THE DAILY NEWS

VOL. 2 NELSON, B. C., SUNDAY, AUGUST 9, 1903 NO. 96

REALITIES OF POPLAR CREEK

Richest Surface Showings in Existence

The Reigning Sensation in the Mining World

No such free gold ledges as those recently discovered on the hills which form the border of the lower Lardeau, have ever been known to exist in this or in any other country under the sun.

Had what is now known as the Poplar creek strike, been made a thousand miles away from this city, in place of within half a day's run of Nelson, hundreds of mining men and others would have indulged in a mad rush to get on the ground weeks ago.

As it is, the enormous value of the discovery is only just commencing to be understood here. No one, at all posted in mining, can visit the ground around Poplar creek as it is today, without being astounded at the lavish way in which nature has for once thrown about on these favored hills that precious metal, gold, which all men are so eager to obtain.

For once, word painting fails to at all adequately describe the situation. The facts set out in black and white look so outrageously untrue that one hesitates to write them, knowing in advance that the majority of readers will incline to toss the statements aside as simply incredible.

A representative of The Daily News visited the Poplar creek section last week, inspected the chief discoveries so far made, and interrogated many of the army of prospectors now encamped in the Lardeau river valley. He was accompanied on his tour by a mining superintendent of repute and long experience throughout the Kootenays and in other mining sections, and the result of the trip has been to impress upon the visitors that the greatest gold discovery ever located has been made within an eight-hour run by steamer and train, of this city.

Poplar creek needs no booming. It is far too rich for that. Only a portion of the real state of affairs is yet known, but what is known is enough to set mining men the world over thinking very hard, and to engender a gold fever beside which the Klondike excitement and other little matters of the sort look very tame by comparison.

From Nelson to Lardo at the northern end of Kootenay lake the run by steamer is made in about 6 1-2 hours. From Lardo the C. P. R. train runs to Gerrard on Trout Lake, 34 miles distant. Poplar creek is 24 miles from Lardo and 10 from Gerrard. After leaving Lardo the train runs almost due north for about six miles, skirting the combined Lardeau-Duncan rivers until Duncan City is reached, then a turn to the northwest is made and the real valley of the lower Lardeau river is entered and it is on the hills which form the southern boundary of this valley that the discoveries which are now exciting the whole mining world commenced in June last. Along the last 15 miles of the valley five large creeks come down on the south side in the order named, viz., Cascade, Meadow, Poplar, Tenderfoot and Rapid. Valuable mineral discoveries have been made on all these creeks of late, but the chief excitement centres around those on and in the immediate vicinity of Poplar creek. Marquis and Gilbert, the original discoverers, made their find well to the west of Poplar, but the later and more sensational finds are on or to the east of the creek.

The Lucky Jack group of three claims and a fraction, which W. B. Poole now controls and for which he paid $45,000 and 45,000 shares in a capitalized company, was staked and sold within three weeks, the deal being closed on Wednesday last. The three original owners, Orange Hamilton, E. M. Morgan and Phil O'Connor are all old Lardeau prospectors and have other claims further on in the hills. Like many others of their class they have searched these same hills for years, always looking for galena properties and actually passing over time and again the now famous gold ledge on the lower portion of their claims, which stands on the lower bench of the main mountain "like the side of a house," coming over the side and disappearing in the level ground below and extending up the hill for at present an unknown distance, though it has been admittedly traced on the surface for at least 500 feet from the top of the first bench.

Clambering up from the owner's cabin in the valley one is able to get a good view of the main ledge as it outcrops in the face of the first knoll. The vein is for the most part a mixed quartz, white predominating, an even four feet in width and containing bunches of nuggets of coarse gold, much of the quartz having in addition a large quantity of coarse gold mixed up all through it which requires no magnifying glass to detect. Large boulders of the vein have been broken off by the action of the elements and these lie scattered all down the face of the hill with the gold standing out on them in such profusion that it seems incredible that dozens of prospectors could have passed the spot by year after year without striking it. Looking up the fissures of the ledge in place one can see scores of nuggets sticking out of the quartz like so many walnuts in a batch of cake, and one can go on over the top of the knoll and see the same surface showing for at least 500 feet. Local authorities differ as to the formation. The prospectors declare it is porphyry, but that is what they always say when in doubt. It may be a schist porphyry formation, but the mining superintendent said it was more likely diorite. No regular assays of the whole ledge have been taken, and it is not necessary to assay the nuggets or the rich specimens where the plentifully sprinkled free gold can be detected at a casual glance. We were told by "an authority" that he had taken four assays of samples taken clean across the face of the ledge, where no free gold was visible, and that they gave gold values of about $150 to the ton. The assays, however, were obtained by simply crushing and panning, and at best only gave a rough estimate. Mining men will appreciate the estimate, providing it was honestly and carefully taken as it goes to show the real value of the ledge mines, the nuggets and richer portions.

Will it go down? Some of the prospectors had their doubts, but the general opinion was that it was too good to last. Only development will solve the question. The surface showings at Cripple creek, "the richest on earth," can't hold a candle to those of Poplar creek. At Cripple creek the veins increased with depth, but they may do so at Poplar, and there is nothing to show that they will not, on the contrary, the evidence is all the other way and points steadily to the permanence and continuity of the ledges. On the claim in question at least five distinct leads have been so far uncovered, leads, not stringers, some of these quite as rich as the main ledge. The balance of the group is practically unprospected, and new discoveries are being made every day. At a rough guess a couple of men could carry off from the known surface showings on the group from $3,000 to $5,000 in a day's hard work, and that will give some idea of the "ore" in sight on the surface and will make people understand why some of the owners stand rifle in hand to keep inquisitive people off the exposed lead.

The other ledges have been carefully marked and covered up till the time comes to work them. There is a good deal of gossip about finding platinum and it is declared that assay returns from samples sent to Salt Lake show high platinum values, and the same is said of samples taken from the creeks and the Lardeau river. On the other hand it is stated that what has been taken for platinum is really antimony, and further evidence is necessary to decide the question.

Mr. Poole has brought Barney Crilley down from Camborne and placed him in charge of the group, and a better man for the place can't be found. Arrangements are being rushed to get in a stamp mill and before the season ends some definite idea of the real value of the ground will be reached and one or two exceedingly interesting matters will be partly solved.

It must be clearly understood that the astounding values referred to have not been found merely on several ledges on the Lucky Jack group. Away up on the hill a mile and a half away, Eric Strand, Henry Magnuson and Ben Lawson have another group that is, if anything, richer in promise than the first property referred to. The owners are working away very quietly and will not say very much, but the gold values are visible on their main ledge very much as already described, and during last week they made several fresh discoveries. The importance of these discoveries on the Goldsmith and Gold Hill claims, owned by these three men, lies in the fact that it reasonably proves that the great richness of the section is not confined to one or two claims, but is spread out over the whole southern fringe of hills for many miles.

The same may be said of the claims of Marquis and Gilbert, the original locators. Many of the prospectors now on the ground appear to attach more weight and importance to this first location than to the others. The fact of the matter really is that the surface showing on the Lucky Jack group has frightened these old timers and set them thinking that as they say, "it must be too good to last," a quite natural, but illogical position to take, and one quite unjustified by the real facts of the case as they stand.

To the westward of Poplar and along Tenderfoot and Rapid creeks, specimens are being obtained that would have set the mining heather ablaze under ordinary circumstances, and there is every indication that the gold belt unearthed at Poplar creek extends at all events right up to Trout Lake. Whether it crosses over the Lardeau river is an open question, though the evidences obtained in properties like the Cromwell and the American would go to prove that it does.

One thing is abundantly clear, an immensely rich mineral zone has been opened up in a section tributary to Nelson. The people now in there and those who will quickly follow will deal here. They look to this community to support their demands for steady and increasing transportation and mail facilities. They say openly that they expect the people here to stand by them at the start and assist them to open up and develop the new found country. Commercially they will be most excellent customers and their requests are worth paying close attention to. One question alone that is causing some anxiety to Poplar investors is the keeping open of communication with Nelson all winter, and the C. P. R. authorities should take the earliest possible opportunity of making it clear that direct communication over the Lardo-Gerrard branch will be maintained all the coming winter.

Naturally there are plenty of yarns current around Poplar creek among the small army of prospectors encamped there. Orange Hamilton is said to have lost his last dollar in a game of poker with a [redacted], and in a fit of desperation staked a wildcat just east of Poplar creek. In putting out his stakes he tumbled over what is now the main ledge of the Lucky Jack group, and, presto, he has money to burn, and is burning it in the bad old way up around Camborne, Ferguson and Trout Lake City.

On Wednesday night, or rather early on Thursday morning, about 1 o'clock, the Lucky Jack camp was aroused by sounds of gentle tapping on the ledge above. A hasty examination showed that two enterprising miners were at work on the main ledge at the brow of the foothill. One had lowered the other down by a rope and the ledge was being despoiled of some of its wealth by candle light. The robbers were promptly fired on, the light was dropped, and the men fled. In the morning the rope, a pail with rope attached, a couple of sacks, two hammers and a lantern were picked up where their owners had hastily dropped them in the darkness.

The first hotel in Poplar creek, owned by Cameron of Lardo, will be opened today and fully finished in about two weeks.

A. Rutherford claims the townsite, and has a substantial log cabin erected and at least three other persons claim the townsite also, and an interesting duel will be fought out shortly.

The country is staked for 20 odd miles around Poplar creek, but there are still some fractions worth hunting for. Some of the ground has been staked and restaked until the claims overlap one another like a Chinese puzzle. The legal fraternity are already assured of a fair amount of Poplar gold in getting claim titles in proper shape. There is sure to be a lot of trouble before the tangle is straightened out.

A band of surveyors is now at work on the Lucky Jack group, running the lines, and there is plenty of work ahead for them for the balance of the season.

The low ground on both sides of the railway track is covered with prospectors' tents. Every day a long line of new arrivals, packs on back, can be seen tramping in from the east and west.

Mr. Rutherford received a letter from Scotland on Friday in which the writer says, "If the reports of the great strike in the Lardeau cabled to this country and published in the Manchester and Liverpool papers are true, you must be making lots of money; let me know about the matter." Apparently the news is spreading far and wide, and after a while Kootenay people will grasp the importance of it.

Gold commissioner Chipman and mayor Archer, of Kaslo, spent Thursday and Friday inspecting the claims around Poplar creek.

In Camborne, Ferguson and Trout Lake City camps, as well as at Lardo and Kaslo, the Poplar creek discoveries are the main topics of conversation everywhere. Politics are forgotten for the moment.

A prospector stated on Friday that eight years ago he had searched Poplar creek for placer and had gone down several feet without getting a color, and consequently had given up looking for gold in the vicinity.

EXPEDITION TO HUDSON BAY

THIS PORTION OF THE DOMINION TO BE EXPLOITED.

GOVERNMENT WILL TAKE CONTROL OF THE FISHERIES.

[Special to The Daily News.]

Ottawa, Aug. 8.—The supplementary estimates now under consideration will contain an item of $150,000, for an expedition to Hudson's bay. The dominion government wants to take control of the fisheries there and also to take formal possession of certain islands in the bay. So far that portion of the dominion has been left to look after itself, and the result has been that Americans have been making a good thing out of the fisheries for many years past. The result of the expedition will be to drive American poachers out.

A. P. Lowe, of the geological survey, who has explored the Labrador region and spent considerable time in Ungava district and along the Hudson bay coast, will have charge of the expedition. Details of the expedition are being arranged between the departments of the interior and fisheries.

