicity of the houses, and the evil being done by the women in so flariugly parading vice before children of tender age.

After talking over the question for a couple of hours the Aldermen settled the matter in a moment by stating that at the meeting of the Council tomorrow night the committee appointed to consider the question would recommend that the women be given four months notice to vacate their premises. Thus the long standing disgrace to Nelson will be removed at a stroke and the east end of Baker street will be opened for business. The Council will not endeavor to secure another pasture for the fallen women, but will see that they cease to be a nuisance.

It is likely that they will be forced out of the City limits entirely.

The announcement of the aldermen was received with great satisfaction by the deputation who were well pleased that their requests would receive such speedy granting.

EAST END HOUSES.

To the Editor of The Miner:

Sir—As it seems apparent that the City Council has dismissed that much discussed topic re the question of the removal of the East End houses of prostitution to a more secluded spot, I would ask that for the benefit of a number of respectable citizens who dwell upon the border of this half-world that the nuisance be at least mitigated in one or two instances.

Attention has been called to the fact that a pandemonium nightly occurs, the result of the combined efforts of a dozen or more so-called musicians to reduce that much abused instrument, the piano, to kindling wood, without the assistance of an axe, and which renders sleep impossible in that neighborhood. I wish to say that former Mayor Huston, when Nelson was a smaller place than today, took upon himself the task of ridding the community of these musical fiends, and for a time, at least, much relief followed.

Another matter which is the source of much street disturbance in the East End, particularly in the early hours of these fine spring days, is the maudlin condition upon the streets of many of these women, who, with their male consots, are permitted by authorities to frequent certain saloons of the tenderloin district, where boxes are kept for their entertainment, with the result above stated. This should also be stopped.

I trust that the City Council will see to it that there is an abatement of the nuisances mentioned herein, even if these houses are never removed from the present locality.

The Council should, at least, show some disposition to remedy the evil.

Yours truly,

LAW AND ORDER.

AN ITALIAN EXPOSITION.

Como, Italy, May 20.—King Humbert today opened the International Exposition of electricity and the National Exposition of the silk industry, commemorative of the centennary of the setting up in 1800 of the first voltaic pile or battery, the principle of which was discovered by Alessander Volta, of Como. Crowds of officials and citizens were present and the King was given a reception.

THIS IS REALLY TOO BAD.

Syracuse, N. Y., May 20.—The Syracuse-Worcester ball game scheduled for this afternoon was postponed on account of the weather.

THE WORK HAS NOW BEEN SUBDIVIDED

What Each Committee Will Consider.

ARBITRATION IS CHIEF

Mediation and Arbitration Will Form the Principal Work of the Hague Peace Conference.

The Hague, May 20.—The committees will meet for the first time on Tuesday. The eight points enumerated in Count Muravieff's circular for their consideration, have been distributed among the committees. They are as follows. The disarmament committee consider:

First—The limitation of expenditures.

Second—The prohibition of fire arms.

Third—The limitation of the use of explosives.

Fourth—Prohibition of the use of submarine boats.

The committee of the laws of warfare will discuss:

First—The application of the Geneva Convention to naval warfare.

Second—The neutralization of vessels in an engagement while engaged in saving shipwrecked men during and after naval engagements.

Third—The revision of the Declaration of Brussels of 1874 on the notifications and customs of war.

The committee on arbitration and mediation will deal with the eight questions of Count Muravieff's circular.

The British members of the arbitration committee are Messrs. Pauncefote and Howard. It was learned during the day that M. de Staal placed the question of mediation and arbitration in the forefront during his speech. The question of the laws of warfare, rendering war as humane as possible by the extension of the regulations already existing was then touched upon by the President, and he relegated the question of the reduction of armaments to the third place. This indication modifies the order, in which the three points were placed in the circular of the Minister of Foreign Affairs, Count Muravieff, but it has the merit of corresponding more closely to the views of the delegates and it is now considered certain that mediation and arbitration will have the chief place in the work of the conference.

Further, the opinion is unanimously expressed that the American and British delegates will make the most important part in the study of this question. The conference decided today that all delegates, including the technical representatives, are to participate in the sittings and join in the discussions. The date of the next sitting has not yet been fixed. It depends upon the progress which will be made by the committee. M. de Staal announced today that the government of the Netherlands would give a fete on June 16 in honor of the conference.

DIRECTORS ARE NOT LIABLE.

Chicago Brokers' Appeal Turned Down by U. S. Court.

Chicago, May 20.—A decision involving an important point in transactions on the Board of Trade was handed down in the United States court of appeals today by Judges Woods, Jenkins and Dunn. In sustaining judgments formerly given against the plaintiffs in error in the lower court, the judges held that the directors of a bank are not liable for a mismanagement of funds by the president who takes advantage of his position to speculate. The court denied the appeals of three Chicago brokers against whom judgments had been given in favor of Robert R. Beard, receiver of the First National Bank of Pella, Iowa, for money lost in their firms by the president of the bank. The brokers appealed on the ground that the bank's directors, and not they, should make good the losses. The president of the bank at Pella was E. R. Casset, who is now serving a sentence for defaulting in the sum of $65,000.

BASEBALL YESTERDAY.

At Pittsburg—Pittsburg, 6; Washington, 7.

At Chicago—Chicago, 5; Baltimore, 9.

At Cincinnati—Cincinnati, 8; Brooklyn, 4.

At Cleveland—Cleveland, 10; Philadelphia, 4.

At St Paul—St. Paul, 5; Buffalo, 0.

At Milwaukee—Detroit, 11; Milwaukee, 1.

At Minneapolis—Columbus, 4; Minneapolis, 3.

At Toronto—Toronto 6; Springfield, 7.

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THE CABLE OFFER.

An Interior paper up north says that few, if any, of the Interior papers favor the Government proposal to vote one million dollars in aid of the Pacific cable. We see this in a Coast paper. For itself The Miner takes early occasion to repudiate the inference which naturally attaches to this bald statement. It will be understood that the Interior papers object because the expenditure will be productive of no direct benefit excepting to one or two points on the Coast. That is not the idea at all. There is not, so far as The Miner knows, the least jealousy in the matter. There cannot be to any one who has intelligence enough to comprehend the situation. The making of the cable will be a matter of some importance to the manufactory fortunate enough to get the contract, but the laying of it is a very small affair. A ship will fit out at Vancouver, say, and then sail away, and that is the last of her until the work is completed. The maintenance of a station is also a small affair. There might be a dozen cable lines putting out from Vancouver, each with its separate local office, and the effect on the population and business of the City would not be noticeable. Cable lines do not promote the growth of places, in the sense that railways or ordinary industrial enterprises do. As there is no direct material benefit to share, therefore, the Interior cannot be jealous of the Coast; it cannot oppose for the reason that the Coast is to get something that it does not, for in the laying of a cable there is not enough to get to make it worth the while of any place to work itself into a condition of excitement.

The Interior papers, as we understand them, oppose the proposition on two broad, general grounds; one, that it is no business of the Province to assume any part of the cost of a Pacific cable, and the other that, if we have a million to spare, there are other purposes to which it can be devoted to much better advantage. There is no question of Coast against the Interior involved in the matter. The Miner would rejoice to see Vancouver or Victoria reap all sorts of benefits from the construction and operation of a Pacific cable, and if the enterprise were one calculated to add to their importance or to promote their growth it would be tempted to compromise with its scruples so far as to support the proposed grant. But there is no virtue of this kind in an ocean cable any more than there is one in a telegraph line; there is nothing fat in either. As a Provincial investment the vote of a million would be very poor business. The one or two newspapers that still support the proposal quote Sir Sanford Fleming as of the opinion that the cable would pay from the beginning. Sir Sanford Fleming is an authority on construction, and being an Imperialist of the most ardent type he is naturally enthusiastic in favor of a Pacific cable; but he does not know better than the rest of us whether it would be self-sustaining. Given enthusiasm enough, and anything can be made to pay on paper. Cooler calculators are very certain that it will not pay for a number of years. British Columbia is hardly in a position to take a share in an enterprise that can promise no immediate dividends, and only very attenuated ones in prospective.

There can be no jealousy in a matter of this kind, for the very sufficient reason that there is not enough substance in it to excite jealousy. It is not a question of Interior against the Coast, and therefore the distinction suggested by the paper alluded to will not stand handling. It is simply a question of minding our own business, and it is no part of the business of British Columbia to meddle with the laying of a Pacific cable. That is the joint duty of the Australian colonies, the Dominion, and the Mother Country, and between them they are quite capable of attending to it without interference from us. If we have millions to burn, we can probably find local opportunities enough for the offering of our sacrifice.

It is said that the Alaska Boundary question is to be submitted to arbitration. That is the disposition that ought to have been made of it at the beginning of the conferences of the Joint High Commission. An uncertain or disputed boundary question is not exactly of a character to mix well with ordinary trade matters. With this eliminated from the list, it ought to be possible to reach a settlement in respect to the others, in which the principle of give and take can be worked to advantage. A boundary question does not so readily accommodate itself to compromise or concession.

DEWEY IS COMING BACK.

He Will Not Return Home By Way of San Francisco.

Manila, May 20.—Admiral Dewey is enthusiastic over his home coming, but when mention was made of the welcome to be extended to him he said he appreciated the friendship of his countrymen deeply but hoped they would not be too demonstrative. He intends to go directly to his home at Montpelier, Vermont, and live there. On it being said some people wanted him to go home by way of San Francisco and across the continent, the Admiral replied:

"If I were 20 years younger and had political ambitions, I would not miss the chance."

Speaking of the situation, Admiral Dewey said:

"I believe we are near the end. The insurgents are fast going to pieces. The sending of a third commission shows that they believe this commission means business."

NEW YORK REFORMERS

New York, May 20.—At a special meeting of the police captains held yesterday, Chief Devery instructed them that all concert halls must close at midnight, and that after that hour neither entertainments nor drinks would be permitted. The new regulation is the result of deliberations by the police commissioners said to be prompted by the testimony before the Mazet committee.

ARCHBISHOP RESIGNS.

London, May 20.—The Archbishop of Santiago de Cuba, according to a special despatch from Rome, has resigned.

CORPORATION OF THE CITY OF NELSON.

NOTICE.

Public Notice is hereby given that the votes of the Electors of the Municipality of the City of Nelson will be taken on Monday the twenty ninth day of May instant between the hour of 8 o'clock a. m. and 4 o'clock p. m., on the following By-Laws namely:

By-Law No. 38.—A By-Law to raise $15,000 for the extension of the sewerage system of the City of Nelson.

By-Law No 39.—A By-Law to raise $15,000 for the extension and improvement of the Electric Light system plant and works, of the City of Nelson.

By-Law No 40.—A By-Law to raise $30,000 for the extension of the water works system of the City of Nelson.

By-Law No. 41.—A By-Law to raise $10,0000 for the erection of public buildings in the City of Nelson or extending and improving the present buildings.

By-Law No. 42.—A By-Law respecting an Electric Street Railway in the City of Nelson.

By-Law No. 43.—A By-Law respecting the establishment of Coke and Gas works in the City of Nelson.

The votes of the electors in the East Ward of the City will be taken at the Fire Hall on Josephine street, and of those in the West Ward at the office of the Exchequer Gold Mining Company on the north side of Baker Street between Stanley and Kootenay streets.

Any male or female being of the full age of twenty-one years who is the assessed owner of land or of real property within the Municipality shall have a vote either conforming or negativing the said By-Laws or any or either of them, on each Ward in which he or she may be assessed for land or real property.

By Order,

J. K. STRACHAN,
City Clerk and Returning Officer.

Nelson, British Columbia, May 17, 1899.

Shoes

ONE PRICE TO ALL

Neelands' Shoe Emporium.