THE STORM FIEND.

Wrecks Miners' Homes and Causes Loss of Life and Injuries to Many.

Pittsburg, Kansas, Aug. 8.—A heavy wind and rain storm passed over this section early today, wrecking many small miners' houses, killing one person and injuring several others. At mines 32 and 37 a number of houses were damaged. In both camps perhaps 25 or 30 persons were injured slightly. At the town of Nelson, about five miles north of Pittsburg, the depot was wrecked and several houses were blown from their foundations. J. McMullen, a miner, was killed, and George Banks, his son and daughter, were dangerously injured. At Midway, where the Pittsburg and Midway coal works are located, several houses were damaged and several persons injured.

COAL MINE EXPLOSION.

Linton, Indiana, Aug. 8.—An explosion of oil at the Dickerson coal mine this afternoon caused a fire which destroyed the tipple and electric light plant. There were 150 men working in the mine, but all got out safely. The fire did not get into the mine.

LORD STRATHCONA.

London, Aug. 8.—Lord Strathcona, who celebrated his eighty-second birthday yesterday, sailed today for Montreal to attend the chambers of commerce congress, as honorary president.

THE HUMBERT TRIAL OPENS

Thousands Seek Admission to the Court Room

La Grande Therese is the Chief Attraction

Paris, Aug. 8.—The notorious Humbert family today faced judge and jury to meet a charge of having perpetrated what ex-premier Waldeck Rousseau described as "the greatest swindle of the century."

Public curiosity which followed the fortunes of the family since the days of its social brilliance is again entirely wrought up. The chief interest is centered in "La Grande Therese," who promises to produce at the trial the mysterious American millionaire's brother, Crawford, on whom she based her story of an inheritance of $20,000,000, which was put forward as security for the loans obtained, amounting to about $10,000,000.

The palais de justice was early this morning surrounded by large crowds eager to gain admittance to the court room. A heavy force of municipal guards preserved order. Many excursions came from distant points, the railroads treating the trial as they would a national holiday. One of the excursions came from Malun, which was the constituency that Credock Humbert represented in the chamber of deputies and where was located the famous Humbert chateau with its parks, lakes, yachts and a fleet of gondolas. Of the thousands who sought admission only a few hundred of the highest gained an entrance to the court. Coquelin, the celebrated actor, was among the throng of actors and authors seeking admission, and when he was turned back he remarked that the trial would be "one of the greatest dramas ever acted."

The scene within the court room recalled the tense days of the Dreyfus and Zola trials. The judges' bench formed a high semicircle at the further end of the court room. The presiding judge, Gastob Bonnet, occupied the centre of the semicircle, his associates being judges Monier, Plantain, Figard and Dudezert. The judges wore red silk gowns and velvet caps, which they removed as they ascended the bench. Within a reserved enclosure were the leading members of the bench and bar in black silk gowns and wearing stiff white neckcloths. The audience included diplomats, academicians and members of the legion of honor. Many of the ladies present carried luncheon bags, evidently intending to spend the day in court. The accused were brought in from the prison through a subterranean passage leading to the court room.

As they entered every eye was strained towards them. Theresa Humbert came first, then her husband, Frederick, followed by her brothers, Emile and Roman Daurignac. Madame Humbert's face was pale from her long confinement. Her bearing indicated scorn and defiance. Frederick Humbert was the picture of a crushed and miserable man. He wore a haggard expression showing more despair than defiance. His scanty beard has become very gray. Emile Daurignac has grown thin and haggard looking, but his brother Roman still looks the type of the sleek promoter. Madame Humbert had a whispered conference with her counsel, maitre Labori, who defended Dreyfus at the Rennes court martial, while the indictment was being read. There was a large array of counsel representing the numerous interests on both sides. The early hours of the hearing were occupied by the reviewing of the indictment, the formal pleading and the selecting of the jury from the regular channel. Madame Humbert frequently interrupted the reading of the indictment with scornful exclamations, which could be heard throughout the court room.

When asked where she lived, she replied, "In prison."

Madame Humbert persisted throughout in vague statements, and the interrogation concluded without any definite information being extracted from her.

The examination of Frederick Humbert followed. He made insinuations against the minister of justice, M. Valle and ex-premier Waldeck Rousseau. Questioned as to the whereabouts of the Crawford millions, he replied that he knew nothing about them.

"But I do know about them," exclaimed Madame Therese.

The hearing was then adjourned till Monday.

YMIR LIBERALS.

Elect Their Delegates to Convention.—Parr Their Choice for Candidate.

[Special to The Daily News.]

Ymir, Aug. 8.—Friday evening at the Foresters' hall, over 40 delegates (every one a voter and many of them walking ten miles to be present) met to select three delegates to attend the liberal convention which is to be held at Nelson (Fairview) on the 13th inst. Those selected were Messrs. Philbert, Daly and Parr, and the unanimous vote of the meeting was instructing the delegates to cast their votes for Alfred Parr as liberal candidate to represent the liberal interests of the Ymir riding. The meeting throughout was harmonious, there being not one dissenting voice against Mr. Parr's selection. Speeches were made by Robert Elliott, president of the Ymir Miners' Union, and by Messrs. Philbert, Daly, Bennett and others, after which Al Parr was called upon. In a short speech Mr. Parr thanked the Ymir liberals for mentioning his name, and stated that if the convention nominated him at Fairview, and in the event of his winning a seat in the legislature, all classes would receive fair treatment at his hands, that everybody's rights would be respected, and his whole aim would be in the interest of upbuilding of the Ymir riding and good government. The meeting broke up with three cheers for the prospective candidate.

GRANBY MINES' SHIPMENTS

EXCEED TWO HUNDRED THOUSAND TONS FOR YEAR TO DATE.

THE EMMA MINE IS AGAIN ON THE SHIPPING LIST.

[Special to The Daily News.]

Phoenix, Aug. 8.—With this week's tonnage the Granby mines' ore shipments for the year to date run over two hundred thousand tons. Both the B. C. mine and the Sunset having closed for the present, they do not appear in this week's shipments, but the Emma is again on the list. Following are the tonnage figures of Boundary shippers for the current week: Granby mines, to Granby smelter, 8317 tons; Snowshoe, to Greenwood and Sunset smelters, 1320 tons; Mother Lode to Greenwood smelter, 2325 tons; Emma to Trail smelter, 99 tons; Ore Denoro to Sunset smelter, 517 tons; Athelstan, to Sunset smelter, 60 tons. Total shipments for the week, 12,638 tons. Total for the year thus far, 346,010.

The Granby smelter this week treated 8830 tons of ore, making a total of 195,137 tons for 1903 to date.

FATAL TERMINATION.

George H. Bayne Dies at Ferguson from Injuries Inflicted by a Bear.

George H. Bayne, the well known English mining man, for several years past a resident of Rossland, who was so fearfully mangled by a she bear near the Jewel mine cabin, near Ferguson, a week ago last Tuesday, died in the Ferguson hospital on Friday afternoon at 4.50.

When Mr. Bayne first reached the hospital after the accident it was thought that if the brain had escaped injury he might ultimately recover, although disfigured for life.

The local physician in charge of the hospital became alarmed at Mr. Bayne's condition last Wednesday, and telegraphed for Dr. Campbell and Dr. Kenning, of Rossland, to come up at once. The doctors arrived at Ferguson late on Thursday, and on examining the patient, found that the skull had been badly fractured in addition to the other injuries inflicted, and they at once decided that trepanning was necessary. The operation was performed on Friday morning, but Mr. Bayne never rallied, and died in the afternoon, as above stated. Drs. Campbell and Kenning came back from Ferguson by Lardo and Kootenay Lake, reaching this city on the Kokanee yesterday morning. They received a wire announcing the death, on their arrival here, but giving no further particulars. Dr. Kenning said that after his first examination of the injured man he had little or no hope of his recovery. Inflammation had already set in and the operation was a last resource to try to relieve the patient and restore him to consciousness. Mr. Bayne retained his senses for some time after first reaching the hospital, but gradually delirium set in and he remained in a semi-comatose condition up to the time of his death. He did not suffer, Dr. Kenning said, and the final cause of death was inflammation of the brain and blood poisoning.

Mr. Bayne's elder brother, from Halifax, was expected to arrive in Ferguson yesterday morning, and he will take charge of the remains.

Mr. Bayne was one of the best known mining investors in the Kootenays, his chief project being the Homestake mine in the south belt at Rossland. During his stay in the Kootenays he made a host of friends, who will deeply regret his death. The deceased was a man of considerable means, and had unbounded confidence in the mineral wealth of this province, which he backed up on every possible occasion. The remains will be taken to Halifax for burial.

ANOTHER MINING DEAL.

G. W. Stead Buys the Star Group, on Morning Mountain for a Good Figure.

A mining deal of great importance to this city has been quietly carried out in Trout Lake city, whereby G. W. Stead, the plucky American mining man who is developing the Lucky Boy and Ethel groups so successfully at Trout Lake, has purchased the Star group of mines, just above the Granite mine, on the west slope of Morning mountain. The vendors are the Johnson brothers, three in number, who have long and patiently developed the property for several years. Several shafts have been sunk with most excellent results, the workings being all in ore of a good shipping grade. There is over 2000 tons on the dump, and all of this will be at once sent to the Trail smelter. Mr. Stead has thoroughly assayed the whole of the dump, and he expects to realize very handsomely from this source. A triplicate three-stamp mill, equal to about an ordinary 10-stamp mill, with a minimum capacity of 25 to 30 tons per day, has been ordered, and this will be placed on the property as soon as possible. Electricity will be used for hoisting in future, and an electrical compressor will be installed. The consideration for the deal has not been announced, but the figure is said to be a very satisfactory one.

Mr. Stead, who represents Philadelphia capital and who is an expert chemist and metallurgist, as well as a mine manager, has decided to remove to Nelson very shortly, and with his wife and family will reside in this city this coming winter. He has made a decided hit with the Lucky Boy at Trout Lake. Under Jack Watson's superintendence the property is coming along at a great rate, the owners netting from $500 to $600 per day from the shipments, which are now being steadily made to the Trail creek smelter.

Mr. Stead will be a valuable acquisition to the mining fraternity here. It is quite impossible to discuss mining matters with him for any length of time without quickly ascertaining that he is not only extremely well posted in his profession but that he is a most capable manager as well.

TWO WERE KILLED.

And Several Injured by a Hook and Ladder Truck in New York.

New York, Aug. 8.—Geo. Gillan, assistant school janitor, and Richard Knight, 6 years old, were killed, and several others probably fatally hurt, by being swept off their feet by the projecting ends of the ladders on a hook and ladder truck as it turned the corner at Fortieth street and Tenth avenue today. Seven men and boys, of whom several had cracked skulls, were taken to the hospital, and about a dozen others were taken to their homes suffering from injuries. The truck was on its way to a fire. To avoid running into vehicles the tiller turned wide, the ends of the ladders sweeping over a corner were 50 persons were congregated.

CANADIAN HENLEY REGATTA

THE ARGONAUTS FIRST IN THE SENIOR EIGHTS.

BEATING WORLD'S RECORD OVER THE COURSE.

[Special to The Daily News.]

St. Catharines, Ontario, Aug. 8.—Following are the results of the closing day's races in the Canadian Henley regatta, held on the new course today. There were many exciting finishes:

Junior doubles—Final: Argonauts 1st, Brockville 2nd, Dons 3rd, Crescents 4th. Time, 7:42.