Diamond Core Drill

Contracts made for development of properties. Shares taken in part payment.

Nelson Employment Agency

WANTED

50 Men for railroad,
Girl for out of town,
Blacksmith wants Situation,
Baker wants Situation,
Carpenter wants Situation,
Cooks want situation,

J. H. LOVE, Ag't Baker St

Wall Papers

We have received our Spring Stock of

Wall Papers . . and Decorations,

Comprising the newest Designs and Colorings. . . . .

120 Patterns To Select From.

Sample Books sent on application. . .

CANADA DRUG & BOOK CO.

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SEVERAL DESIRABLE HOUSES TO LET.

For Sale, Real Estate in All Parts of the City.

7-Roomed House. .$2,900
5 " " 1,100
5 " " 1,500

INSURANCE. LOANS.

Many Suits of Clothes.

I have made many suits of clothes and I want to make many more, and have concluded to reduce the price for 30 days.

Scotch and English Tweeds....from $32 to $25
Blue and Black Bell Wharp Serge Suits.....from $30 to $24
Black Heavy Serges..... $20
Heavy Scotch Tweeds, nice pattern for Business Suits. $20

I will teach Ladies the art of cutting their own garments. Van Dame World's Fair Premium System of Dress Cutting taught in a few hours so that any lady can cut her own garments. Ladies' Tailoring a specialty.

Stevens The Tailor
5 & 9 Clement Block.

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

Not Cheapest But Best

Insist upon getting the Early Breakfast Brand of Eggs.

from your Grocer and you will always have the very best fresh stock. Gathered direct from producers by

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Great Reduction
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Harry Lindley
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HARRY LINDLEY'S 5-Act Social Problem,

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Owns 11 Claims oppposite Kaslo—3 miles by 50 feet; solid; iron-capped proposition. Best assays give $13; $15 considered pay ore. Gold, silver, copper, with indications of NICKEL (special assay by Hoffman, Ottawa, 0.16 %).

I am instructed to offer 50,000 shares Treasury Stock at 3 cents per share, payable one-third cash, balance in one and two months; proceeds to be devoted towards sinking on a well-defined quartz seam. Ask for descriptive circular and to see sample of ore.

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The Birkbeck Investment, Security and Savings Co.

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All kinds of Canvas in stock.

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JOHN SPEAR
Ward St., - Opposite Hume Hotel.

CORPORATION OF THE CITY OF NELSON.

NOTICE is hereby given that the first sitting of the Court of Revision appointed by the Council of the City of Nelson for hearing all complaints against the assessment for the current year, as made by the assessor of the said City, will be held in the Council Chamber at Nelson on Thursday, the first day of June, 1899 at 10 o'clock a. m.

J. K. STRACHAN, City Clerk.
Nelson, B. C., April 18th, 1899.

CANADIAN PACIFIC RY.
AND SOO LINE

THE SLEEPING CAR ROUTE EAST OR WEST. BETWEEN THE PACIFIC AND ATLANTIC.

TOURIST CARS

pass Revelstoke every day to St. Paul; Tuesdays and Saturdays for Toronto; Thursdays for Montreal and Boston.

THROUGH TICKETS ISSUED AND *NO CUSTOMS DIFFICULTIES* WITH BAGGAGE.

CONNECTIONS

Rossland, Trail, Robson and main line.

6.40 p.m.-Leaves—NELSON—Arrives-10.30 p.m

Kootenay Lake—Kaslo Route.

STR. KOKANEE
Except Sunday. Except Sunday
4 p.m.—Leaves—NELSON—Arrives—11 a.m

Kootenay River Route.
STR. MOYIE.
Mon., Wed., Fri. Tues. Thurs. Sat.
8 a.m.—Leaves—NELSON—Arrives—6.50 p.m.

Makes connection at Pilot Bay with Str. Kokanee in both directions and at Kootenay Landing with trains to and from Crow's Nest line points.

Sandon and Slocan Lake Points
Ex. Sunday Ex. Sunday
9.00 a. m.-Leaves—NELSON—Arrives-2.20 p. m.

ASCERTAIN RATES and full information by addressing nearest local agent, C. E. Beasley, City Ticket Ag't, or

R. W. DREW, Agent, Nelson.

W. F. ANDERSON, Trav. Pass. Agent, Nelson
E. J. COYLE, Dist. Pass. Agent, Vancouver

Corporation of the City of Nelson.

BY-LAW NO. 42.

A By-Law respecting an Electric Street Railway in the City of Nelson.

Whereas, Thomas J. Duncan and Francis W. Peters, both of the City of Nelson (representatives of the British Electric Traction Company, Limited) hereinafter called the "applicants," have applied to the City of Nelson for the right of constructing, equipping, maintaining and operating street railway lines in the City of Nelson, and

Whereas, the applicants have applied for the authority, right and privileges to build, equip, maintain and operate and from time to time remove and change a double track or single track railway or tramway, with all necessary sidetracks, switches and turnouts, poles, wires, conduits, and all appliances for the running of cars, carriages and other vehicles on, over and along the streets or highways of the City of Nelson, and

Whereas, it has been deemed advisable to grant the request of the said applicants, subject to the terms and conditions and provisoes hereinafter contained, and on the distinct agreement that the fulfillment of the said terms, conditions and provisos in so far as the same are prior in point of time to construction and operation of such railway line or portion thereof shall be conditions precedent to the construction and operation thereof, and in so far as the terms and conditions hereinafter contained relate to the operation, conduct and management of said railway lines or system, or any part thereof, the same and the fulfilment of the same, shall in all cases be conditions precedent to the continued enjoyment of the rights and privileges of the applicants under this By-Law.

Now, therefore, the Municipal Council of the Corporation of the City of Nelson enacts as follows:

1. Subject to the fulfilment by the applicants of the terms, conditions and provisos hereinafter contained, which terms, conditions and provisoes and the due fulfilment thereof are to be taken, as hereinbefore stated, as conditions precedent to the enjoyment of the rights and privileges hereby granted, the applicants are hereby given and granted the exclusive right and privilege to construct and maintain complete and operate double and single track railways or tramways, and from time to time to change a double to a single track railway or tramway, and vice versa, with the necessary sidetracks, switches, turnouts, poles, wires, conduits, and all appliances for the running of cars, carriages and other vehicles adapted to the same on, over, and along any of the streets or highways of the City of Nelson, and to run their cars, take, transport and carry passengers and freight on the same, by electric power or such other power as may be found practicable, but such power other than electric power shall, before being used, be first approved of by the City Council.

2. The lines of said railway are to be built, equipped and operated subject to the following regulations, and the applicants are to conform thereto:

(a) The applicants before entering on any street to construct any line of railway shall make application to the City for permission so to do, naming the street, or streets, across or along which they desire to operate their works, and before in any way proceeding with the work shall receive the approval of the City Council.

(b) The construction of any line of railway on any street or highway shall not be commenced until a plan thereof showing the location on street, position and style of track, road bed, rails, poles, wires, and all other appliances shall have been submitted to and approved by the City Engineer.

(c) No approval either of the City Council or the City Egineer shall have any force or effect if the railway line for which the same has been given has not been fully constructed and in operation within twelve months from the time of such approval.

(d) The location on streets, the position, style and gauge of all the tracks, road bed, rails, poles, wires and all other appliances shall conform to and agree with the plans approved by the City Egineer, and the gauge shall be the standard gauge (4 feet, 8½ inches).

(e) No new line or extension of existing line shall be opened for traffic until the applicants have obtained a certificate in writing from the City Engineer that the same has been constructed to his satisfaction, subject to appeal from the decision of the City Engineer in the event of refusal to grant such certificate.

(f) The overhead or trolley system is to be adopted.

(g) All poles erected shall be so placed as to interfere as little as possible with all other uses of said streets, and both material and workmanship of said poles shall be of first class quality, and on all graded streets said poles shall be painted; and the applicants shall have the use of all electric light poles owned by the City for street railway purposes, provided the same are properly braced and protected by the applicants, with the approval of the City Engineer.

(h) The coaches and cars to be used on the said line of railway shall be of the most modern style and construction, suitable for the safety and comfort of the passengers; shall when in operation be always sufficiently lighted and heated, and shall have painted on conspicuous parts thereof in large plain letters, so that the same may be readily seen by day or night, the route or street on which the same are to be operated.

(i) Each car is to be in charge of a uniformed conductor, who shall clearly annouce the names of cross streets as the cars reach them. Conductors shall only receive and discharge passengers on the right or curb side of the cars on double track routes. Cars are not to be overcrowded (a comfortable number of passengers for each class of cars is to be determined by the City Engineer and approved of by the City Council.) Cars shall be stopped at every cross street clear of such cross street for taking up or letting off passengers; provided no car shall be required to stop at such cross street unless signalled by a person or persons desiring to board such car, or by a person or persons on such car desiring to be let off. Cars are to commence running on all routes not later than 6:30 a. m., and to run until 11 p. m., and each day at least 15 cars shall be run each way on each route, and when a census taken by the City shows that the City has a population of 12,000, then at such intervals between 6 a. m. and 11 p.m. as the City Engineer with the approval of the City Council, may from time to time determine.

(j) The tracks of said railway line shall be laid, on streets improved and graded so that carriages and other vehicles may easily travel over and across at any or all points thereof with the least possible obstruction and on streets not constructed according to any established grade, the said tracks of said rialway lines may be temporarily laid, but shall be so constructed as not to interfere with or obstruct the crossings of any streets intersected by said line, and on such streets between such intersections the said railway shall be laid so as to impede as little as possible traffic thereon, and according to plans approved of by the City Engineer; and as soon as such streets are graded, the said tracks shall be altered to conform to such grade, at the expense of the applicants, and the said tracks shall then be laid so that carriages and other vehicles may easily travel over or across them.

(k) Upon streets which are not yet improved and opened up by the City of Nelson, the tracks of said railway lines may be temporarily laid according to plans approved of by the City Engineer, and may be thereafter altered by the applicants, and the City of Nelson will assist the applicants by paying one-half the cost of clearing trees and stumps and ditching such portion of the streets as may be required to be so cleared and ditched, or at the option of the City, such work may be done by the City, and one-half of the cost thereof shall be defrayed by the applicants, and should the applicants require to do such work in connection with the opening up of such streets the City will give the applicants the free use of earth and rock on the streets, which they may need for ballast or otherwise, and which in the opinion of the City Council is not required by the City for street purposes; but such material is not to be taken so as to bring the streets below the grade as established for such street or streets.

(l) Ordinary carriages and other vehicles may travel, on, over and across the said tracks, and it shall be a lawful for all and every person and persons whomsoever to travel upon and use the said tracks with their carriages, or other vehicles, loaded or empty, when and so often as they may please, provided they do not impede or interfere with the cars of the applicants running thereon, and subject at all times to the right of the applicants to keep upon the said tracks with their cars when meeting or overtaking any carriage or other vehicle thereon. The cars of the applicants shall be entitled to the right of way on said tracks, and any vehicle, horseman or foot passenger upon said tracks shall turn out on the approach of any car so as to leave the said tracks clear; due warning being given at the intersection of streets of the approach of said car by the ringing of gong or bell.

(m) Said applicants shall at all times maintain the ties, stringers, rails, turnouts, curves, sidetracks, poles, wires, and conduits in a state of thorough efficiency and to the satisfaction of the City Engineer, and shall remove, renew and replace the same as circumstances may require, and as the City Engineer may direct.

(n) Said applicants shall at all times keep so much of the graded streets occupied by their said lines of railway as may lie between the rails of every track and between the lines of every double track and for the space of eighteen (18) inches on the outside of every track in good repair, cleaned of snow, ice and other obstructions, and shall cause the snow, ice and other obstructions to be removed as speedily as possible. the snow and ice to be spread over the balance of the street so as to afford a safe and unobstructed passage way for carriages and other vehicles. Should the City Engineer at any time consider that the snow or ice so obstructing the said portions of the said streets has not been properly or as speedily as possible removed from or about the tracks of the said railway lines or not properly or as speedily as possible spread over the said streets, he may cause the same to be removed or spread as aforesaid, and charge the expense thereof to the applicants, who shall at once pay the same to the City. If, however, the City Engineer is of the opinion that such snow or ice should be removed entirely from the streets so as to afford a safe passage for sleighs and other vehicles the said applicants shall at once do so at their own expense and charge, or in case of their neglect the City Engineer may do so and charge the expense to them, and they shall pay the same.

(o) The Mayor, the Chief of Police or the Chief of the Fire Department of the said City may order a suspension of the running of the cars on the said streets used by the said lines of railway, or any of them, as he or they may deem necessary during any fire on such street or streets. In case of fire, the Chief of the Fire Brigade, or all officers of the City, authorized by the Mayor, may cut or pull down any wires, poles, structures or appliances used to operate the cars on said lines, or any of them, or incidental thereto, and neither the City nor such officers shall be liable for any loss or damage resulting from the cutting or pulling down thereof, but shall only be liable for the actual cost or expense of repairing or replacing the same. The members of the Police or Fire Departments of the City of Nelson, when in uniform, and the policemen and dectectives exhibiting a badge are to be carried free of charge on all of the street cars operated by the said applicants.

(p) The line of railway of the applicants, for the conveyance of passengers, shall be operated daily, and should the said railway cease to be operated at any time for a period of two (2) months in any one year, the applicants shall lose all rights and privileges hereby granted under this by-law. Such failure to operate the said railway lines during the said period mentioned is not to cause a forfeiture of the franchise and privileges hereby granted, if the same should result from failure to obtain electric power, or from any other cause for which the applicants are not in any way liable.

3. Single cash fares are not to be more than ten (10) cents each, and fares on any cars operated after 11 p. m., are not to be more than double the ordinary maximum single fare. A class of tickets must be sold at not less than twelve (12) for one ($1) dollar. School children are to have the right to buy tickets at the rate not exceeding six (6) for twenty-five (25) cents, to be used only on school days between the hours of eight a. m. and five p. m A ticket shall be deemed a fare. A class of tickets must be sold to bona fide workmen at the rate of twenty (20) for one dollar, the same to be used only by workmen when travelling on the cars between the time the cars commence running in the morning and eight a. m., and between 6 p. m. and 7:30 p. m., such tickets to be sold only at the offices of the company within the City of Nelson, to bona fide workmen, who must state their names and occupations, and comply with other reasonable conditions. The classes of tickets above named, except workmen's tickets, shall be kept for sale on the cars of the applicants at all times. In case of failure to supply such tickets for purchase by passsengers, then said passengers shall be carried free until such tickets are provided.

4. The applicants shall have the right to charge and collect from every person on entering any of their cars a fare, and any person refusing to pay any such fare may be removed from the car. The rate of fare for each passenger travelling on any one of the said lines shall not exceed ten cents, including ordinary hand baggage, except on night cars as above provided; provided that no fare shall be required of a child under five years of age while travelling under the care of another older person, and provided that when the same passenger travels over two or more streets or lines in the City, there shall be but one fare for the whole distance so travelled, and the applicants when desired by passengers shall issue transfer tickets at the point of connecting or crossing line to any passenger who has paid one fare on any line operated by the applicants in the City of Nelson, which transfer check shall entitle the passenger so receiving the same to a passage on any connecting or crossing line operated by said appicants in said City. A passenger shall be entitled to as many transfers for one fare as shall be necessary to allow one continuous trip or passage over the lines of the railway from any one point on the said lines within the City of Nelson to any other points on their said lines within the City, and such transfer checks shall be used only by the person receiving the same, and shall be used within ten minutes, or upon the next available car departing upon a connecting or crossing line upon which it is to be used.

5. The property of the applicants, consisting of real estate, used in the operation of their railway, and necessary for such purpose, road bed (which shall include also the rails, poles, ties and any part or share of the pavement which has been constructed by the applicants) shall be exempt for the space of ten (10) years from municipal taxation, and no taxes or licenses shall be levied or collected from the applicants during said period upon said property or for operating and carrying on said railway.

6. Whenever the City of Nelson decides to pave any street or highway traversed by any of such railway lines the applicants shall at the same time pave in a similar manner, or in such other manner as may be approved by the City Engineer (provided that such pavement shall not be of a more expenssive kind than that adopted by the City) those parts hereinafter referred to, and in case any streets in which the applicants shall lay a railway track shall have been paved previous to the time of laying of such track the applicants shall upon laying their track repave the same and keep in repair the same as hereinafter provided.

The parts referred to shall be:

In case of a single track; between the rails and eighteen inches on each side of them.

In case of double track; between both sets of rails and eighteen inches on each side outside of both tracks and between each inside of both tracks commonly known as the "devil" strip.

The parts referred to as aforesaid shall be kept constantly in good repair by the said applicants, who shall also construct and keep in good repair crossings of similar nature to those adopted by the City within the limits aforesaid at the intersection of every railway track and cross street. In case the City Engineer considers that the paving or repairing of pavement on streets within the lines above mentioned has not been properly or sufficiently done, the City may direct that the work may be done and completed under the directions of the City Engineer and in such cases all expenses and charges to which the City has been put shall be forthwith paid to the City by the applicants, it being the understanding that any question as to whether repairs are necessary or have been properly done by the City shall be subject to the decision of the City Engineer.

The City shall upon reasonable notice of their intention so to do, have the right to take up and replace the streets traversed by the railway line for the purpose of altering the grades thereof, constructing, or repairing pavements, sewers, drains or conduits, or for laying down or repairing water or gas pipes, and for all other purposes within the powers of the Corporation, the same being replaced by and at the expense of the City without being liable for any compensation or damage that may be occasioned to the working of the railway or the works connected therewith, and such work shall not be unnecessarily delayed but shall be carired on and completed with all reasonable speed, regard being had to the proper and efficient execution thereof.

The privilege granted under this section is also subject to any existing rights (Statutory or otherwise) of any other corporation which now has or hereafter shall have the power to open or take up streets of the City, such rights to be exercised with the permission and under the direction of the City Engineer.

7. The applicants shall commence the actual building and equipping of their lines of railway in the City within a period of four (4) months after the final passage of this By-Law, and such construction shall be thereafter carried on continuously and diligently until the applicants shall have completed at least two miles of their line of railway in the City of Nelson, and should any question arise as to whether said railway is being constructed continuously and diligently the City Engineer shall have the power to decide upon said question and his decision shall be binding upon the applicants unless appealed from as hereinafter mentioned. All repair and construction shops, offices, car sheds or barns and general buildings (except power house) used by the applicants in the operation of their railway shall be within the limits of the City.

8. The applicants shall be liable for and shall indemnify the City for all damages arising out of the construction or operating of their railway.

9. The Council may, after the year 1900, by written notice served upon the applicants, or any one of them, or any one of their officers or agents resident in the City, or any person whom they shall by written notice to the City designate to represent them, to receive notices or process, demand the construction of any new line or lines within the City limits on any street or streets as hereinafter provided. Line or lines must be designated as to route and terminus, and must extend from line or lines already in operation. At the date of such notice there must be an average actual bona fide resident population of at least 500 persons of above five years of age, for each half mile of proposed line, living within a distance of one quarter of a mile on each side thereof, and not within one-eighth of a mile of any parallel line already in operation, that is; an average of five hundred for each quarter square mile, measured as above. The applicants shall construct and operate such new line or lines within twelve months from such notice. A bona fide commencement must be made within such reasonable time as may be fixed by Council when giving notice.

1. The applicants shall within four months after the final passage of this By-Law deposit with the City Treasury two thousand ($2,000) dollars to be retained by the City as security for the payment of any damages that may result to the City from the commencement of the building of such railway and a failure to complete said two miles as hereinbefore provided, and in case of such failure to complete the said two miles within the time hereinbefore limited the City shall repay to the applicants the said sum of two thousand dollars and interest at the rate of five per cent per annum, less any damages payable as aforesaid. Upon completio of such two miles of railway said sum of two thousand dollars shall be repaid to said applicants, or their assigns, with interest in the meantime at the rate of five per cent. per annum.

11. If the applicants comply with the provisions of this By-Law and shall operate the said line or lines of railway in accordance with the same, they shall be entitled to enjoy the rights and privileges granted under this By-Law exclusively for the term of thirty-five (35) years, and at the expiration thereof the City of Nelson may on giving one year's notice of their intention so to do assume ownership of the said railway and personal property in connection therewith, of every kind and description, upon payment of the full value of the same, including the value of any pavement made or done by or at the expense of the applicants, to be determined by arbitration, and in considering such value, the franchise, rights and privileges granted under this By-Law, and the revenue, profits and dividends derived or likely to be derived are not to be taken into consideration, but the arbitrators are to consider only the actual value of the actual and tangible property, plant, and equipments and works connected with and necessary to the operation of the said railway, including such pavement, if any, and after the end of the said term of said thirty-five years, the City shall have the right at the end of each succeeding five (5) years to take over, assume and purchase the said lines of railway and railway system, and all the plants, appliances and other property connected therewith, upon the terms hereinafter mentioned provided for as to arbitration, and the notice required in such case shall be one year, and until such assumption and purchase the rights and privileges are to be extended to the applicants beyond the said period of thirty-five years on and subject to the terms and conditions herein contained.

12 After the expiration of fifteen (15) years of the said thirty-five years the City of Nelson may for fifteen years thereafter, at any time, on giving one year's notice of their intention so to do, assume the ownership of the railway or all real and personal property in connection with the working thereof, of every kind and description as a going concern, upon payment of the full value of the same, including the value of the pavement made or done by or at the expense of the applicants, to be determined by arbitration, and shall upon the expiration of such year's notice pay to the applicants, in addition to the actual value of the actual and tangible property, plant equipments and works connected therewith and necessary to the operation of the railway a further sum of five years' prospective profits in connection with the business as a going concern, and such five years prospective profits shall be arrived at by calculating the average profits of the railway three years previous from the date of such assumption and three years from and after the date of such assumption and such prospective profits so to be paid shall be deemed to include all rights, benefits and advantage conferred under the franchise granted by this By-Law.

13. The decision of the City Engineer with respect to the provisions of subsections "F," "G," "H," "I," "J" and "N," of section two (2) of this bylaw shall be final and conclusive, subject only to appeal to the City Council, and should any dispute arise between the City and the applicants with reference to the carrying out of any other portion or portions of the provisions of this By-Law or should there be an appeal from the decision of the City Engineer, with respect to the carrying out of any portion or portions of the provisions of this By-Law then such dispute or appeal shall be settled by arbitration and such arbitration shall be conducted by three arbitrators, one to be chosen by each of the parties hereto and the third to be appointed by the two so chosen as aforesaid. In the event of either party hereto failing, neglecting or refusing to choose an arbitrator for fifteen days after being requested in writing by the other party to do so, then the party who makes such request shall appoint the arbitrator for and in behalf of the party so failing, neglecting or refusing as aforesaid, and in the further event of the said two arbitrators being unable or failing to agree upon the said third arbitrator for one week after their appointment or the appointment of the one of them who was last appointed, then such third arbitrator shall be chosen and appointed by the Chief Jusitce for the time being of the Supreme Court of the Province of British Columbia, or in the event of the Chief Justice being sick, absent from the Province or otherwise unable or refusing to act, then such third arbitrator shall be appointed by the senior judge of such court. The decision or award of any two of the said arbitrators shall be final, such arbitration to be in other respects governed by the provisions of the Arbitration Act, chapter 9 of the British Columbia Statutes of 1897, or its amendments.