Intermediate eights—Argonauts 1st, Ottawa 2nd. Time, 7:18 3-5.

Junior singles (final)—Hamilton 1st, Dons 2nd, Ottawa 3rd. Time, 8:17. Craig upset.

Intermediate fours—Argonauts 1st, Ottawa 2nd. Time, 7:18 3-5.

Intermediate singles—Smyth, of Toronto, 1st; Coltson, of Hamilton, did not finish.

Intermediate doubles—Argonauts 1st, Brockville 2nd, Hamilton 3rd, Detroit 4th. Time, 7:37.

Senior singles—Scholes won, Veseley 2nd, Smith third. Time, 8:03 1-4. Titus, the champion, would not row, claiming the water was too rough.

Senior doubles—Scholes and Smith 1st, Smith and W. Nelson 2nd. Time, 8:08.

Senior eights—Argonauts won by half a length, Winnipeg 2nd. Time, 7:33 3-5, beating the world's record. The eights was the only race in which the Winnipegs competed today.

THE STRATHCONA A WINNER

FIRST OF CANADA CUP SERIES SAILED YESTERDAY.

THE TORONTO BOAT VICTORIOUS IN CLOSE RACE.

[Special to The Daily News.]

Toronto, Aug. 8.—Strathcona, the Canadian yacht, won the first race of the series now being sailed for the Canada cup. The race was sailed with a favorable wind over a triangular course seven miles to each leg. Strathcona, the defender, maintained a slight lead throughout the race, and won by 30 seconds. The Canada cup is to the yachtsmen of the great lakes what the America cup is to salt water sailors. The trophy takes its name from the yacht Canada, by which it was won the first year it was offered. In 1899 the Americans challenged the Royal Canadian yacht club the holders bringing over the Genesee, which won the cup from the Canadian defender Beaver. The cup came back to Canada two years later, won by George Gooderham's yacht Invader from the Rochester yacht club's Cadillac in a series of races sailed off Chicago.

The challenger this year is the Irondequoit, from Buffalo, and the defender Strathcona, owned by H. H. McCrae, of the R. C. Y. C., Toronto, and the races are being sailed over the course off Toronto harbor. The boats this year are of the new 40-foot class; hitherto the racers have been 30-footers. Three out of five, that is two more races must be won by the Strathcona to retain the cup.

DEATH OF JOHN ABELL.

Toronto, Aug. 8.—John Abell, founder of what is now the American Abell Engine & Thresher Co., is dead, aged 81 years. He came to Canada in 1845 and in 1847, at Woodbridge, Ontario, built one of the first separators made in Canada.

B. C. TENNIS CHAMPIONSHIP.

Victoria, Aug. 8.—S. B. Powell, of this city, won the tennis championship of British Columbia this afternoon, defeating A. T. Goward.

CORONATION OF POPE PIUS X

Will Be Performed Today at St. Peters

The New Pontiff Rebukes the Courtiers

Rome, Aug. 8.—By special permission the representative of the Associated Press was allowed to enter St. Peter's tonight to observe the preparations for the coronation tomorrow. In the central aisle, a wide space has been fenced for the passage of the cortege. The chapels, including that of St. Gregory where the pope pauses, have been richly decorated with red damask and curtained with gold. The papal throne rises majestically at the farther end of the great building, being a bewildering mixture of gold, red and silver, and appearing altogether too gorgeous to be sat on. On the right a space has been reserved for the diplomatic body, the knights of Malta and special representatives and envoys, and on the left another space has been reserved for the Roman aristocracy.

The new pope has been upsetting all customs at the vatican. When courtiers thought today to give him pleasure by saying that he would have a tremendous reception at St. Peter's on Sunday, the pope, to their surprise, was much displeased, and absolutely forbade anything of the kind. He called his major domo, who thereupon issued the following proclamation, which was distributed as widely as possible:

"It is the warm desire of his holiness to have no acclamation at the vatican or basilica, and that the most devout and most religious silence be maintained."

Another innovation at the vatican is the pope's refusal to permit everybody to be sent away when he appears. A gendarme had ordered away some masons who were working about the grounds because the pope was about to come forth. The pope himself witnessed this action, and had the gendarme severely reprimanded. The masons were recalled and the pope spoke to each, laying his hand on their heads. The pope also insists on continuing his habit of accompanying all persons whom he has received to the door, no matter how humble, notwithstanding efforts to have him abandon the custom.

THE LEAD BOUNTY.

Fielding's Resolution Granting $15 Per Ton Has Been Adopted.

Ottawa, Aug. 8.—The resolution, giving a bounty of $15 for the production of lead, providing that no more than $500,000 be paid in any fiscal year, was discussed in committee yesterday on motion of hon. Mr. Fielding. When the price of lead exceeds £12 10s. per ton of 2240 pounds in London, England, the bounty shall be reduced proportionately by the amount of such excess. The minister of finance said that this was done to encourage the industry in British Columbia.

Messrs. Galliher and Macpherson spoke in favor of the lead bounty. Mr. Galliher gave the whole history of the negotiations, and said that those engaged in the industry were satisfied with what the government had done in granting the bounty.

COFFEE CREEK STRIKE.

Oleson and Howser Make Good Finds.—A Fish Tale.

Charley Oleson has made a great strike on his claims on Coffee creek, this side of Ainsworth, about two miles. Oleson has two claims at the headwaters of the creek some nine or ten miles in from the lake and this week he has got into a foot of ruby silver ore that will go 400 oz. How much the showing means further development will show.

On the other side of the creek, and south of Oleson's claim, W. Howser has struck an eight-inch vein that promises to widen out, and give good values.

Oleson is a great fisherman as well as a miner. He rather spoiled a good story yesterday when he described the capture of a 35-pound trout by adding the declaration that he ate the whole fish at a sitting. Unkind people say there is something wrong about the weight of the fish—or Oleson.

HOOLEY RE-APPEARS.

Justice Darling Makes Pertinent Comments Upon His Transactions.

London, Aug. 8.—Attorney-general Findlay has instructed the director of public prosecutions to investigate some transactions of promoter Hooley in connection with the Sapphire Corundrum mine of Canada. Hooley's meteoric financial career and heavy failure was the sensation of London a few years ago. He has since been operating in his wife's name and living in the greatest luxury. In the course of the hearing on Thursday of a suit to recover money paid in connection with certain deals, justice Darling characterized the transaction by Hooley and his colleagues as fraudulent, and said, "It is a grave reflection on the courts of the country that such things occur in the middle of London. Thimble rigging on racecourses is a simple crime compared to the transactions of these people with millions instead of peas."

HUDSON'S BAY COMPANY.

INCORPORATED 1670.

THE GREAT STORES OF THE GREAT WEST

MAIL ORDERS PROMPTLY FILLED

HIGH CLASS

BISCUITS

A large shipment just received from the unrivalled house of

HUNTLEY & PALMER
England

Known throughout the world for their enormous production and for the excellent quality of its manufactures. We mention a few of the lines received :

Coronation	Thin Arrowroot
Philippine	Milk
Afternoon Tea	Marie
Cheese	Colonial
Salt	Ginger Nuts
Wheat Wafers	Macaroons
Algeria	Oaten
Petit Beurre	Household
German Rusks	Nice
Nursery	Ice Cream

The Canadian Bank of Commerce

With which is Amalgamated
The Bank of British Columbia.

HEAD OFFICE--TORONTO.

Paid up Capital, $8,700,000. Reserve Fund, $3,000,000.
Aggregate Resources Exceeding $78,,000,000

HON. GEO. A. COX, President. B. E. WALKER, General Manager.

Savings Bank Department Deposits Received and Interest Allowed.

Nelson Branch. BRUCE HEATHCOTE, Manager.

WE CARRY A COMPLETE STOCK OF

Pipe and Pipe Fittings

1-8 TO 6 INCH, ALSO PIPE TOOLS

Rubber and Leather Belting, Packing, Mill Board, Mill Hose and all Mill Supplies, Wagon Material, Hardwood Lumber, Corrugated Iron, Cement, Fire Brick, Fire Clay, Steel, Iron, Steel Plates, Coal, Mining Rails, Ore Cars, Paints, Oil, Glass. A full line of Shelf Goods and Garden Tools.

AGENTS: GIANT POWDER CO.
CANTON DRILL STEEL

H. BYERS & CO.

NELSON AND SANDON

WE HAVE JUST UNLOADED
A SECOND CAR OF

WENATCHEE FRUIT

THE QUALITY IS UP TO THE USUAL STANDARD OF PERFECTION

J. Y. GRIFFIN & CO., Limited

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 Prompt and Careful Attention

All the News in The News

THE DAILY NEWS

Published at Nelson every morning, except Monday, by

F. J. DEANE.

SUBSCRIPTION RATES:

Daily, per month, by carrier	$ 65
Daily, per month, by mail	50
Daily, per year, by carrier	7 00
Daily, per year, by mail	5 00
Daily, per year, foreign	8 00

THE WEEKLY NEWS:

Weekly, per half year	$1 25
Weekly, per year	2 00
Weekly, per year, foreign	3 00

Subscriptions invariably in advance.

ADVERTISING RATES:

Display Advertisement, $4 per inch per month; Display Advertisements, 25 cents per inch each insertion less than a month; Locals, 10 cents per line each insertion; Classified Advertisements 1 cent per word each insertion; Wholesale Cards, $2.50 per months; Society Cards, $2.50 per month.

LONDON AGENCY:

The Daily News is on file at the offices of E. & J. Hardy & Co., Advertising and Press Agents, 30 Fleet Street, London, E. C., England.

COMPULSORY VOTING.

It is reported that the dominion election committee has decided that a law should be made to compel electors to vote at elections. It is proposed to remove from the voters' list the name of any person who may fail to cast his ballot at any general election. This is rather a high handed proposition and it is not one that will commend itself to the electorate as a whole. It is without doubt one of man's most cherished privileges that he should have a voice in the election of the representatives of the people who go to make up the legislature, but it also is his right to exercise that privilege or not as it may please him. Compulsory voting will not appeal to the majority of the people as a wise measure and a cool reception may be expected if such a bill is brought before the house. It would be better, perhaps if every qualified elector voted, but it must be remembered that the principle of compulsion is one that should not be lightly put into practice. The Seattle Post-Intelligencer is quite interested in the proposition and has quite a lot to say about it. It is an admitted evil, says the Post-Intelligencer, that many electors refrain from voting. It is recognized as true, particularly in municipal affairs in the larger cities, that politics would be considerably purified, if every elector in the community would at all times take as active an interest in municipal affairs and in municipal elections as he does during the temporary and spasmodic reform movements which come around periodically. Suggestions for laws frequently have been heard, but no agitation to that end has ever made much headway in this country. The experiment in Canada will be watched with interest, should parliament accept the suggestion and pass the proposed law. Like many other suggested reforms, it may not work out so well in practical application as it does in theory. Herein comes the advantage of having a neighbor make the experiment. If it works out well, accomplishes the result aimed at and really improves the conduct of political affairs the example might further be expanded in this country making voting in primaries compulsory in such states as have a primary election law.

Canada has no desire to pose as the mentor of the whole of North America, and it is extremely unlikely that the wish of the Post-Intelligencer, to see us make the experiment and thus provide the United States with inexpensive experience, will be gratified.

A GOOD REASON.