14. Any person or persons who shall in any way or manner wilfully obstruct the free passage of cars on and along the track or tracks upon any of the applicants line of railway, shall be liable upon conviction before the City Police Magistrate, the Mayor or any Justice or Justices of the Peace having jurisdiction to a fine not exceeding twenty dollars and costs, for each offence, and in default of payment of said fine and costs, to be imprisoned in any police station or lock-up house in the said City for a period not exceeding twenty-one days, unless such penalty and costs shall have been sooner paid.

15. The City will not, during the currency of this franchise, grant any permit or franchise to any other person or persons or corporation for the operation of a street car system in the City, or in any way authorize the construction of a street railway system by any other person or persons or corporation.

16. The City hereby consent to this By-law being ratified by the Legislature of the Province of British Columbia, and so long as the applicants comply with the terms of this By-law will not consent to nor approve of or confirm, or in any other way assist any other party or company or corporation in obtaining from the Legislature any rights or privileges to enter upon or occupy any of the streets of the City of Nelson for the purpose of operating a street railway system. The cost of legislation is to be paid by the applicants.

17. All provisions of this by-Law shall appply to any extension of this railway beyond the limits of the City or any line or lines acquired, owned, controlled or operated with or adjoining a City line or lines when such streets or routes come within the limits of the City of Nelson.

18. All rights and privileges under this By-Law may be transferred to and become vested in a company to be formed and organized by the applicants and their associates and such transfer, and all benefits and obligations arising under this By-Law shall be transferred to the said Company which shall thereupon become and be liable in the place of the applicants for the proper carrying out and fulfilment of this By-Law.

19. Nothing in this By-Law shall be construed as giving the applicants any rights to utilize or dispose of power for any other purpose than the operation of their railway or incidental thereto, or to permit any person or corporation supplying them with power to have any such rights.

20. A contract embodying the provisions hereof, and a covanant on the part of the applicants to conform to and fulfil all the matters and provisions hereby required of them shall be drawn and shall be executed by the City and the applicants within four months from the passing of this By-Law.

21. In this By-Law the expression "City" shall mean the City of Nelson "City Council" the City Council of the City of Nelson; "City Engineer" the enigneer of the City of Nelson, and the word "applicants" shall include, refer to and be in every way binding upon the applicants, their and each of their heirs, executors, administrators, and assigns, where named and mentioned in connection with the word "applicants," wherever the same occurs in this By-Law, and shall also wherever referred to be binding in every way upon a company to be formed and organized by the applicants and their associates.

Done and passed in Council at the City of Nelson the ———day of ———A. D., 1899.

Take notice that the above is a true copy of the proposed bylaw upon which the vote of the Municipality will be taken; for the East Ward at the Fire Hall, on Josephine street; for the West Ward at the Office of the Exchequer Gold Mining Company, on North side of Baker Street between Stanley and Kootenay street, on Monday the 29th day of May at eight o'clock in the forenoon.

J. K. STRACHAN,
City Clerk.

Nelson, B. C., May 16, 1899.

Corporation of the City of Nelson.

BY-LAW No. 44.

A By-Law to raise $10,000 for the erection of Public Buildings.

Whereas, A Petition has been presented to the Municipal Council of the Corporation of the City of Nelson, signed by the owners of at least one-tenth of the value of the real property of the said City (as shown by the last Assessment Roll), requesting the said Council to introduce a By-Law to raise the sum of Ten thousand dollars ($10,000) for the purpose of erecting Public Buildings in the City of Nelson, or for extending and improving the present buildings.

And, Whereas, It is expedient to borrow the said sum of Ten thousand dollars ($10,000) for the purposes aforesaid.

And, Whereas, The whole amount of the rateable land of the said City, according to the last revised Assessment Roll, is Eight hundred and six thousand, eight hundred and seventy dollars ($806,870.00).

And, Whereas, It will be requisite to raise annually, by rate, the sum of Eight hundred and sixty dollars ($860) for paying the said debt and interest.

Now, Therefore, the Municipal Council of the Corporation of the City of Nelson enacts as follows:—

1. It shall and may be lawful for the Mayor of the Corporation of the City of Nelson to borrow, upon the credit of the said Corporation, by way of the Debentures hereinafter mentioned, from any person or persons, body or bodies corporate, who may be willing to advance the same as a loan, a sum of money not exceeding in the whole the sum of Ten thousand dollars ($10,000.00), and to cause all such sums so raised or received to be paid into the hands of the Treasurer of the said Corporation, for the purposes and with the objects hereinbefore recited.

2. It shall be lawful for the Mayor of the said Corporation to cause any number of Debentures to be made, executed and issued for such sum or sums as may be required for the purpose and object aforesaid not exceeding, however, the sum of Ten thousand dollars ($10,000), each of the said Debentures being of the denomination of One thousand dollars ($1,000), and all such Debentures shall be sealed with the seal of the Corporation and signed by the Mayor thereof.

3. The said Debentures shall bear date the 20th day of July, A.D. 1899, and shall be made payable in twenty years from the said date, in lawful money of Canada, at the office of the Bank of Montreal in Nelson aforesaid, which said place of payment shall be designated by the said Debentures, and shall have attached to them coupons for the payment of interest, and the signature coupons may be either written, stamped, printed or lithographed.

4 The said Debentures shall bear interest at the rate of five per centum per annum from the date thereof, which interest shall be payable semi-annually at said office of the Bank of Monireal in Nelson aforesaid, in lawful money of Canada, on the 20th day of January and the 20th day of July respectively, in each year during the currency thereof, and it shall be expressed in said Debentures and coupons to be so payable.

5. It shall be lawful for the Mayor of said Corporation to negotiate and sell the said Debentures or any of them for less than par; but in no case shall the said Debentures or any part of them be negotiated or sold for less than ninety-five per centum of their face value, including the cost of negotiating and sale, brokerage and all other incidental expenses.

6. There shall be raised and levied in each year during the currency of said Debentures the sum of Five hundred dollars ($500.00) for the payment of interest, and the sum of Three hundred and sixty dollars ($360.00) for the payment of the debt due under the said Debentures by a rate sufficient therefor on all the rateable land in the said municipality.

7. It shall be lawful for the said Municipal Council to re-purchase any of the said Debentures upon such terms as may be agreed upon with the legal holder or holders thereof, or any part thereof, either at the time of sale or any subsequent time or times, and all Debentures so re-purchased shall forthwith be cancelled and destroyed, and no re-issue of Debentures so repurchased shall be made in consequence of such re-purchase.

8. This By-Law shall take effect on the first day of June, A. D. 1899.

Take Notice, That the above is a true copy of the proposed By-Law upon which the vote of the municipality will be taken, for the East Ward, at the Fire Hall, on Josephine Street, for the West Ward, at the office of the Exchequer Gold Mining Co., on the north side of Baker Street, between Stanley and Kootenay Streets, on the east half of Lot 9, Block 11, on Monday, the 29th day of May, instant, at 8 o'clock in the forenoon.

J. K. STRACHAN,
City Clerk.

Nelson, B. C., May 16th, 1899.

Corporation of the City of Nelson.

BY-LAW No. 38.

A By-Law to raise $15,000 to extend the Sewerage System.

Whereas, A Petition has been presented to the Municipal Council of the Corporation of the City of Nelson, signed by the owners of at least one-tenth of the value of the real property of the said City (as shown by the last Assessment Roll), requesting the said Council to introduce a By-Law to raise the sum of Fifteen thousand dollars ($15,000.00) for the purpose of extending the Sewerage System of the said City.

And Whereas It is deemed expedient to borrow the said sum of Fifteen thousand dollars ($15,000.00) for the purpose aforesaid.

And Whereas The whole amount of the rateable land of the said City, according to the last revised Assessment Roll, is Eight hundred and six thousand eight hundred and seventy dollars ($806,870.00).

And Whereas, It will be requisite to raise annually, by rate, the sum of Twelve hundred and ninety dollars ($1,290.00) for paying the said debt and interest.

Now, Therefore, The Municipal Council of the Corporation of the City of Nelson enacts as follows:—

1. It shall and may be lawful for the Mayor of the Corporation of the City of Nelson to borrow, upon the credit of the said Corporation, by way of the Debentures hereinafter mentioned, from any person or persons, body or bodies corporate, who may be willing to advance the same as a loan, a sum of money not exceeding in the whole the sum of Fifteen thousand dollars ($15,000), and to cause all such sums so raised or received to be paid into the hands of the Treasurer of the said Corporation, for the purposes and with the objects hereinbefore recited.

2. It shall be lawful for the Mayor of the said Corporation to cause any number of debentures to be made, executed and issued for such sum or sums as may be required for the purpose and object aforesaid, not exceeding, however, the sum of Fifteen thousand dollars ($15,000), each of the said Debentures being of the denomination of One thousand dollars ($1,000.00), and all such Debentures shall be sealed with the seal of the Corporation and signed by the Mayor thereof.

3. The said Debentures shall bear date the 20th day of July, A.D. 1899, and shall be made payable in twenty years from the said date, in lawful money of Canada, at the office of the Bank of Montreal in Nelson aforesaid, which said place of payment shall be designated by the said Debentures, and shall have attached to them coupons for the payment of interest, and

the signatures to the interest coupons may be either written, stamped, printed or lithographed.

4. The said Debentures shall bear interest at the rate of five per centum per annum from the date thereof, which interest shall be payable semi-annually at said office of the Bank of Montreal in Nelson aforesaid, in lawful money of Canada, on the 20th day of January and the 20th day of July respectively, in each year of the currency thereof, and it shall be expressed in said Debentures and coupons to be so payable.

5. It shall be lawful for the Mayor of said Corporation to negotiate and sell the said Debentures or any of them for less than par; but in no case shall the said Debentures or any part of them be negotiated or sold for less than ninety-five per centum of their face value, including the cost of negotiating and sale, brokerage and all other incidental expenses.

6. There shall be raised and levied in each year during the currency of said Debentures the sum of Seven hundred and fifty dollars ($750.00) for the payment of interest, and the sum of Five hundred and forty dollars ($540.00) for the payment of the debt due under the said Debentures by a rate sufficient therefor on all the rateable lands in the said municipality.

7. It shall be lawful for the said Municipal Council to repurchase any of the said Debentures upon such terms as may be agreed upon with the legal holder or holders thereof, or any part thereof, either at the time of sale or any subsequent time or times, and all Debentures so re-purchased shall forthwith be cancelled and destroyed, and no re-issue of Debentures so re-purchased shall be made in consequence of such re-purchase.

8. This By-Law shall take effect on the first day of June, A.D. 1899.

Take Notice, That the above is a true copy of the proposed By-Law upon which the vote of the Municipality will be taken, for the East Ward, at the Fire Hall, on Josephine Street; for the West Ward, at the office of the Exchequer Gold Mining Co., on the north side of Baker Street, between Stanley and Kootenay Streets, on the east half of Lot 9, Block 11, on Monday, the 29th day of May, instant, at 8 o'clock in the forenoon.

J. K. STRACHAN,
City Clerk.

Nelson, B. C., May 10th.

Corporation of the City of Nelson.

BY-LAW NO. 43.

A By-Law respecting the establishment of Coke and Gas Works in the City of Nelson.

The Municipal Council of the City of Nelson enacts as follows:

1. W. H. Pearson, W. H. Pearson Junior, L. L. Merrifield and J. T. Wescott, hereinafter called the Company, are hereby granted the right, subject to the terms, conditions and provisions hereinafter contained, which terms, conditions and provisions and the due fulfilment thereof are to be taken as conditions precedent to the enjoyment of the rights and privileges hereby granted, to erect, construct, maintain and operate Gas Works within the limits of the City of Nelson, and to lay down, relay, connect, disconnect and repair all pipes along, through and under the streets, alleys, grounds, bridges and thoroughfares of the said City of Nelson, that may be necessary for supplying gas to the consumers thereof, and erect any pillars, lamps or other works, and do all other things which the Company shall deem necessary for supplying gas to the inhabitants or Corporation of the said City of Nelson aforesaid, and doing as little damage as may be in the execution of the powers hereby granted.

2. The Company before erecting such pillars, lamps or other works and doing such other things which the Company shall deem necessary for supplying gas to the inhabitants of the City, shall make application to the City Council for permission so to do, naming the street or streets, alley or alleys, or other place along, through or under which they desire to erect such pillars, lamps or other works or do such other things which the Company may deem necessary, and before proceeding in any way with any of such works shall receive the approval of the City Council.

3. The laying down or relaying of any pipes or mains along, through and under the streets, alleys, grounds, bridges and thoroughfares of said City and erection of any pillars, lamps or other works and the doing of all other things which the Company shall deem necessary shall not be commenced until a plan thereof showing the location, position and style of such pipes, pillars, lamps, works and things the Company deem necessary, shall have been submitted to and approved by the City Engineer. And the location, position and style of such pipes or mains, pillars, lamps, works and other things shall conform to and agree with the plans approved by the City Engineer.

4. The Company shall within sixty days from the final passage of this By-Law (unavoidable casualties of the sea and fire not preventing) commence to construct, erect and establish Coke and Gas Works and buildings adequate to the supply of gas within the limits of the said City of Nelson, and such construction, erection and establishment shall be carried on continuously and diligently until such works and buildings are completed sufficiently to supply the demand for gas, and within six months from the final passing of this By-Law shall proceed as the City Engineer may direct to lay the requisite length of mains of an adequate diameter, and shall on demand supply at all times therefrom to all persons as hereinafter mentioned an adequate amount of gas, of good quality, at the house, shop, establishment, works or residence of the person requiring the same. And the Company shall within the period of two years from the passing of this By-Law expend upon the construction of the Coke and Gas Works and the laying of mains aforesaid, not less than the sum of One Hundred Thousand Dollars ($100,000.00), or forfeit the rights granted under this franchise.

5. The price of gas supplied by the Company for lighting purposes shall be controlled by the City Council, but shall in no case without the consent of the Company be less than $2.00 per thousand feet or more than $3.00 per thousand feet, and shall supply as much gas as may be required for lighting the streets within the limits aforesaid within fifty feet of any main laid by the Company, and shall supply the Corporation with gas for power purposes if required at a price not to exceed $1.00 per thousand feet. Gas for cooking or heating purposes shall be supplied at not more than $2.00 per thousand cubic feet of gas, and gas required for power by any person or corporation other than the City shall be supplied at not more than $2.00 per thousand cubic feet.

6. The Company shall, subject to the provisions hereinafter contained, on demand, introduce into and through the walls or enclosures of a house, shop, establishment or residence of any person requiring the same, a proper service pipe with stop cock and furnish a gas meter if required for accurately measuring the supply of gas to the person requiring the same, at a fair market price, not exceeding for all the sum of $15.00, and shall keep such service pipe and gas meter in proper order and repair, provided that it shall not be compulsory on the Company to furnish or introduce the same as aforesaid to any shop, house, establishment or residence at a distance of more than fifty feet from their mains, save as hereinafter mentioned.

7. Provided that any person desiring a supply of gas if the place wherein such gas is required be distant more than fifty feet from any main may require the Company to supply such service pipe, stop cock and meter for the price above mentioned in addition to a sum not exceeding $1.00 a foot on each foot of distance over and above the said fifty feet.

8. With the permission of the City Council and according to plans approved by the City Engineer and under his supervision the Company may if found necessary make any sewers that may be necessary for carrying off the washings and waste liquids which may arise in the making of gas, and for the purpose aforesaid may remove and raise all material in such streets and bridges and they may in such streets do all other acts which the Company shall from time to time deem necessary for supplying gas to the inhabitants within the limits specified in the second section hereof, doing as little damage as may be in the execution of the powers hereby granted and making compensation for any damage that may be done in the execution of such powers.

9. Nothing herein contained shall authorize or empower the Company to lay down or place any pipes or other works into through or against any building or any land not dedicated to public use, without the consent of the owners or occupiers thereof.

10. Before the Company proceed to open or break up any street, bridge or pavement they shall give to the City Engineer or other authority under whose control or management the same may be, notice in writing of their intention to open or break up the same, not less than three clear days before beginning such work, except in cases of emergency arising from defects in the pipes or other works, when immediate notice shall be given. No pipe, main, sewer, pillar, lamp or other work or thing shall be used by the Company for any purpose until they obtain from the City Engineer a certificate in writing that the same has been erected or constructed to his satisfaction.

11. When the Company open or break up the road or pavement of any street or bridge, they shall with all convenient speed, complete the work for which the same shall be broken or opened up, and shall fill in the ground, reinstate and make good the road or pavement so opened or broken up and carry away the rubbish occasioned thereby and shall at all times when required while any such street or pavement shall be broken up, cause a light sufficient for the warning of passengers to be set up and maintained every night during which same shall be opened or broken up.

12. The Company shall be liable for and shall indemnify the City for all damages arising out of the construction and operation of their said Coke and Gas Works, including therein the construction and keeping in repair of every main, sewer or any other work in respect of this By-Law and the conveying of gas or sewage through such mains and sewers.

13. If at any time in the opinion of the City Council the profits on the gas sold in the City be excessive the Company shall submit to arbitration the question of the prices charged for gas supplied and shall produce their books and other papers for inspection and the prices of gas supplied for all purposes shall be reduced as the City Council shall direct, according to the rate decided by arbitration, but not in any case to reduce the Company's profits under 15 per cent. per annum on the gas business, such arbitration to be conducted under the provisions of the Arbitration Act, being Chapter 9, 1897, of the British Columbia Statutes and amending acts.

14. The City shall have the right on the expiry of ten years from the date of the passing of the By-Law to take over and own the aforesaid Coke and Gas Works on a valuation to be determined by arbitration; the City and the Company to name each an arbitrator, and they to name a third, and in the event of them disagreeing on a third the same to be appointed by the Chief Justice of the Province, such arbitration to be conducted under the Arbitration Act, Chapter 9, 1897, of the British Columbia Statutes or its amendments, such valuation to be based on the value of the plant at the time of transfer as a going concern, and the value of the Coke business established, but no value shall be determined as inuring to the Company by their possessing the franchise to distribute gas throughout the City.

15. The location of such works to be approved of by the City Council.

17. The rights, liberties and privileges mentioned in this By-Law, subject to clause 14, shall be exclusively enjoyed save as to the Coke works, by the Company for a period of twenty-five years.

17. A contract embodying the provisions of this By-Law and a covenant on the part of the Company to conform to and fulfil all the matters and provisions hereby required of them shall be drawn and shall be executed by the City and the Company within sixty days from the passing of this By-Law.

18. In this By-Law the expression "City" shall mean the "City of Nelson"; "City Council" shall mean "The Municipal Council of the City of Nelson"; "City Engineer" shall mean "The Engineer of the City of Nelson", and the word "Company" shall include, refer to and be in every way binding upon the Company, their and each of their heirs, executors, administrators and assigns.

Take Notice that the above is a true copy of the proposed By-Law upon which the vote of the Municipality will be taken, for the East Ward at the Fire Hall on Josephine street, for the West Ward at the office of the Exchequer Gold Mining Co. on north side of Baker street between Stanley and Kootenay streets, on Monday the 29th day of May at eight o'clock in the forenoon.

J. K. STRACHAN,
City Clerk.

Nelson, B. C., May 16th, 1899.

Corporation of the City of Nelson.

BY LAW, No. 39.

A By Law to raise $15,000 to extend and improve Electric Lights.

WHEREAS, A Petition has been presented to the Municipal Council of the Corporation of the City of Nelson, signed by the owners of at least one-tenth of the value of the real property of the City (as shown by the last Assessment Roll), requesting the said Council to introduce a By-Law to raise fifteen thousand dollars ($15,000) for the purpose of extending and improving the Electric Light Works System and Plant in the City of Nelson.

AND WHEREAS, it is expedient to borrow the said sum of fifteen thousand dollars ($15,000) for the purposes aforesaid;

And Whereas, the whole amount of the rateable land of the said City, according to the last revised Assessment Roll is eight hundred and six thousand eight hundred and seventy dollars ($806,870 00).

And Whereas, it will be necessary to raise annually by rate the sum of Twelve hundred and ninety dollars ($1,290) for paying the said debt and interest.

Now Therefore, the Municipal Council of the Corporation of the City of Nelson enacts as follows:—

1. It shall and may be lawful for the Mayor of the Corporation of the City of Nelson to borrow, upon the credit of the said Corporation, by way of the Debenture hereinafter mentioned, from any person or persons, body or bodies corporate, who may be willing to advance the same as a loan, a sum of money not exceeding in the whole the sum of Fifteen thousand dollars ($15,000), and to cause all such sums so raised or received to be paid into the hands of the Treasurer of the said Corporation, for the purposes and with the objects hereinbefore recited.

2. It shall be lawful for the Mayor of the said Corporation to cause any number of Debentures to be made, executed and issued for such sum or sums as may be required for the purpose and object aforesaid, not exceeding, however, the sum of Fifteen thousand dollars ($15,000), each of the said Debentures being of the denomination of One thousand dollars ($1,000), and all such Debentures shall be sealed with the seal of the Corporation and signed by the Mayor thereof.

3. The said Debentures shall bear date the 20th day of July, A.D. 1899, and shall be made payable in twenty years from the said date, in lawful money of Canada, at the office of the Bank of Montreal in Nelson aforesaid, which said place of payment shall be designated by the said Debentures, and shall have attached to them coupons for the payment of interest, and the signatures to the interest coupons may be either written, stamped, printed or lithographed.

4. The said Debentures shall bear interest at the rate of five per centum per annum from the date thereof, which interest shall be payable semi-annually at said office of the Bank of Montreal in Nelson aforesaid, in lawful money of Canada, on the 20th day of January and the 20th day of July respectively, in each year during the currency thereof, and it shall be expressed in said Debentures and coupons to be so payable.

5. It shall be lawful for the Mayor of said Corporation to negotiate and sell the said Debentures or any of them for less than par; but in no case shall the said Debentures or any of them be negotiated or sold for less than ninety-five per centum of their face value, including the cost of negotiating and sale, brokerage and all other incidental expenses.

6. There shall be levied and raised in each year during the currency of said Debentures the sum of Fifteen hundred dollars (1,500.00) for the payment of interest, and the sum of One thousand and eighty dollars (1,080.00) for the payment of the debt due under the said Debentures by a rate sufficient therefor on all the rateable land in the said municipality.

7. It shall be lawful for the said Municipal Council to re-purchase any of the said Debentures upon such terms as may be agreed upon with the legal holder or holders thereof, or any part thereof, either at the time of sale or any subsequent time or times, and all Debentures so re-purchased shall forthwith be cancelled and destroyed, and no re-issue of Debentures so re-purchased shall be made in consequence of such re-purchase.

8. This By-Law shall take effect on the 1st day of June, A.D. 1899.

Take Notice, That the above is a true copy of the proposed By-Law upon which the vote of the Municipality will be taken, for the East Ward at the Fire Hall on Josephine Street; for the West Ward at the office of the Exchequer Gold Mining Co. on the north side of Baker Street, between Stanley and Kootenay Streets, on the east half of Lot 9, Block 11, on Monday, the 29th day of May, instant, at 8 o'clock in the forenoon.