One of the reasons advanced by sir Wilfrid Laurier in support of the government's determination to extend the new transcontinental line from Moncton to Quebec was that it would serve to make for continued peace with the United States. "The best way to be at peace with the United States," he said, "is to be independent of them," and he pointed out that under present conditions Canadian trade might be crippled by the United States government abrogating the bonding privilege. This statement has been ridiculed as absurd and far fetched, but that it is not so, that it is a contingency which is within the bounds of reasonable possibility is admitted freely by Americans who are not afraid to look into the matter squarely. The Boston Transcript, for instance, sees the force of the premier's contention and says that hitherto Canada's winter outlets have been mainly by Portland, Boston and New York, over American railways whose usefulness to the dominion might have been at any time much minimized had the Washington government refused the bonding privilege to Canadian imports. American jingo newspapers have often threatened the dominion government with this punishment, thus brandishing a commercial club without any warrant from Washington and yet in such a manner as to excite aggressive sentiments among elements on the south side of the boundary and some resentment on the north side. Canadian jingoes were often enabled to point to American jingoes' threats in this matter as significant of American hostility. This mutually injurious condition will be done away with when Canada shall have easy access through her own territory to her winter ports of Moncton, Halifax and St. John. It cannot be said that the interests of the named American ports are seriously threatened. They will, no doubt, continue to get a large share of Canadian export and import trade. But Canada will feel easier when so independent of those ports that threats to practically close them against her cannot be made without absurdity. The change of conditions will tend to amity between the neighboring countries, and this is always a prime consideration with the Canadian premier.

EDITORIAL NOTES.

A number of conservative papers are devoting a good deal of space these days to stories of dissension in the liberal party. These papers tell their readers that the liberals are all at sea, that they have no platform and are hopelessly disorganized. It is to be assumed that the reading public take very little stock in these squibs. Reference to the liberal press of the province will disprove very emphatically these stories of dissension. From one end of the province to the other the liberal papers are earnestly engaged in a campaign of education. It is impossible to find in any one of them a single note of dissension. The party is as a matter of fact absolutely united. Whilst we do not intend to indulge in the tu quoque style of argument, we would suggest to our tory contemporaries that so long as their columns contain articles bitterly denouncing prominent members of their own party their efforts to persuade the public that the liberals are quarreling among themselves will be entirely wasted. The severest attacks upon premier McBride and other shining lights of the conservative party appear in conservative papers. If we are to accept with any credence the attacks made by these papers upon liberals we must also accept the statements they contain concerning their own chosen leaders, and in that event we fancy the conclusion arrived at by the majority of electors will be that no matter what the faults of the liberals may be they are infinitely to be preferred to the conservatives at their own valuation.

The full text of the agreement between the dominion government and the Grand Trunk Pacific company for the construction of the new transcontinental railway appears elsewhere in this issue, so that our readers may be able to judge for themselves of the merits of the bargain.

YMIR ELECTORAL DISTRICT.

New Names Added to the List.—Total Number Registered 967.

Below are the new names added to the Ymir electoral district voters' list during the past two weeks:

Trail.—S. J. Hackney, S. J. Robinson, M. Matesa, J. W. Sweeney, John Morrow, D. A. Charlton, J. A. Ogden, J. C. Kniseley, S. Rutter, W. T. Hayes, R. Truswell, G. A. White, J. W. Strachan, Alf Ingle, I. F. Belfry, A. E. McSin, J. H. Bryan, Frank Fende, Nivola Zinni, R. H. Coleman, A. E. Noran, H. Anderson, W. H. Sleeman, Adolph Sakris, J. A. McDonald, Chas. Claif, E. Georgetti, J. H. Clay, F. Caselo, John Fluhrer, C. Bishop, A. Schwartz, N. Thomson, E. Bousquet, T. Paille, R. Whell, W. E. Morgan, Chas .Shields, J. A. Moore, Mat Frankovitch, Wm. Pluman, Jas. Hardington, C. Longford, R. J. Smyth, F. E. Dockerill, J. T. Poirier, W. H. Hoove, W. A. Jackson. M. Lyons, J. McDonald, H. A. Cameron, M. Cameron, D. McAuley, F. G. Marin, G. L. Merry, Jas. H. Schofield, D. F. Jelly, J. D. Anderson, A. Schwaetell, Jos. Clulow, J. H. Mull, R. Calbran, J. W. Millrass, W. S. McPherson, R. C. Donaldson, H. Howes, P. Dunkerley, C. L. Longford, G. L. Graney, L. G. Blaylock, C. H. Gill, John Smith, Peter Ryan, M. Connley, G. A. Guess, J. G. M. Viets, H. W. Atkinson, J. Sweetman, R. A. Moscrop, Wm. Leinss, C. E. Newburn, E. Harkness, W. J. Wood, T. W. Coleman, W. B. Tower, T. W. Bingay, J. W. Donovan, G. F Weir, P T. Poulton, D. W. Moore, J. R. McIntosh, N. McDonald, James Owens, D. F. Fraser, D. Gillis, A. Budenich, E. Baker, W. H. Ghent, E. A. Dixon, Geo. McKeown, W. J. Boyes, J. F. Rabillard, W. Harkness, D. H. Chapman, F. McF. Carruth, J. M. Turnbull, Mike Borena, L. Capitio, Sam Lappano, F. Bodist, F. Gloner, E. E. Cockraft, J. Clarey, A. Bondoni, A. Donaldson, F. W. Stronger, F. W. Brown, J. Petroni, S. H. Lowes, A. Beckman, A. Mandali, Jos. Anselmo, Jos. Lardi, F. Falsetta, A. Petroni, A. Sutti, A. Redmond, F. B. Yates. N. Summerscales, Jos. Ball, W. F. Mitchell, L. Nevin, J. A. McCuaig, J. Matheson, A. F. Degauge, E. Morgan, B. Faughman, H. McDonald, John Black F. E. Powley, E. Johnson, J. Heintz, A. Halliday, H. Feilding, F. Campbell, J. White, M. A. Longlois, J. R. Choquette, A. Campbell, Jas. Harrington, T. McEachren, A. Montgomery, Jas. McLeod, Fred Clarke, W. Lewis, W. J. Furnell, S. D. Weaver, R. McMillan, Jas. Sibbald, A. Dickson, C. Hole, Jas. Burdtt, E. H. Lewis, R. E. Strong, Alfred Jones, W. H. Montgomery, W. W. Edmonds, A. E. Campbell, J. R Randall, Herbert Douglas, J S. Chenoweth. N. Binns, D. B. Stevens, B. Buckley, A. McGregor, A. Hector, J. S. Brandon, A. J. Martin, G. G. Ambler, John Craig, Dan McKay, Hugh Kelly, H. O. Donaldson, M. F. Blake, W. P. Murray, W. Northgraves, J. Schatt, A. E. Steele, E. H. Grosvenor, J. G. Houghton, S. Warmington, Wm. L. Berg, Lewis Hagglund, Sam McKee, W. Sweetman, M. Ulike, F. Rossman, Nick James, A. J. Phillips, T. Gourishet, E. R. Charlton, J. Griffith, M. Novasel, Jos. Gortner, J. W. Harkness, L. J. T. Berg, Jas. Bertois.

Fairview.—Harry T. Aiken, Wm. Salisbury, S. Wills, Jos. Conrian, Francis Arcure, M. McDaniel, E. H. McDaniel, J. McBride, E. McLauchlin, J. S. Allan, P. Damioni, F. J. Squire, C. Johnson, O. B. Appleton, D. Darough, M. Habigard, W. Buxton, H. A. Heywood, Geo. Gardiner, R. McDaniel, J. R. Myers, J. Byers, J. Balding, John D. McNeill, J. G. S. Hughes, A. Moore, W. Bellington, A. E. Jefferson, E. K. Strachan, John Byers, J. M. Fraser, T. Groves, Jas. Groves, W. Stapleton, W. Phillips, P. C. Crowley, W. F. Keating, M. Laurent, T. Jerome, J. Wilson, J. S. White, R. Lindgrow, A. V. Mason, W. Maguire, B. Arenuve, John Kay.

Creston.—G. A. M. Young, Geo. Habden, Phil Habden, R. Hood, W. W. Walkhem, W. J. Dow, Arthur O'Kell, J. W. Dow, L. Leamy, H. McGarvey, Robt. Dixon, Wm. Maher, J. Arrowsmith, Jos. Wilson, Jas. Friend, R. S. Broan.

Westley.—W. Halliday, Geo. Drewett, A. F. Luff, W. J. Farmer, C. McMullen, Thos. Hurteon, Geo. Banchard.

Salmo.—Chris Willis, Robt. M. Reeves. G. R. Linklater, W. J. Grutchfield, D. C. Barbrick, W. Claffey, Wm. Malcolm, Jas. Platt, E. J. Blanchard, Jos. Blanchard.

Sirdar.—John Bennett, Jos. Walker, R. J. Jarrett, B. W. Merritt, L. G. Andeen, Jos. Daly, C. Lonsby, G. M. Benny.

Venus Mine.—Geo. Hoskings, Isaac Moore, W. J. Baberstock, S. Allen, Jos. Allen, Jas. Murdock, H. Stoddart, M. Fitzpatrick, J. Jackman, H. Brosseau, T. Wilson, T. Henderson.

Silver King Mine.—J. K. Kelly, D. H. Munroe, G. H. Cowan, J. J. Gravely, E. Pollard, C. Harrington, S. P. Curnow, J. R. Riley, J. Matheson, D. H. McKinnon, L. McInnis, H. V. Rudd, E. Hitchens, W. J. Richards, Thos. Houston, W. Donnithorne, Jones Tregillis, W. J. Wilton.

Castlegar.—Alf. Plante, O. Dralet, F. Cullow, E. Trebegahr, A. McCaskill, L. Brisson, J. W. McLachlan.

Rossland.—Thos. Barker, J. R. Croustton, M. W. Elliott, Wm. Gray, J. Graham, J. A. Floyd, J. Sergent, R. M. Graham, H. Bohle, G. B. Cowan, Jas. Cowan, W. C. Bing, E. J. Harold, F. McLennan, J. Treglown, J. S. Gow, J. Schmidt, W. H. Sutherland, B. McKay, D. Keppel, John Gow.

Ymir.—Harry W. Crowe, A. G. W. Foster, A. F. McKinnon, W. E. Coles, F. Boyer, K. MsLeod, P. Jaynes, S. McKenna, Jos. Westgate, J. K. McKenzie, H. H. Dimock.

Athabasca Mine.—Thomas Binnie, R. Lewington, W. Haywood, J. J. McMullan, J. M. McLeod, H. McDonald.

Balfour.—C. A. Harrington, Josh Atyeo, Chas. Begg, E. F. Fletcher, M. Keough, J. Brown.

Procter.—J. McAskill, J. McKinnon, J. A. McDonald, D. McKechnie.

Gutelius.—Sam A. Thompson, J. Jamison.

Erie.—Jos. Dernham.

Waneta.—Joseph Boyer, F. M. Urquhart, Richard Hill, A. E. Churches, R. G. Brown, John James, R. Gillespie, H. S. Fraser, N. Hartman.

Kokanee Creek.—Charles W. Busk, A. S. Gray, Robt. McGenre, W. Bradley, A. McCoy, M. McLeod, H. Williams, J. H. McManus.

Fire Valley.—John Carmichael, A. H. Old, Basil W. Bull, Aril Johnson. John Glover, W. H. Page, J. B. Old, G. B. Old.