J. K. STRACHAN,
City Clerk.

Nelson, B. C., May 10th, 1899.

Corporation of the City of Nelson.

BY-LAW NO. 40.

A By-Law to raise $30,000 to extend the Water Works System.

Whereas, A Petition has been presented to the Municipal Council of the Corporation of the City of Nelson, signed by the owners of at least one-tenth of the value of the real property of the said City (as shown by the last Assessment Roll) requesting the said Council to introduce a By-Law to raise the sum of Thirty thousand dollars ($30,000) for the purpose of extending the Water Works System of the said City.

And Whereas, it is deemed necessary and expedient to extend the Waterworks System of the City of Nelson for the convenience of the citizens and for fire protection.

And Whereas, it is expedient to borrow the said sum of Thirty thousand dollars (30,000) for the purposes aforesaid:

And Whereas, the whole amount of rateable land of the said City, according to the last revised Assessment Roll, is Eight hundred and six thousand eight hundred and seventy dollars (806,870.00).

And, Whereas, it will be requisite to raise annually by rate the sum of Two thousand five hundred and eighty dollars (2,580.00) for paying the said debt and interest.

Now, Therefore, the Municipal Council of the Corporation of the City of Nelson enacts as follows:—

1. It shall and may be lawful for the Mayor of the Corporation of the City of Nelson to borrow, upon the credit of the said Corporation, by way of the Debentures hereinafter mentioned, from any person or persons, body or bodies corporate, who may be willing to advance the same as a loan, a sum of money not exceeding in the whole the sum of Thirty thousand dollars (30,000,00), and to cause all such sums so raised or received to be paid into the hands of the Treasurer of the Corporation, for the purposes and with the objects hereinbefore recited.

2. It shall be lawful for the Mayor of the said Corporation to cause any number of Debentures to be made, executed and issued for such sum or sums as may be required for the purpose and object aforesaid, not exceeding, however, the sum of Thirty thousand dollars (30,000.00), each of the said Debentures being of the denomination of One thousand dollars (1,000.00), and all such Debentures shall be sealed with the seal of the Corporation and signed by the Mayor thereof.

3. The said Debentures shall bear date the 20th day of July, A.D. 1899, and shall be made payable in twenty years from the said date, in lawful money of Canada, at the office of the Bank of Montreal in Nelson aforesaid, which said place of payment shall be designated by the said Debentures, and shall have attached to them coupons for the payment of interest and the signatures to the interest coupons may be either written, stamped, printed or lithographed.

4. The said Debentures shall bear interest at the rate of five per centum per annum from the date thereof, which interest shall be payable semi annually at said office of the Bank of Montreal in Nelson aforesaid, in lawful money of Canada, on the 20th day of January and the 20th day of July respectively, in each year during the currency thereof, and it shall be expressed in said Debentures and coupons to be so payable.

5. It shall be lawful for the Mayor of said Corporation to negotiate and sell the said Debentures or any of them for less than par; but in no case shall the said Debentures or any of them be negotiated or sold for less than ninety-five per centum of their face value, including the cost of negotiating and sale, brokerage and all other incidental expenses.

6. There shall be levied and raised in each year during the currency of said Debentures the sum of Fifteen hundred dollars (1,500.00) for the payment of interest, and the sum of One thousand and eighty dollars (1,080.00) for the payment of the debt due under the said Debentures by a rate sufficient therefor on all the rateable land in the said municipality.

7. It shall be lawful for the said Municipal Council to re-purchase any of the said Debentures upon such terms as may be agreed upon with the legal holder or holders thereof, or any part thereof, either at the time of sale or any subsequent time or times, and all Debentures so re-purchased shall forthwith be cancelled and destroyed, and no re-issue of Debentures so re-purchased shall be made in consequence of such re-purchase.

8. This By-Law shall take effect on the 1st day of June, A.D. 1899.

Take Notice, That the above is a true copy of the proposed By-Law upon which the vote of the Municipality will be taken, for the East Ward at the Fire Hall on Josephine Street; for the West Ward at the office of the Exchequer Gold Mining Co. on the north side of Baker Street, between Stanley and Kootenay Streets, on the east half of Lot 9, Block 11, on Monday, the 29th day of May, instant, at 8 o'clock in the forenoon.

J. K. STRACHAN,
City Clerk.

Nelson, B. C., May 10th, 1899.

TRAINS AND STEAMERS ARRIVING AND DEPARTING FROM NELSON.

6:30 am.—Train leaves C. P. R. station for main line and intermediate points via Slocan Lake route daily.

8:00 am.—S.S. Moyie leaves for Kootenay L'd'g and way points Monday, Wednesday and Friday.

9:40 a.m.—Train leaves N. & F. S. station for Rossland, Spokane and way points daily.

10:05 a.m.—S. S. International arrives from Kaslo and way points daily except Sunday.

11:00 a.m.—S. S. Kokanee arrives from Kaslo and way points daily except Sunday.

4:00 p.m.—S. S. Kokanee leaves for Kaslo and way points, daily, except Sunday.

4:30 p.m.—S. S. International leaves for Kaslo and way points, daily except Sunday.

5:30 p. m.—Train arrives N. & F. S. station, from Spokane Rossland and way points daily.

6:50 p.m.—S. S. Moyie arrives from Kootenay L'd'g and way points, Tuesdays, Thursdays and Saturdays.

6:40 p.m.—Train leaves C. P. R. station for Robson, Trail, Rossland, etc., daily.

8.30 p. m.—Train arrives C. P. R. station from main line and intermediate points via Slocan Lake route daily.

10:30 p.m.—Train arrives C. P. R. station, from Rossland, Trail, Robson, etc., daily.

Transportation Companies are requested to give notice to the Miner of any alterations in the time of arrival and departure from Nelson.

Steam tugs Kaslo, Angerona, Red Star, Hercules, Surprise and others ply on Kootenay lake to and from Nelson, but have no regular times of arrival ad departure.

JOHN HIRSCH,
Provincial Land Surveyor.

OFFICE:

NELSON AND ROSSLAND, B. C.
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Take Notice that the above is a true copy of the proposed By-Law upon which the vote of the municipality will be taken, for the East Ward at the Fire Hall on Josephine Street, for the West Ward at the office of the Exchequer Gold Mining Co. on the north side of Baker street, between Stanley and Kootenay Streets, on the east half of Lot 9, Block 11, on Monday, the 29th day of May, instant, at 8 o'clock in the forenoon.

J. K. STRACHAN,
City Clerk.

Nelson, B. C., May 10th, 1899.

Special Kootenay Number.

The Miner Will issue about the middle of June the Handsomest and most Carefully Prepared Presentation of the Resources of the Kootenays that ever left a press.

Sixteen Pages,

Containing views of Nelson and all the Slocan and East Kootenay towns, and the mines tributary to each.

100 Half Tones

are now being made from photos of the towns, leading business houses and hotels, and leading citizens.

For Advertisers

This number will offer exceptionally favorable means of making themselves known to the people of this district, and also of bringing their names prominently before the outside world.

Price Ten Cents Each.

Leave list of names with ten cents for each one at this office and we will do the addressing and mailing.

ANGLING NOTES.

More growls for the weather clerk. He is as disobliging as a politician when questioned by the Board of Trade; he blows hot and then cold and altogether confounds the weary-waiting angler.

Yet in spite of all, the emerald-sprinkled turf, the jewellery of opening buds, and the fuller crimson on the robin's breast remind us that spring is with us.

Want of spare time, want of energy and want of seasonable weather has, I fear, kept me from the river this week. We made the pretence of a fishing excursion last Sunday. Our craft was graced by two of the gentler sex who rebelled against the inclemency of the weather; and we, being weak and susceptible (who would not be so in such entrancing company) scorned to linger by the dark lake in the hope of basketing a few wretched fish but landed and lunched in indolent luxury cheered by the glow of a log fire.

We were no longer on the shore of Kootenay lake but were transported in fancy to some island in the Aegean Sea, Cythera or Lesbos; the centuries rolled back and we lived with the gods and god-like heroes of the Iliad; and there above us towered Olympus, from the summit of which Zeus descended to pay his addresses, as was his wont, to our fair companions.

It should be noted that in the matter of costume we did not attempt to copy the classical mode; it was too cold for that, and besides our nineteenth century ideas do not permit of the same laxity in dress as the queen of love and her hand-maidens indulged in.

But the stern realistic fact that it was growing colder, that a miserable drizzle was causing the fair ones' locks to become "draggled," destroyed our Hellenic play. We galantly denied ourselves our sport, (if the truth were known, it was with willing hearts) and hastened home.

* * *

A few decent sized fish have been taken during the week from the lake near the shore opposite to the town. They seemed to fancy a small green-bodied fly with a teal wing and blue-black hackle. As the water rises the fishing in the lake from the wharf to Grohman creek should improve. Last year we got a number of fish just below the C. P. R. wharf in the evenings about this time of the year. But the weather was seasonable then, while as for this year.—Come. We have said enough about it.

* * *

I must go back to Sunday for the rest of the week has been devoted to honest (I hope so at least) work. Among the few relics of better days that are spared to me, are several battered Japanned tin boxes containing flies. There is one box of Salmon flies that I would not exchange for the banking account of Croesus, so precious to me are the memories connected with its contents. Poor old battered warriors of the water, their feathered garments torn and worn, their silken bodies frayed and discolored, their metal barbs blunted and rust eaten, yet are they dearer to me than much fine gold. As it was Sunday I brought out my treasure, being the nearest approach to a family bible that I possess. The audience were anxious to know the history of five sombre hued roughly tied flies occupying a space by themselves, with the letters "D. M." written on the box just underneath them. I was not in a mood then for spinning a long yarn so evaded the question. The curiosity of Eve's daughters is not easily quenched and I was the next day pressed for an explanation, but pleaded want of time. Finally on being importuned for a third time, I made a solemn compact with my fair friends that a full and unabridged history of "D. M." should appear in Sunday's Miner under "Angling Notes." Here it is:

On the West Coast of Scotland in the county of Argyllshire and within twenty miles of the town of Oban stands a little old fashioned hotel and about six cottages. The place is known as Tay-n'uilt which, I believe, is Gaelic for "house by the stream."

The stream is a brawling burn called the Nant which empties itself into the River Awe near to the hotel. The river Awe runs out of Loch Awe, some 15 miles from Tay-n'uilt and runs into an arm of the sea called Loch Etive within a mile of the hotel. About three miles of the River Awe are preserved by the landlord of the Tay-n'uilt Hotel for his guests.

The Awe resembles the Kootenay in miniature, tearing through huge chasms of fern covered red sandstone, through moor and forest, through the black browed rocks of the Pass of Brander until at last its turbulent current seeks rest in Loch Etive.

For several years two or three of us made a pilgrimage to Tay-n'uilt at the time when as Chaucer wrote:

"Aprille with his showers swote
The draught of March had pierced to the rote"

But Chaucer went to Canterbury—

"The holy blissful martyr for to seeke"

Not so we nineteenth century anglers; for we went intent on rest and salmo salor.

The first year that I went there, it was my privilege to make the acquaintance of one Duncan MacDonald, a poor crofter who, in the summer added to his slender means of sustenance by acting as ghillie for anglers. I say my privilege; for I have never yet known a more naturally refined or sympathetic soul than that poor crofter possessed. We immediately made friends, and, no matter what previous engagement he might have made, Duncan was always waiting to attend me on my arrival. Ah! the joyous, peaceful days we spent together. Early in the morning when the silver banks of mist hung o'er the summits of Ben More, when the spider webs clung from the pale primrose to the purple orchis, when the scent of the briar and the meadow-sweet, as the early sunbeams drank up the dew drops hanging on the blossoms, hung heavy on the morning's breeze, then would we climb the road that led towards the river, breaking off across a meadow tenanted with picturesque shaggy West Highland cattle, their backs shining as it were with hoar frost, so thick was the dew, until at length the river bank was reached. The memory of the scene by the river fills my heart to sadness; my poor pen would commit sacrilege in attempting to describe it. Suffice that the Awe is one of the loveliest rivers in that garden of The Almighty, the West Highlands.

Duncan was a keen and expert angler; also a rough, but practical fly dresser. Of course the fish received their proper amount of attention from us, and we invariably had better success than our friends. But we had other things in common besides fishing. Duncan, though no scholar, hungered for books. His appreciativeness was marvellous. Beginning with Burns and Scott we drifted into Carlisle and once for nearly three weeks we spent at least half our time over "Heroes and hero worship."

Then I inveigled him into Tennyson; he learned by heart some of the lines of the "Morte d'Arthur." Even now I can hear his deep but gentle voice reciting:

"The old order changeth, yielding place to new
And God fulfils Himself in many ways,"

to the accompanyment of the song of the throstle and the lark.

"Man! But that's fine." he would always end with.

Then after an early dinner we would hie back to the river again and snatch an hour's fun with the sea trout. When black night had set her shadows on the deep silent pools, always shunned by the angler in the sunlight, then would the sea trout rise merrily to the fly. It was weird work casting into the black waters at random, the whish of the line and gentle tightening of the rod top alone signalling that the cast was straight and true; then would come a sharp tug; the water shone phosphorescent in the silver moonlight where broken by the struggles of the lively sea trout; then the death struggle; and Duncan would lean over the rocks and peer into the moonlit depths finally bringing in in the net a silvery beauty. But I must turn to the closing scene. One late autumn I was staying near Oban and happened to meet in that town mine host of the Tay-n'uilt hotel. Duncan was dying he told me; a severe attack of influenza had completely broken him down and he was now but awaiting the end. He had asked repeatedly for me, and, having heard that I was in the neighborhood, had sent a message to me by some friend. (I never received the message.)

I returned with the landlord to Tay-n'uilt that day but I was too late. Some hours before my arrival the gentle spirit had passed the bourn from which no traveller returns. Duncan came from Loch Aber, a district near the western extremity of the Caledonian Canal. It seemed that his message to me was a request to furnish a little money sufficient to take his body to Loch Aber, and also to pay for some masses for his soul (for Duncan, like the majority of the Loch Aber folk, was of a family that had clung to the old faith). It was late in the year; the first snow had already fallen and it was with difficulty that we carried out my friend's request as to the disposal of his body. We took him in a boat down Loch Etive and the little craft

"With oar and sail
Moved from the brink, like some full breasted swan"

until we reached a village farther inland. From there we carried him in a rough cart over the hill side to Fort William in Loch Aber where we placed him to rest in the burying ground near the Roman Catholic Church there.

Shall I ever forget that journey over the mountain? It took us some five hours. Silently we trudged over the mossy mountain road sparsely flecked with snow, patches of purple heather now and then showing through the thin white sheet covering the hills, marking where the snow had drifted. Then as we descended the hill we left the snow and were in a brown and purple carpeted moor: below us the river Lochy winded until it joined the sea. Far in the distance we could see the lower portion of Ben Nevis, the summit being wreathed in clouds. The red sun sank lower, lighting with his glow the distant hills of Mull in the West so that they seemed to be in a molten sea of fire. Then gradually he glided to rest behind the mountains, the sky deepened from carmine to purple, and it was evening. I could not help likening the setting sun to my dear friend, for, glorious as it was in the heavens, yet, when it had sank, the reflection was still more gorgeous than when it was still with us. And Duncan, though he had gone from our sight, yet left with us the memory of a pure, genuine and loving character, a memory, which is to my mind more soul-inspiring and healthier than any sermon.

It is one of life's ironies that whenever a soul meets with one of its own kindred, the thread of life is divided between them all too soon. In our journey through this world we delay for a few moments in some caravanserai, where we meet a traveler whom, we suddenly remember, we have searched for from year to year. Then sweet intercourse is held; we are entranced, and yearn for a more perfect knowledge of that mind that would seem to blend so with our own as to form one harmonious whole. Presently all unawares, the grim spoiler steps in and the companion is wrested from us. Whither goes he? Dare we assert we know? At the best we can but conjecture. And some of us are so weak that we are tempted to live for that day only, flinging all reason to the four winds, as the old Persian tent-maker Omar Khayaam advised:

"Ah! Take the cash and let the credit come
Nor heed the rolling of a distant drum."

Forgive my sad and pessimistic ramblings, but I cannot find a happy inspiration today. So gibes and cooking receipts must rest till next Sunday.

For me today my motto is:

"Ernst ist das Leben."

LOCAL AND PERSONAL

A session of the County Court will be opened here on Tuesday next.

Mr. C. Dara has sold his house and lot on the corner of Mill and Latimer streets to Messrs. W. and T. Duncan for $1,000.

Ward Bros., agents for Addition 182, report that the sale of lots there has been brisk recently.

On the recreation ground this afternoon the Nelson baseball nine will play a game against a team picked from the rest of the town.

Any who lent dishes for the Library Ball and have not yet called for them will find them at Hardie's fruit store in the Opera House block.

The Junior Association football team are taking round a subscription list to raise funds to enable them to go and play New Denver on the 24th.

The Nelson Baseball Club have just about decided to send a second team to Kaslo on May 24, to compete in the matches there. If sent, it will be a combination which the Kasloites will not be able to overlook.

The Nelson Boat Club will hold their annual general meeting on Monday, May 22 at 8 p. m. in the rooms above the Bank of British Columbia. All members or intending members are requested to attend. The club hopes to be able to hold a spring regatta shortly as well as their usual regatta in the autumn. Several other items of interest and importance to rowing men will be brought up for discussion, so it is important that the general views of the club be ascertained by the members turning up in full force.

The Nelson Lacrosse Club have been getting some effective practices during the past two weeks, and will hold their final practice this morning on the recreation grounds at 9:30 a. m. The following will represent Nelson at New Denver on the Queen's Birthdayk: G. Henderson, P. Lynch, F. W. Grant, J. Thompson, D. McNichol, H. P. Howden, A. Jaffs, A. P. Perrier, W. G. McMorris, F. Menary, W. Fraser, C. Archibald, D. Rutherford. These constitute a strong team that should have no difficulty in winning their game.

Meteorological Report,

(Observations taken by A. H. Holdich.)

DATE	DAY	HIGHEST	LOWEST	RAIN FALL	BAROMETER
May 14	Sunday	54.0	38.0	0.15	27.90
May 15	Monday	67.0	32.5	0.00	27.70
May 16	Tuesday	53.0	40.0	0.03	27.80
May 17	Wed'day	59.0	41.0	0.06	27.85
May 18	Thursday	61.0	41.0	0.34	27 95
May 19	Friday	57.0	40.0	0.01	27.95
May 20	Saturday	61 5	45.0	0.00	27.90

Contractors

and those about to build should enquire of us for estimates on

Plumbing, Roofing & Tinsmithing

We make a Specialty of

Hot Air, Hot Water and Steam Heating.

Vancouver Hardware Co., Ltd.

Importers of

Shelf and Heavy Hardware.

KEEPING EYES YOUNG.

Work and worry make age faster than years. Whatever makes work easier and worry less, smoothes back the wrinkles and lengthens life. A splendid help to this end is.....

..SPECTACLES..

Patenaude Bros.

OPTICIANS.

Atlantic S. S. Lines

From Montreal

Allan Line—Laurentian.....June 3
Allan Line—Numidian.....June 10
Dominion Line—Dominion.....June 3
Dominion Line—Cambroman.....June 10
Beaver Line—Lake Ontario.....June 1

From New York

White Star Line—Majestic.....May 31
Cunard Line—Lucania.....June 3
American Line—Paris.....May 31
Anchor Line—City of Rome.....June 3
Allan State Line—State of Nebraska.....June 9

From Boston

Dominion Line—New England.....May 31

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,
515) General Agent, C P. R. Offices Winnipeg.

FOR RENT

ROOMS AND OFFICES

Apply J. LAING STOCKS, SECRETARY.

At Office of The Duncan Mines Limited.

DON'T DESPAIR,

And think that there will be no hot weather this year, because we are having a few cool days. T e warm weather will come with a rush, and find you unprepared unless you get your **Summer Shoes and Oxfords** now. Our lines are fresh and complete. Come and get first choice.

LILLIE BROS. Aberdeen Block.

WATCHES AND JEWELRY.

Can be obtained here at Sacrificing Prices. Before buying elsewhere call and see the

. . stock of . .

J. J. WALKER, Jeweler, Baker St.

PAINTS AND OILS FOR PAINTERS
GLASS FOR GLAZIERS

Two Carloads just received. Try our Prices, then try our Goods. We guarantee everything we sell in the Paint Line.

Agents in Nelson for Cabot's Creosote Stain.

NELSON HARDWARE CO.

Who is your Hatter?

WHERE DO YOU BUY YOUR SHIRTS,
. . . NECKWEAR, UNDERWEAR, &c.?

If you are not satisfied that you are doing as well as you can do, both for style and price, why not see what we can do for you? Our Stock is all New Fresh Goods and Prices are Moderate.

We have Stetson's, Roelof's and other American makes of Soft Felt Hats, and are Sole Agents in Nelson for Coaksey's Stiff Hats.

Underwear of English and German Manufacture.

Mail Orders receive careful and prompt attention.

The Hub Furnishing House.

Box 148, Nelson. **Emory & Walley**

HO. FOR THE HILLS!

Before going, call at DesBrisay's, where you will get promptly and profitably outfitted. Goods packed in cotton sacks and re-packed in gunnies; or packed in boxes, if preferred.

We can fix you up in any style, and all you have to pay for is merely the goods. No extra charge for packing or delivering.

Largest and best selected stock in town to choose from. Prices right.

M. DesBrisay & Co.

DO YOU FISH?

If so read all the "Fishing Tackle" advertisements and then come and buy your outfit from

The Lawrence Hardware Co

who carry the most complete stock in Nelson. All our goods imported direct from English, American and Canadian Manufacturers.

Lawrence Hardware Co.

Shelf and Heavy Hardware, Nelson, B. C.

W. A. THURMAN

SMOKERS' HEADQUARTERS

Keeps a full line of Royal Seals and other Union made Brands of the

Kootenay Cigar Mf'g Co.

Factory Prices.

Ladies' Blouses

PRINT BLOUSES at $1.00

MUSLIN BLOUSES at $1.25.

MUSLIN BLOUSES at $1.50.

PRINT BLOUSES at $1.50.

AMERICAN ZEPHYR BLOUSES at $1.75.

NEW, NICE AND CHEAP.

Martin O'Reilly & Co.

TERMS CASH WEST BALER ST

BOGUSTOWN LOTS

FOR SALE, CHEAP.

I have seven Lots that I will sell separately or all together, four of them on Nelson Avenue, where the Street Cars are expected to run, and the others are also well situated.

Terms one-third cash down, and balance in 3 and 6 mos at 8 per cent.

Other Choice Lots.

Money to Loan.

Fire Insurance at Lowest Rates.

ALEX. STEWART,

Mining and Real Estate Broker

Turner-Boeckh Block, Nelson.

MILLINERY

Fancy Dry Goods, Silk Shirt Waists and Dress Skirts always to be had at

Mrs. McLaughlin

HUGH R. CAMERON

General Broker.

Hotel for sale $6,000, renting for $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.

Spokane Falls & Northern R'y.
Nelson & Fort Sheppard R'y.
Red Mountain R'y.