Slocan Junction.—L. D. Little, H. Davies, T. J. Lancaster, J. Smith, W. H. Lambert, J. W. Killey, F. Tarry, F. Elwell, W. Whiteley, C. Latendresse, J. Harlam, Jos. Jones, J. Murray.

Fred Irvine & Co.

IMPORTERS OF

STAPLE AND FANCY DRY GOODS

MILLINERY, HOUSE AND MEN'S FURNISHINGS

New Fall Dry Goods Just Arrived

100 Pieces of Fancy Flannelettes, suitable for Ladies' Shirt and Blouse Waists, Wrappers and Children's Dresses, worth 20c.
SALE PRICE 12½c

New White and Grey Saxony Wool Blankets, all sizes and qualities.
New Wool Comforters and Eider Down Quilts.
New Table Covers, Portiers and Curtains.
New Table Linens, Towels and Sheetings.
New Laces, Ribbons, Gloves and Dress Trimmings.

Bargains in Rugs, Art Squares, Floor Oil Cloths, Linoleums, Lace Curtains

FRED IRVINE & CO.

Another carload of

Mason & Risch .. Pianos ..

Has just arrived

This makes the fifth carload of these celebrated Pianos that we have received this year.

If you want a cheap Piano we have some bargains to offer—they are instruments that we have taken in exchange for Mason & Risch Pianos.

Nordheimer, Upright, slightly used	-	$200
Newcombe, Upright, slightly used	-	$200
Second hand Haines Square Piano	-	$150
Decker Upright, in good condition	-	$250

These are great bargains, every instrument is in good condition, but we hardly expect to sell them because everybody wants a Mason & Risch Piano.

Don't Forget We Sell Pianolas also.

Morley & Co.

SOLE AGENTS.

Baker Street Nelson, B. C.

Fishing Tackle

Our stock in this line is complete and embraces a larger assortment than has ever before been shown to sportsmen.

Inspection solicited. Prices right.

The J. H. Ashdown Hardware Co., LTD.

A FEW TIPS ON TEA

25 CENTS will buy ONE POUND of pure, clean, fine flavored CEYLON-INDIAN TEA.

20 CENTS will buy one pound Standard BREAKFAST BLACK TEA. Purchasers of ten pounds or more, will receive one pound extra, for each ten pounds purchased.

Equal to an allowance of TEN PER CENT DISCOUNT, on these extremely low prices.

Prices on our regular lines of CHOICE TEA, 30c, 35c, 40c, 45c, 50c, and 60c per pound for Black, Green and Blended.

Telephone 177 P. O. Box 123

KOOTENAY COFFEE CO.

The HALL MINING AND SMELTING COMPANY, Limited

NELSON, B. C.

Purchases

Lead, Copper and Dry Ores

"Let the GOLD DUST twins do your work"

Lever's X-Z (Wise Head) Disinfectant Soap Powder is a boon to any home. It disinfects and cleans at the same time. 20

DOWNES' HOTEL, CRANBROOK. New, up-to-date sample rooms.

GOVERNMENT'S CONTRACT WITH GRAND TRUNK PACIFIC

This agreement is dated the 29th day of July, 1903, and is made between the king, represented by hon. Wm. S. Fielding, acting minister of railways and canals, and sir Charles Rivers Wilson, C. B., G.C.M.G., the right honorable lord Welby G.C.B., John A. Clotton-Brock, Joseph Price, Alfred W. Smithers, all of London, England; Charles M. Hays, Frank W. Morse and William Wainwright, all of Montreal, and John Bell, of Belleville, acting on behalf of the Grand Trunk Pacific railway company.

It provides as follows:—Whereas, having regard to the growth of population and the rapid development of the production and trade of Manitoba and the Northwest Territories, and to the great area of fertile and productive land in all the provinces and Territories as yet without railway facilities, and to the rapidly expanding trade and commerce of the dominion, it is in the interest of Canada that a line of railway, designed to secure the most direct and economical interchange of traffic between eastern Canada and territories west of the great lakes to open up and develop the northern zone of the dominion, to promote the internal and foreign trade of Canada, and to develop commerce through Canadian ports should be constructed and operated as a common railway highway across the dominion from ocean to ocean, and wholly within Canadian territory; therefore, this agreement witnesseth that the said parties have contracted and agreed with each other as follows:

(1) His majesty the king, acting in respect of the Dominion of Canada, by and through his excellency the governor-general in council, is hereinafter called the government, and the said Grand Trunk Pacific railway company is hereinafter called the company.

TO CONNECT TWO OCEANS.

(2) A through line of railway of the gauge of four feet eight and one-half inches, comprising two divisions, to be called the "eastern" division and the "western" division respectively, shall be constructed, in the manner hereinafter mentioned, between the city of Moncton in the province of New Brunswick, and the navigable waters of the Pacific ocean, at or near Port Simpson, or some other port in British Columbia, as may be agreed upon. The eastern division shall comprise the portion of the said railway to be constructed from its eastern terminus through the central part of the province of New Brunswick and through the province of Quebec, by the shortest available line to the city of Quebec, then westerly through the northern part of the provinces of Quebec and Ontario, and through the province of Manitoba to the city of Winnipeg, and the western division shall comprise the portion of the said railway between the said city of Winnipeg, or some point on the said eastern division and the Pacific ocean, extending westerly through the province of Manitoba, the Northwest Territories and the province of British Columbia.

ALL IN CANADA.

(3) The said line of railway shall be constructed wholly upon Canadian territory.

(4) The said western division is further, for convenient reference, considered as being divided into two sections, one extending from the eastern terminus thereof westerly to the eastern limit of the Rocky mountains (therein designated as the prairie section) and the other extending westerly from the said eastern limit of the Rocky mountains to the western terminus of the said division (herein designated as the mountain section). The said eastern limit of the Rocky mountains shall be established after the location of the line, and after actual surveys have determined the profile thereof, upon such location, and shall be fixed and agreed upon by the chief engineer of the company and the chief engineer of the government ,as the result of such surveys, having regard to the physical features of the country and to the cost of construction and endeavoring as fairly as possible to determine where the more easy and less expensive work characteristic of prairie construction comes to an end, and the more difficult and expensive work characteristic of mountain construction begins, and in case the said engineers shall differ, the question shall be determined by the said engineers and a third arbitrator to be chosen by them, and in the event of their inability to agree on a third arbitrator, the chief justice of the supreme court of Canada may appoint the said third arbitrator, and the decision of the majority shall be final.

TO BE BUILT BY THE GOVERNMENT

(5) The said eastern division shall be constructed by and at the expense of the government, upon such location and according to such plans and specifications as it shall determine, having due regard to directness ,easy gradients and favorable curves.

(6) The company agrees to construct, maintain and operate the said western division, and to take a lease of, maintain and operate the said eastern division upon the terms and conditions, and in the manner hereinafter set forth.

(7) In order to insure, for the protection of the company as lessees of the eastern division of the said railway, the economical construction thereof in such a manner that it can be operated to the best advantage, it is hereby agreed that the specifications for the construction of the eastern division shall be submitted to and approved of by the company before the commencement of the work, and that the said work shall be done according to the said specifications and shall be subject to the joint supervision, inspection and acceptance of the chief engineer appointed by the government and the chief engineer of the company, and in the event of differences as to the specifications, or in case the said engineers shall differ as to the work the questions in dispute shall be determined by the said engineers and a third arbitrator, to be chosen in the manner provided in paragraph 4 of this agreement.

(8) The construction of the said eastern division shall be commenced as soon as the government has made the surveys and plans and determined upon the location thereof, and shall be completed with all reasoable dispatch.

(9) The western division shall be constructed by and at the cost of the company according to plans and specifications to be approved by the government.

FIVE YEARS FOR THE WORK

(10) The work of locating and constructing the said western division shall be commenced forthwith after the ratification of this agreement by the parliament of Canada, and shall proceed with the utmost dispatch, and shall be completed within five years from the 1st day of December, 1903, unless prevented by the act of God, the king's enemies, internal disturbances, epidemics, floods or other causes beyond the control of the company, and, in case of the interruption or obstruction of the work of construction from any said causes, the time fixed for the completion of said western division shall be extended for a corresponding period.

(11) The company shall lay out, construct and equip the said western division of said railway to a standard not inferior to the main line of the Grand Trunk railway company of Canada between Montreal and Toronto, so far as may be practicable in the case of a newly completed line of railway, but this section shall not be held to oblige the company to construct a double track railway.

(12) The company shall, within 30 days after the passing of the act confirming this agreement and of the act incorporating the company hereinafter referred to, deposit with the government five million dollars in cash or approved government securities, or partly in cash and partly in such approved securities, at the company's option, as security for the completion of the western division and for the first equipment of the whole line of railway, as provided for in this agreement. The government shall pay interest at the rate of 3 per cent per annum on any cash so deposited, and shall, from time to time, as received, pay over to the company any interest received by it on securities so deposited, unless and until the said deposit shall become forfeited to the government or returned to the company in the manner hereinafter provided.

(13) The government shall return the said deposit to the company on the completion of the construction of the western division and the first equipment of the whole line of railway, according to the terms hereof ;provided, however, that when it is shown to the satisfaction of the government that the application of the same will enable such construction and equipment to be completed, and that the same will be so applied, the said deposit shall be released by the government in such instalments as may be from time to time agreed upon, but if the company shall make default in the performance of obligations of the company for the construction of the said western division and for the first equipment of the whole line of railway under the terms of this agreement, treating the same as entire, then the said sum of money shall be absolutely forfeited to the government for the use of his majesty the king.

WORKING EXPENDITURE.

(14) For the purposes of this agreement, the expression, "working expenditure" as applied to the eastern division of the railway, shall mean and include all expenses of maintenance of said division and of station buildings, works and conveniences belonging thereto, and of rolling and other stock and movable plant used in the working thereof, and all such tolls, rents or annual sums as are paid in respect of property leased to, or held by, the company in respect of the said division (apart from the rent of any other leased line), or in respect of the hire of rolling stock let to the company as part of the equipment of the said eastern division, but not including the rental of the said division payable by the company to the government, as hereinafter provided; also all rent charges or interest on the purchase money of lands belonging to the company, purchased for the use of the said eastern division, but not paid for, or not fully paid for; and also all expenses of, or incidental to, working the said eastern division and the traffic thereon, including stores and supplies to rolling stock thereof while on the western division, or on the lines of another company or on the government; also rates, taxes, insurance and compensations for accidents or losses payable in respect of the said eastern division; also all salaries and wages of persons employed in and about the working of said division and the traffic thereon, and the due proportion of all office and management expenses, including directors' fees, agency, legal, medical and other like expenses, and of any sums of money contributed to any fund for the benefit of employees of the company ;also all costs and expenses of and incidental to the compliance by the company with any order of the railway committee of the privy council or of any board of authority which may hereafter be duly constituted by the parliament of Canada for the regulation of railways, and made in reference to the said eastern division; and generally all such charges, if any, not above otherwise specified, as in all cases of English railway companies are usually carried to the debit of revenue as distinguished from capital account.

COST OF CONSTRUCTION.