The only all rail route without change of cars between Nelson and Rossland and Spokane and Rossland.

(DAILY)

Leave 9.40 a.m. NELSON Arrive 5.30 p.m
" 11:55 " ROSSL'D " 3:10
" 8.30 a.m. SPOKANE " 6.30 p.m

Train that leaves Nelson at 9:40 a.m makes close connections at Spokane for all Pacific Coast Points.

Passengers for Kettle River and Boundary Creek, connect at Marcus with Stage Daily.

C. G. DIXON, G. P. & T.A.
Spokane Wash

G. K. TACKABURY,
Agent, Nelson, B. C.

MISCELLANEOUS

FOR SALE.—Furniture sufficient for four-roomed house. Apply to Annable.

TO LET.—A well-furnished room in a new house with all modern improvements, on Carbonate, two doors from Josephine. No children. Apply Miner office.

FOR RENT.—The premises at present occupied as The Miner Office. Possession 1st of June. Apply on the premises.

MUSIC LESSONS.—On piano organ or guitar, by Mrs. W. J. Astley, Robson street two doors west of Stanley. P. O. Box 180.

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

WANTED—A boy not younger than 15 to do light work and learn a trade. Apply Miner Office.

A FINE OPENING—In business for a person with moderate capital. Proprietor wants to sell out on account of leaving for the old country. Address "A. S.," this office.

WANTED—Every man, woman and child in Nelson to send copies of The Miner's Special Kootenay Number to friends in the East Leave names with ten cents for each one this office and we will do the rest.

TO RENT—An office and bedroom, furnished. Immediate possession may be had. Apply Harold Selous.

PAINTING AND SKETCHING CLASS—S. Tytler is now prepared to give lessons (either private or class) in oil and water color. Sketching from nature. For terms apply S. Tytler, Baker St. West. P. O. Box 574.

FOR RENT—Two roomed office next to the Opera House on Victoria St., $15 per month Apply Miner office

MINES OF KOOTENAY

Manager Davis, of the Wonderful and Miller Creek mines, interviewed in Spokane the other day said:

"The mines will probably be shut down for a time. I expect to shut down the Miller Creek and Wonderful with others until some agreement is reached so we may know what to depend upon. This eight-hour law was not asked for by the miners nor the mine owners. It was passed at the request of some Coeur d'Alene agitators, who are up in that country. Any reasonable miner would prefer to work 10 hours per day and get $3.50, to working eight and receiving $3. I would rather pay the 0 hour scale than the lower one. Of all the men in my employ, I do not think there is one who is in favor of the new eight-hour regulation.

"Concerning the Wonderful and Miller Creek, Mr. Davis reports development proceeding steadily. The cross-cut tunnel on the Miller Creek is in about 270 feet and making good headway toward the vein. The upper tunnel on the vein has passed through ore continuously for 146 feet to where a break was encountered and after some development there the ore body was again found and is being followed. On the Wonderful work has stopped at the point where the cached ore was recently found, it being so near the surface that water comes in too freely to permit of more work there until the spring thaw is over. The cross-cut tunnel on the Wonderful is in 575 feet, and a raise is being made on a stringer of galena in order to determine the strike of the vein from which the stringer is supposed to lead."

* * *

The Nevada has been incorporated as the American Eagle, and development work is to be resumed at an early date. R. C. Pollett of Rossland, who was the original owner and holds a large amount of stock in the company, has been out inspecting the claim with the view of putting a force of men to work shortly. The ledge, which is 55 feet wide assays from $38 to $130. A considerable amount of work was done last fall and a crown grant is being applied for. The group is not far from the Rio Grande. It is a most promising property, and with more development work under judicious management should contribute to the list of Ymir shippers this summer. —Ymir Miner.

* * *

A contract has been let to Ed. Lind for hauling ore from the Ymir mine, which is not capable of being treated by the mill and concentrator from the mine to the Ymir railway station for shipment to the Nelson smelter, which has the right kind of fluxes for same. Ed. Lind is going to put on six four horse teams for it means about 26 tons per diem—20 tons of crude ore and about six tons of concentrates. The mill is now in full running order, and the bullion that will be shipped this summer will be more than a pleasant surprise to the denizens of Throgmorton street, and act as a gentle stimulant to the "House" enlightening them as to what Ymir camp can produce.—Ymir Miner.

* * *

Rossland, May 20.—The Copper King group, in the Lardeau district, has been bonded to W. A. Magor of this city for $50,000. "The property will be worked this summer," said Mr. Magor, "There is a strong, well-defined ledge running through the entire group which has been uncovered on the surface, showing considerable width. The average of assays range from 25 to 30 per cent copper. This property has been examined and reported on by two prominent engineers, H. O. McClymont and Mr. Jeffrys. Mr. McClymont has just returned from the Lardeau and the snow there was yet three feet deep."

* * *

New York, May 20.—Bar silver, 61; Mexican dollars, 48½.

ANOTEHR TRUST FORMED.

Boston, Mass., May 20.—The American Agricultural Chemical Co. which is the combination of several fertilizer manufacturing concerns announced the consummation of its plans today. The authorized capital stock is $40,000,000.

A NOTICE.

As the annoucement has been made that the Government of British Columbia purpose forcing the Amendment to the Metalliferous Mines Inspection Act, making eight hours a working day for those employed underground in metalliferous mines; Sec. 13.—"No person shall be employed underground in any metalliferous mine for more than eight hours in every twenty-four hours;" the undersigned as representing one of the two parties mainly affected, consider it advisable to make public their views on the situation created by this uncalled for legislation, and to indicate what their line of action must inevitably be.

While the undersigned are determined to respect and adhere to the laws of the Province, it may be pointed out that this law is far reaching in the injuries it must inflict upon the mining interests of the Province, and on the amount of wages earned by the men.

It means reducing the hours of labor in the mines from 20 hours a day to 16 hours, as many of the mines are so circumstanced that three shifts cannot be worked to advantage. This means a reduction of 20 per cent in the amount of the production of many mines, and a reduction of 20 per cent in the development work being carried on in the mines preparing for production and a reduction in the supplies used in the mines.

The most amicable relations existed, and still exist, between the employers and employed at the mines. The men were earning good wages, equal to any being paid in camps in the United States, and higher than those paid in many, and they were rendering good services for these wages.

If any discontent was rife at the existing state of affairs, it was not generally known. It is therefore deeply to be regretted that the Legislature has see fit disturb the existing harmony, to interfere with the growing prosperity of the mining districts, to reduce the wages earning power of the men employed, and to interfere with the free right of contract hitherto enjoyed.

As to the future, after the 1st of June next, at the mines represented by the undersigned, the standard rate of wages that will be paid to skilled miners for an eight hours working day will be three dollars ($3.00), and other labor will necessarily be also paid for according to the time worked.

The Hall Mines, Limited.
The London & British Columbia Goldfields, Limited.
The Athabasca Gold Mine, Limited.
The Ymir Gold Mines, Limited.
The Duncan Mines, Limited,
The London Hill Development & Mining Company.
The Exchequer Gold Mining Company.
The Dundee Gold Mining Company.
Mollie Gibson Mining Company.
Yellowstone Mining Company.
Nelson, B. C., May 16, 1899.

ANNUAL

CELEBRATION

WILL BE HELD AT

SILVERTON

MAY 24, 1899.

$1750 IN PRIZES $1750

ABRIDGED PROGRAMME

HORSE RACES

Free-for-all	-	1st Prize $200 00
Free-for-all	-	2nd Prize $100 00
Slocan Race	-	1st Prize $ 75 00
Slocan Race	-	2nd Prize $ 25.00
Pony Race	-	1st Prize $ 50.00
Pony Race	-	2nd Prize $ 25 00

CALEDONIAN SPORTS

PRIZES TO THE AMOUNT OF $500 00

GOLD MEDAL, BEST ALL ROUND ATHLETE

DRILLING CONTEST

FOR $300

MATCH GAME OF BASEBALL.

HOSE REEL RACE.

GRAND BALL.

For further particulars apply

SECRETARY,
Silverton, B. C.

NOTICE

Thirty days after date I will make application to the Chief Commissioner of Lands and Works for a special license for a timber limit, situate in the District of West Kootenay B. C., more particularly described as follows:

Commencing at a stake planted on the north limit of Ten-Mile Creek about three miles east of Slocan Lake; thence north 20 chains; thence east 40 chains; thence south 10 chains; thence east 20 chains; thence south 10 chains; thence east 10 chains; thence south 10 chains; thence east 10 chains; thence south 20 chains; thence east 10 chains; thence south 10 chains; thence east 20 chains; thence south 20 chains; thence east 10 chains; thence south 10 chains; thence east 10 chains; thence south 40 chains to the south east corner; thence following the north boundary of Ten-Mile Creek northwesterly to point of commencement, and containing five hundred (500) acres more or less.

WM. C. E. KOCH.

Dated at New Denver, B. C., this 10th day of May, A. D. 1899.

FOR SALE.

Gamble & O'Reilly.

House and two lots, with seven rooms, on Carbonate street, near Cedar street, $2500.

Boarding House with 27 rooms on Vernon street for sale or rent, good business proposition.

New house, suitable for dwelling or boarding house, 13 rooms and basement, heated by furnace. For rent on Ward and Silica streets.

Also a large list of the best Residentia Property in the city.

Agents for Addition "A" and "Hume" Addition.

The British Columbia Permanent Loan and Savings Company, who give the most reasonable terms to borrowers, allowing Principal to be paid off at any time without Charging any Bonus.

Gamble & O'Reilly,

AGENTS.

REGINALD LEICESTER

ELECTRICAL EXPERT.

From the Electrical Standardising Testing and and Traing Institute, London. Late of the City & South London Electric Railway; with Messrs. Scott Bros., Kensington. Chief electrician to Messrs. Watkin Bros., Northampton, England.

NELSON, B. C.

FINE ORDERED CLOTHING

We have a fine assortment of woolens always on hand. Goods made up at the shortest possible notice. As everything is kept and made on the premises satisfaction is assured.

H. M. Vincent,

Merchant Tailor.

H. BYERS & CO.

Winter lingers in the lap of spring, but Gardens must be attended to, and we are Headquarters for

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.

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.

THE

Slocan Ore Purchasing Co.

OF NELSON, B. C.

Is now prepared to buy all classes of Silver, Gold, Silver-Lead, Lead and Copper Ores. The carefnl attention given to large contracts will be extended to the smallest shipper. prompt settlement and choice of mode of sampling guaranteed.

Address Drawer S, Nelson, B. C.

GEORGE M. McDOWELL, Manager.
O. M. ROSENDALE, Purchasing Agent.

Peter Genelle & Co.

Headquarters for first class Building Material. We make a specialty of

Well Seasoned Flooring, Rustic and Ship Lap.

PRICES RIGHT

E. C. BEER Agt.

T. D. Woodcock & Co.

SLOCAN CITY

HARDWARE, GRANITE WARE, TINWARE

CANTON & JESSOP'S STEEL,

MINERS' SUPPLIES,

GIANT POWDER, CAPS & FUSE.

WANTED.

A good Copper or Gold Property partially developed. Apply

J. L. VANSTONE,
Mining Broker,
Nelson, B. C.

REISTERER & CO.,

Brewers of Fine Lager Beer and Porter.

Drop in and see us.

NELSON. B. C

Are You Going

To Atlin or Dawson City

If you are call and get posted on the WHITE PASS & YUKON ROUTE. The best, safest andcheapest route possible.

A. R. SHERWOOD, Agt.

West Baker Street 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

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.

CRESTON.

The shipping Point for Goat Mountain Mines on the Crow's Nest Pass and Bedlington and Nelson Railways.

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Deposits	2.862,000	8,175,000
Circulation	993,000	1,387,000
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