(15) The expression "cost of construction" in the case of the eastern division shall mean and include all the cost of materials, supplies, wages, services and transportation required for or entering into the construction of the said eastern division, and all expenditure for right of way and other lands required for the purposes of railway and for terminal facilities, accommodation works, and damages and compensation for injuries to lands and for accidents and casualties, cost of engineering, maintenance, repairs and replacement of works and material during construction, and superintendence, book-keeping, legal expenses and generally costs and expenses occasioned by construction of the said division, whether of the same kind as, or different in kind from the classes of expenditure specially mentioned, including interest upon the money expended. The interest upon such outlay in each year shall be capitalized at the end of such year, and interest charged thereon at 3 per cent per annum until the completion of the work, and until the lessees enter into possession under the terms of the said lease ,and for the purposes of this agreement the amount of such cost of construction, including the principal and all additions for interest, to be ascertained in the manner aforesaid, shall, on completion, be finally determined and settled by the government upon the report of such auditors, accountants or other officers as may be appointed by the government for that purpose.

BETTERMENT EXPENDITURES.

(16) In case after the completion of said eastern division, and taking possession thereof by the company under the lease thereof, hereinafter referred to, or at any time thereafter during the continuance of said lease, the government shall deem it necessary to expend any sums of money for the improvement of the said eastern division, the replacement of structures by others more modern, or otherwise upon capital account for betterments, and not being working expenditure, payable by the company, the government may expend such sums, and the amount thereof shall be added to the capital of construction account at the end of the year, in which such expenditure takes place, and shall thereafter be considered as part of the cost of construction, upon which interest, by way of rental, is to be paid by the company, provided that no such expenditure shall be entered upon without the consent and approval of said company.

CUSTOMS DUTIES NOT TO COUNT.

(17) No addition shall be made to the cost of construction or to the capital construction account in respect of customs duties in cases where there is direct importation of material or supplies by the government.

(18) The cost of construction of the western division shall include the like classes of expenditure, as in the case of the construction of the eastern division but the amount thereof shall be established by the company to the satisfaction of the government periodically from time to time, and upon the completion thereof in such manner as the government may direct or determine.

(19) For the purpose of enabling the government to determine the cost of construction of the said railway, or of any portion thereof, or the cost of the equipment supplied, or the net earnings of the railway, or of any part or parts thereof, pursuant to this agreement, the government shall have the right from time to time, and at all times, by and through such agents, engineers, accountants and inspectors as it may appoint for that purpose, to inspect all the books of account, pay sheets, contracts, correspondence and all other books, papers and documents, the inspection of which may be considered necessary for the purpose of determining such cost or net earnings. The company shall keep separate accounts of earnings and expenditure of eastern and western divisions, and for the purposes of this agreement the earnings from through traffic shall be apportioned between the eastern and western divisions, according to the usual practice of connecting lines of railway operated by two separate companies. Any dispute as to the proper divisions of such earnings shall be determined by arbitrators to be appointed in the manner provided for by paragraph 47 of this agreement. Provided, however, that if a board of railway commissioners shall be hereafter appointed, under the authority of an act of the parliament of Canada, having powers substantially as proposed by bill No. 21 of the present session of parliament, then such dispute shall be determined by such board from whose decision herein either party shall have the right, without leave, to appeal to the supreme court of Canada.

RENTAL TO BE PAID.

(20) When completed the said eastern division shall be leased to and operated by the company for the period of 50 years, at a rental payable as follows, namely: For the first seven years of the said term the company shall operate the same, subject only to the payment of working expenditure, as defined in paragraph 14 of this agreement. For the next succeeding 43 years the company shall pay annually to the government by way of rental a sum equal to 3 per cent per annum upon the cost of construction of the said division, ascertained in the manner defined in paragraphs 15 and 16 of this agreement, provided that if during any one or more of the first three years of the said period of 43 years the net earnings of the said division, over and above working expenditure, shall not amount to 3 per cent of the cost of construction, the difference between the net earnings and the rental shall not be payable by the company, but shall be capitalized and form part of the cost of construction upon the whole amount of which rental is required to be paid at the rate aforesaid after the first 10 years of said lease and during the remainder of that term.

RENEWAL MAY BE GRANTED.

(21) If upon the termination of the said lease the government shall determine not to undertake the operation of the said eastern division, the company, provided the terms offered by it are as favorable to the government as those offered by any other railway company equally competent to perform and fulfil the obligations required by the government to be assumed by the lessees thereof, shall have the right to an extension, or renewal, of the said lease for a further period of 50 years, upon such terms as may be agreed upon. Notices of the intention of parties shall be given, as may in such lease be provided.

(22) The company shall equip both divisions of the said line of railway with modern and complete rolling stock suitable and amply sufficient for efficient operation, and the handling of all classes of traffic to the satisfaction of the government ,and the first equipment for the completed road shall be of value of at least twenty million dollars, of which not less than five million dollars worth shall be supplied for the operation of the eastern division of the said railway, and the said five million dollars worth of rolling stock, together with all renewals thereof and additions thereto, shall be marked as assigned to the said eastern division, and shall be held to be and form part of the equipment of the eastern division of the railway during the said period of 50 years, and shall be used as the equipment appertaining thereto, according to the ordinary practice of railways, during the said period of 50 years.

MUST BE PROPERLY MAINTAINED

(23) The lease of the said eastern division shall contain all necessary and proper provisions required by the government for securing during the entire term of the said lease the efficient maintenance and operation of the said division, including all repairs and renewals and the maintenance and renewal of its rolling stock and equipment, so as to keep the said division in all respects up to the standard of modern and efficient railway practice and operation, as the same shall be advanced and improved from time to time during the whole term of said lease, it being the intention of this agreement that the said lease shall provide, in all respects, for the upkeeping of the said eastern division and of the equipment thereof (otherwise than by expenditure upon construction account under paragraph 16 hereof), to the satisfaction of the government, at the expense of the company, after the same shall be completed and handed over by the government to the company for operation .

RUNNING RIGHTS RESERVED.

(24) The lease shall also contain proper and usual provisions.: (a.) Reserving to the government in respect of its ownership present and future of the Intercolonial and any other line or lines of railway running powers and haulage rights over the said eastern division upon equal terms with the lessees, subject to such reasonable restrictions as may be necessary to secure safety and convenience in the operation of all the traffic over the said division, and subject to the payment by the government to the company of such reasonable compensation as may be agreed upon between the government and the company; (b) reserving power to the government to grant running powers and haulage rights sufficient to enable any railway company desiring to use the said eastern division, or any part thereof, to do so upon such terms as may be agreed upon between the companies or, in case of their failure to agree, then upon such terms as may be deemed reasonable and just by the government, having regard to the rights and obligations of the lessees; (c) securing to the government, in respect of its ownership as aforesaid, running powers and haulage rights over the western division, or any portion thereof, upon such terms as may be agreed upon between the government and the company.

WESTERN RUNNING RIGHTS.

(d.) Securing to any railway company desiring to make use of the same, running rights and haulage rights over the said western division, or any portion thereof, upon such terms as may be agreed upon between the companies, or in case of their failure to agree, then upon such terms as may be deemed rasonable and just by the government; (e.) securing to the company running powers and haulage rights over the Intercolonial railway, or any portion thereof, upon such terms as may be agreed upon between the government and the company.

(24) If in any question arising under the provisions of sub-paragraphs (a), (c) and (e) of this paragraph, the parties shall fail to agree, the matter in difference shall be determined by arbitrators to be appointed in the manner provided by paragraph 47 of this agreement, provided, however, that if a board of railway commissioners shall be hereafter appointed under the authority of an act of the parliament of Canada, having powers substantially as proposed by bill No. 21 of the present session of parliament, then such dispute shall be determined by such board, from whose decision herein either party shall have the right, without leave, to appeal to the supreme court of Canada.

(25) The said lease shall also contain such other covenants and provisions including proper indemnity to the government in respect to the working of the railway, as may be necessary by the government to secure the proper carrying out of this agreement.

CAPITAL STOCK $45,000,000.

(26) The capital stock of the company shall be forty-five million dollars, of which not more than twenty million dollars shall be preferred, and not less than twenty-five million dollars common stock.

(27) The company undertakes that the Grand Trunk railway of Canada shall acquire and take the said common stock to the amount of twenty-five million dollars, except shares held by directors, not exceeding 1000 shares, and shall hold the same during the term of the said lease, and so long as any of the bonds guaranteed by the government under the terms of this agreement shall remain outstanding until paid.

BOND ISSUE GUARANTEED.

(28) For the purpose of aiding the company in the construction of the western division, the government shall guarantee payment of the principal and interest of an issue of bonds to be made by the company for a principal amount equal to 75 per cent of the cost of construction of the said division, as defined and ascertained in accordance with the provisions of paragraph 18 hereof, but such principal amount shall not in any case exceed thirteen thousand per mile of the mileage of the prairie section, nor thirty thousand dollars per mile of the mileage of the mountain section, although 75 per cent of such cost of construction may have exceeded the said respective sums per mile.

(29) Such bonds may be issued in such denominations in the currency of the Dominion of Canada, or in sterling money of Great Britain, as may be agreed upon, and the principal of such bonds shall be payable 50 years from the date of issue, and the said bonds shall be dated and issued, and the guarantee of the government endorsed thereon, so soon as the western division is constructed and equipped, ready for operation, in accordance with the provisions of this agreement, provided that the eastern division is then also furnished with the first equipment required by this agreement, or that the deposit hereinbefore provided for is then still unforfeited in the hands of the government.

(30) The said bonds shall bear interest at the rate of 3 per cent per annum, payable half yearly, and shall have attached thereto coupons representing the instalments of interest thereon, and shall be in such form as the government shall determine.

INTEREST ON PRAIRIE SECTION

(31) The government shall pay the interest upon an amount of bonds equal to the principal of the bonds guaranteed by the government to account for construction of the prairie section, as mentioned in paragraph 28 hereof, from the date of issue thereof, and, should default be made by the company in payment thereof; or of any part thereof, the government shall pay the same, and take up the coupons representing such interest and moneys so paid by the government under its guarantee, whether for principal or interest, of the said bonds, shall be to be paid in discharge of the liability of the government, but not in discharge of the liability of the company with respect of the said bonds, and any moneys so paid by the government shall continue to be a charge under the said mortgage, to be given to secure the said guaranteed bonds, hereinafter mentioned, and the government shall be subrogated to all the rights of the holders of the said bonds, the interest upon or the principal of which shall have been paid by the government, and the government shall, in respect of all moneys which it may so pay, be in all respects in the position of holders of bonds in respect of whose bonds default has been made to the extent of the moneys so paid by the government, subject to the following proviso and exception, namely: That the government shall not, durin gthe next succeeding period of three years following the period of seven years above mentioned, be entitled to exercise any rights of foreclosure or sale against the company, or to take possession of the said railway, if the default of the company consists in failure to pay during the said period of three years the interest upon an amount of bonds equal to the principal amount guaranteed by the government on account of the construction of the said mountain section, but any moneys so paid by the government shall be repaid by the company to the government in the following manner: At the end of the said period of three years the whole amount so paid by the government shall be capitalized, and shall be repaid by the company to the government with interest at the rate of 3 per cent per annum, or the company may at its option repay the same in 40 equal annual instalments with interest at the rate aforesaid, or may give to the government bonds for the said interest capitalized and the bonds so to be given therefor, if any, shall continue to be secured by the said mortgage to secure the bonds guaranteed by the government hereinafter mentioned, and the said mortgage shall contain proper provisions in that behalf.

(33) After the period of ten years from the issuing of the said bonds, and until the principal of the said bonds is paid, the company shall pay the interest thereon, and should default be made by the company in payment of the said interest, or of any part thereof, the government shall pay the same and take up the coupons representing such interest. And moneys so paid by the government shall be deemed to be paid in discharge of the liability to the government, but not in discharge of the liability of the company with respect thereto, but the government shall be entitled to immediate payment thereof, but the company shall thereafter, until such repayment by the company, be subrogated to all the rights of the original holders of said coupons against the company.

G. T. R. GUARANTEE OF BONDS.

(34) Inasmuch as the bonds to be guaranteed by the government only make provision for part of the cost of construction of the western division, the company hereby agrees that the Grand Trunk company of Canada shall guarantee bonds for the balance required for the construction of the same western division exclusive of the said twenty million dollars required for first equipment, which the company is required to provide under paragraph 22 of this agreement, and the company may issue a second series of bonds, to be guaranteed as aforesaid by the government and Grand Trunk company of Canada, to be a second charge upon the property described in paragraph 25 (b) hereof, and to be subject to and to rank upon the said property next after the said bonds so to be issued and guaranteed by the government.

(34) The expression "bonds" wherever used in this agreement shall be deemed to include debentures and debenture stock.

MORTGAGE POWERS.

(35) For the purpose hereinafter in this paragraph respectively defined, the company may and shall create mortgages to trustees as follows: (a) A mortgage which shall be a first charge upon the railway undertaking, equipment and property, tolls, rights and franchises of the company ,including all equipment and property to be thereafter acquired by the company (but not including branch lines exceeding six miles in length or the revenue therefrom, or the franchises in connection therewith, or such additional rolling stock as may with the assent of the government be designated and marked by the company as constituting the equipment thereof, and not including ships or any municipal or provincial grants of land, by way of bonus or subsidy, to the said company, other than for railway purposes) ,to secure the payment of the said issue of first mortgage provided for by paragraph 35 (a), save and except the rolling stock constituting the equipment of the eastern division, to secure the bonds to be guaranteed by the Grand Trunk Railway company of Canada, as aforesaid. (c.) A mortgage which shall be a charge upon the rolling stock constituting the equipment of the eastern division next after the charge mentioned in paragraph 35 (a) to secure to the government the rental payable in respect of the eastern division, the efficient maintenance and continuous operation of the said eastern division, and the observance of and performance by the company of the terms of this agreement.

(2) The said several mortgages and all bonds and securities required to carry this agreement into effect shall be in such form and contain such provision not inconsistent with the terms thereof, as the government may approve.

INTERIM BONDING POWER.

(36) Notwithstanding any of the provisions of this agreement, interim bonds of the company secured by first mortgage may from time to time during and for the purposes of the work of construction of the said western division, be issued by the company, and guaranteed by the government, as may be agreed upon from time to time, subject to all the limitations and conditions imposed by this agreement, provided, however, that all such interim bonds shall be issued upon such terms that upon the completion of the said western division the same, or so much thereof (principal and interest) as may be then outstanding, shall be convertible, as against the holders thereof, into bonds issued under the provisions of paragraph 28 hereof.

CANADIAN MATERIAL TO BE USED

(37) The company shall purchase all material and supplies required for the construction of the western division and the equipment of the whole of the said line of railway from Canadian producers, when the same are produced in Canada, and when such material and supplies can be purchased in desired quantities and of equal quality suitable for the purpose required, and for prices and upon terms equally advantageous with those procurable elsewhere.

(38) The railway act of Canada, and any amendments enacted heretofore, or which shall hereafter be enacted, shall apply to the operation of the eastern division of the company, and to the rights, liabilities and obligations of the company as lessees thereof, and to the location, construction and operation of the western division thereof, except as otherwise provided by this agreement, by the act confirming the same or by any special act of the company.

PUBLIC CONTROL OF RATES.

(39) The rates to be levied and taken by the company upon any part of the said railway shall e under the control of the governor in council, or of such authority, commission or tribunal as is designated or constituted under any act of the parliament of Canada for the regulation or control of the business of railways.

(40) The company shall, before being entitled to the guarantee provided by this agreement, furnish evidence, satisfactory to the government, that all just claims of contractors and for materials, wages and supplies, and all just claims against contractors and sub-contractors for materials, wages and supplies entering into and supplied for the construction of the railway have been duly paid.

A SUFFICIENT SERVICE.

(41) At all times during the terms of the said lease the company shall continuously and efficiently operate both divisions of the said railway, giving due and sufficient service for the accommodation of all traffic to the satisfaction of the government.

(42) It is hereby declared and agreed between the parties to the agreement that the aid here provided for is granted by the government of Canada for the express purpose of encouraging the development of Canadian trade, and the transportation of goods through Canadian channels. The company accepts the aid on these conditions, and agrees that all freight originating on the line of the railway, or its branches, not specifically routed otherwise by the shippers, shall when destined for points in Canada be carried entirely on Canadian territory, or between Canadian inland ports, and that the through rate on export traffic from the point of origin to the point of destination shall at no time be greater via Canadian ports than via United States ports, and that all such traffic not specifically routed otherwise by the shipper shall be carried to Canadian ocean ports.

THROUGH CANADIAN CHANNELS.

(43) The company further agrees that it shall not, in any matter within its power, directly or indirectly, advise or encourage the transportation of such freight by routes other than those above provided, but shall, in all respects, in good faith, use its utmost endeavors to fulfil the conditions upon which public aid is granted, namely, the development of trade through Canadian channels and Canadian ocean ports.

(44) In respect of the tolls, for any traffic carried partly over any line of railway operated by the company, and partly over any of the lines of the Intercolonial railway, a fair and equitable rateable division of all such tolls shall be made by mutual agreement, or, in case of dispute, such division shall be fixed by arbitrators appointed in the manner provided by paragraph 47 of this agreement, or by a board of commissioners which may hereafter be appointed as mentioned in paragraph 49 of this agreement, and with the right of appeal as therein mentioned.

THE SHIPPING CONNECTIONS.

(45) The company shall arrange for and provide, either by purchase, charter or otherwise, shipping connections upon both the Atlantic and Pacific oceans, sufficient in tonnage and in number of sailings to take care of and transport all its traffic both inward and outward, at such ocean ports within Canada, upon the said line of railway, or upon the line of the Intercolonial railway, as may be agreed upon from time to time, and the company shall not divert, or, so far as it can lawfully influence or control, upon the ground that there is not a sufficient amount of shipping to transport such traffic from or to such Canadian ocean ports.

RIGHT OF WAY.

(46) The government shall procure to be granted to the company, in so far as the same are vested in his majesty in right of Dominion of Canada, such lands as may be required for the right of way of the western division, and for all stations, station grounds, workshops, buildings, yards, appurtenances, required for the construction and working thereof, and shall also procure to be granted to the company, upon such terms as may be agreed upon, in so far as the same are so vested in his majesty such lands fronting on and covered by navigable waters touched by the line of the railway, as in the judgment of the government may reasonably be required for the use of the company in connection with its operations. The right of the company to obtain such lands without compensation shall cease when the said division is constructed and equipped as required by paragraph 29 hereof.

DISPUTES TO BE ARBITRATED.

(47) Any dispute which may arise as to the construction of this agreement or as to the performance of any of the obligations of either of the parties to this agreement, or as to the working expenditure or cost of construction shall, if not herein otherwise provided for, be determined by the word of a single arbitrator, if the parties concur in his appointment, or if not by the award of three arbitrators, one of whom shall be appointed by the government, one by the company, and the third by the two so appointed ,or in the case of their being unable to agree, by the chief justice of the supreme court of Canada, and the award of a majority of such three arbitrators shall be final.

A GOVERNMENT DIRECTOR

(48) During the terms of said lease, and so long as the government remains liable for any portion of bonds issued by the company, the government shall have the right to appoint one director of the company. Such director shall not receive any remuneration from the company, but shall be paid a salary by the government, not to exceed two thousand dollars per annum.

ALL SUBJECT TO INCORPORATION.

(49) The company has applied to the parliament of Canada for an act of incorporation, and this agreement shall be binding only in the event of said act, conferring upon the company sufficient powers to enable it to carry out the provisions of this agreement being passed at the present session of parliament, and this agreement shall then be assumed by and become binding upon the said company.

(50) This agreement shall be submitted to and be subjected to ratification by the parliament of Canada.

The agreement is signed by hon. W. S. Fielding, on behalf of the dominion government, and M. C. Hays and Wm. Wainwright, on behalf of the Grand Trunk.

CRANBROOK BUSINESS DIRECTORY

LEADING BUSINESS FIRMS

BOARD OF TRADE
W. F. GURD. Secretary.

BAKERIES
CRANBROOK BAKERY, A. Chartrand,
CITY BAKERY, C. W. Wilson, Phone 54, P. O. Box 156.

CONFECTIONERS
G. P. TISDALE, Phone 56.

DENTIST
DR. F. E. KING, Phone 68.

DRAY AND EXPRESS
PERRY & FITZGERALD.

DRESSMAKING
MISS A. E. CARDIFF.

FOUNDRY
THE STEEL AND IRON WORKS.

GROCERS
G. T. ROGERS, Phone 23, P. O. Box 34.
KING MERCANTILE CO., Phone 8, P. O. Box 2.

HOTELS
CRANBROOK, James Ryan, Proprietor.
DOWNES' COSMOPOLITAN.
WENTWORTH, Rollins & Dickinson, Proprietors.
CANADIAN, G. Brault, Proprietor.

HOSPITAL
ST. EUGENE, (Sisters of Charity).

JEWELERS
W. F. TATE, P. O. Box 105.
W. H. WILSON.

LEGAL FIRMS
E. H. THOMPSON.

MEAT MARKETS
P. BURNS & CO., P. O. Box 3, Phone 10.
M. McINNES, Phone 45, P. O. Box 145.
HARRIS & JOLIFFE.

MERCHANT TAILORS
McSWEYN & GRIFFITH, P. O. Box 56.
LEASK & HENDERSON, P. O. Box 156.

PHYSICIANS AND SURGEONS
DR. J. H. KING, Phone 2, P. O. Box 28.
DR. F. W. GREEN, Phone 2, P. O. Box 28.

PHOTOGRAPHERS
PREST PHOTO CO, P. O. Box 125.

PAINTERS AND DECORATERS
A. NEIDIG.

REAL ESTATE AND INSURANCE
BEALE & ELWELL.

SAW AND PLANING MILLS
LEASK & SLATER, Phone 65a.

SECOND HAND STORES
L. SAGE, P. O. Box 205.

UNDERTAKERS AND EMBALMERS
CHAS. CAMPBELL, Phone 45.
THE MACCONNELL FURNITURE & UNDERTAKING COMPANY.

WHOLESALE LIQUORS
McDERMOT & BOWNESS, P. O. Box 17, Phone 17.

FERNIE BUSINESS DIRECTORY

LEADING BUSINESS FIRMS.

Boots and Shoes.
H. A. SENKBEIL.

Breweries.
FORT STEELE BREWING CO.

Cigar Factories.
CROW'S NEST CIGAR FACTORY.

Drugs and Stationery.
FERNIE DRUG STORE. N. E. Suddaby.
A. W. BLEASDALE. Box 263.

Dray and Express.
CITY TRANSFER CO. P. O. Box 246.
FERNIE CARTAGE CO. P. O. Box 267.

Dentists.
DR. BARBER. Opposite Royal Hotel.

Dry Goods and Groceries.
CHARLES RICHARDS. P. O. Box 245.
CROW'S NEST TRADING CO.

Hotels.
ALBERTA HOTEL. J. L. Gates, Prop.
VICTORIA HOTEL.
FERNIE. S. Manahan, Prop.
QUEEN'S HOTEL. Chenette & Ross.
MUSKOKA HOTEL. J. Bulko, Prop.

Hardware.
ELLIOTT & SHEPPARD. Box 276.

Legal.
ROSS & ALEXANDER.

Merchant Tailors.
F. J. MITCHELL.

Millinery and Fancy Goods.
MRS. E. TODD. Box 328.

Real Estate and Insurance.
CREE & HUTCHISON
F. J. WATSON. P. O. Box 235.

Restaurants.
T. H. ELLIOTT. Opposite rear of Depot.
UNION RESTAURANT. Geo. K. Ichikawa, Prop.

Watchmakers.
C. H. DEMAUREZ.

Grand Clearance Sale

our stock is rapidly decreasing, if you want

SNAPS

Call early before they all go

We have Builders' Hardware, Mechanics' Tools, Paints, Oils, Varnishes and Brushes. Screen Doors, Refrigerators, Fishing Tackle and Bird Cages. Guns, Rifles and Ammunition. Everything below cost.

MAIL ORDERS PROMPTLY ATTENDED TO

Nelson Hardware Co.

Box 631, Nelson, B. C.

The Mines Exchange, Ltd.

MINING BROKERS, PROMOTERS AND FISCAL AGENTS
MINES AND MINING STOCKS

ASK US FOR REPORTS AND QUOTATIONS.

K. W. C. Block, Nelson, B. C.

Other Offices:
Chicago, Ill.
Duluth, Minn.
Calumet, Mich.
Salmon, Idaho.
Camborne, B. C.

Official Brokers for the Calumet and British Columbia Gold Mines, Limited, Non-Personal Liability (Eva Mine) and The Atlin (Ymir) Gold Mining and Milling Company, Limited.

The first 100,000 shares of the latter Company are now offered to the public at 5 cents per share. Ask us for particulars.

WIRE ROPE

The Dominion Wire Rope Co., Ltd.

MONTREAL

Manufacturers of

Best Steel Wire Rope
Tramway Hoisting and Mining Wire Rope
Lang's Lay for Tramways and Underground Haulage
Estimates Furnished
Stock Carried in Rossland.

H. E. CROASDAILE
AGENT, NELSON

The Sunlight way of washing requires little or no rubbing. You should try Sunlight Soap. Will not injure dainty fabrics.

3B

THE GREAT FEDERATIONIST

JOSEPH HOWE, NOVA SCOTIA'S BRILLIANT SON.

ONE OF THE ABLEST OF CANADA'S STATESMEN.

Joseph Howe's political horizon was probably wider than that of any other statesman born in Canada. He took an enlightened interest in the affairs of the United States, and foretold in 1854 that "the question of slavery must be settled sooner or later by bloodshed." And, what is rarer with Canadian public men, he had an equal insight into European complications and intrigues. In his "Organization of the Empire" he clearly shows the dangers of the empire from without as well as from within.

Champion of provincial autonomy as he was, the welfare of the empire was paramount with him. In fact his struggle for responsible government was also a struggle for the unity of the empire. To establish complete fraternity between British communities, it needed the political freedom which he won as well as the political equality which he yearned for. "The question of questions for us all, he declared, "far transcending in importance any other within range of domestic or foreign politics, is . . not how a province or two can be strengthened by a fort or by the expenditure of a million of dollars, but how the whole empire can be so organized and strengthened as to command peace or be impregnable in war."

This question he would not shelve—even as a minister. In his "Letter to Sir Francis Hincks," he asserted, "While I honorably fulfil my official obligations to the government of Nova Scotia, it has no right to complain of the free expression of my opinions on any topic of general interest. This is a question of imperial dimensions—it involves the integrity of a great empire. Is my local position, as an officer of a single province, to circumscribe my rights and duties as a British subject, as a citizen of that empire? God forbid."

As far back as 1846, in his letter to lord John Russell, Howe had recommended the representation of the colonies in parliament and other measures for imperial consolidation ;and when, in 1854, the hon. J. W. Johnstone moved in the house of assembly a resolution for the union of the colonies, Howe responded with his memorable speech in favor of a greater scheme—the organization of the empire. Referring to governor Pownall, who prior to the American revolution proposd the unifying of the empire and the representation of the colonies in parliament, Mr. Howe observes: "Had his advice been taken the revolution would never have occurred—we should have been spared the second war; and the paltry jealousies which any sneering scribbler or unprincipled politician may blow into a flame would never have existed." He asks, "How long is this state of pupillage to last?" He declares that, "while the people of two small islands divide the distinctions and the influence of the empire among them they will, by and by, be awakened by the peacful organization of a great country, whose inhabitants must be Britons in every sense of the word, or something more." "Sir," he exclaimed later on in the same speech, "I do not envy our neighbors in the United States their country, their climate or their institutions. But what I do envy them is the boundless field of honorable emulation and rivalry, in which the poorest man in the smallest state may win, not mere colonial rank and position, but the highest national honors. Here lies the marked distinction between republican and British America. The sons of the rebels are men full grown—the sons of the loyalists are not.

* * * * * *

"Some years ago I had the honor to dine with the late John Quincy Adams, at Washington. Around his hospitable board were assembled 15 or 18 gentlemen of the highest distinction in the political circles of that capital. . . . Men superior to most of them I have seen on this floor every session for 20 years. Their equals are here now. But how different are the fields of emulation—how disproportionate the incitement to excellence—the distinctions—the rewards. Almost every man who sat around me on that night either enjoyed or has since won, some national distinction. They were or are now, senators in a national council, foreign ambassadors, governors, secretaries of state, commanders of squadrons or leaders of armies.

"North America must ere long claim consolidation into the realm of England, as an integral portion of the empire, or she will hoist her own flag. . . . Here is work for the highest intellect—for the purest patriots on both sides of the Atlantic. Here is a subject worthy of the consideration of the largest minded British statesman now figuring on the stage of human life. In presence of this great theme how our little squabbles sink into insignificance. . . I have often thought how powerful the empire might be made, how prosperous in peace, how invincible in war, if the statesmen of England would set about its organization and draw to a common centre the high intellects which it contains."

In another part of the same speech he exclaims,—"Sir, I would not cling to England one single hour after I was convinced that the friendship of North America was undervalued, and that the status to which we may reasonably aspire had been refused. But I will endeavor, while asserting the rights of my native land with boldness, to perpetuate our connection with the British isles, the home of our fathers, the cradle of our race."

In his letter to sir Francis Hincks, written during the Crimean war, he forcefully voices his manly discontent at the non-contributing attitude of the colonies. The people of Britain, he says, "are paying a million a week to uphold the national honor, yet we call ourselves common inheritors of that priceless treasure, for the preservation of which we do not vote a sixpence. . . We have been 18 months at war, and the great provinces of this empire where the queen's health is drunk at every festival have not sent a man to enforce the quen's authority. We have been 18 months at war, and not a man of the hundred millions who profess to venerate the British flag has struck a blow in its defence. Yet you tell me the system is perfect, and I tell you that it is no system at all. . . If I sought to 'dismember the empire,' I would be silent and let these contrasts work their way. I point them out because I desire to keep the empire together—to organize and strengthen it—to rally round the national flag the energies of millions who now strike no blow in its defence—to bulwark the British islands with natural allies—to make them independent of Turks and Austrians and Spaniards—to draw into the imperial employments the high intellects which embellish, the energies which control the destinies of its distant provinces—to make queen Victoria's service a service of love and emulation everywhere—to enable her to command every sword within her dominions. To teach Englishmen to value their own flesh and blood—to teach colonists to look to this great metropolis as an arena which at any moment they may be called to tread—to Westminster abbey . . as the sacred depository where their children may be laid when they have discharged in open and fair fields of emulation the higher duties of empire and won its proudest distinctions. When that day comes, and come it will . . when the men of the east and of the west, of the north and of the south, speak with authority and fullness of knowledge, from the noblest forum to the largest civilized community in the world, then we shall have a camp at Aldershot, and an army that, unaided by foreign alliances or mercenaries, can protect the civilization of the world."

Another distinguished Nova Scotian, who differed from Howe on most political issues, fully shared his love and appreciation for the motherland. Haliburton also saw danger in the continuance of the colonial status; he also recognized its cramping influence, and urged the consolidation of the empire. But Howe went further than his friend in outlining a specific scheme for the attainment of their common object. In his pamphlet entitled "The Organization of the Empire," published in London in 1866, he proposed "to treat all the colonies, which have legislatures and where the system of responsible government is in operation, as having achieved a higher political status than crown colonies or foreign dependencies, and to permit them to send to the house of commons one, two or three members of their cabinets." After giving his reasons for suggesting this particular mode of representation, and after discussing the proper limits of the jurisdiction of the reconstructed imperial parliament, Mr. Howe asks: "Would the colonists value this privilege? I think they would, but if they did not, their mouths would be closed!"

"Having made this step in advance," he declared, "I would proceed to treat the whole empire as the British islands are treated, holding every man liable to serve the queen in war and making every pound's worth of property responsible for the national defence."

Mr. Howe next proposes that a decennial census in all parts of the empire should be provided for, to embrace certain specified details. Then, after sketching the outline of a bill for the organization of the imperial defences, he goes on:

"By another bill to operate uniformly over the whole empire (India being excluded as she provides for her own army), the funds should be raised for the national defence. This measure, like the other, should be submitted for the sanction of the colonial governments and legislatures. This fund could either be raised as head money over the whole population, in the form of a property or income tax, or by a certain percentage upon imports. . . As the great arsenals, dockyards, depots and elaborate fortifications ,are in these islands, as the bulk of the naval and military expenditure for arms, munitions and provisions ,occurs here, where are the great fleets and camps, the people of Great Britain and Ireland ought to be prepared to pay, and I have no doubt would a much larger proportion towards this fund than it would be fair to exact from the outlying provinces, where, in time of peace, there is but little of naval or military expenditure.

"In another respect a wise discrimination should be exercised. Within the British islands, are stored up the fruits of 18 centuries of profitable industry. All that generations of men toiled for, and have bequeathed, is now in possession of the resident population here, including all that was created and left by the forefathers of those by whom the British colonies have been founded. Taking into view, then, the comparison which these wealthy and densely populated islands bear to the sparsely populated colonies beyond the sea, it would seem but fair that they should assume, in proportion to numbers, a much larger share of the burthens of national defence."

Howe does not seem to have been wedded to his own or any other scheme, for he observes that, "If the general principle be admitted, we need not waste time with the details, which actuaries and accountants can adjust. Fair allowance being made, under these two heads I can see no reason why the colonies should not contribute in peace and war their fair quotas towards the defence of the empire. . . That it is the duty and would be for the interest of all her majesty's subjects in the outlying provinces, fairly admitted to the enjoyment of the privileges indicated, to make this contribution, I have not a shadow of doubt. Without the protection of the fleets and armies of England, they are all defenceless. Without efficient organization, they cannot lean upon and strengthen each other, or give the mother country that moral support which in peace makes diplomacy effective, and in war would make the contest short, sharp and decisive. Besides, the overflow of labor and of capital into the colonies is to some extent checked by doubts as to the security of their future. If once organized and consolidated, under a system mutually advantageous and universally known, there would be an end to all jealousies between the taxpayers at home and abroad. We should no longer be weakened by discussions about defence or propositions for dismemberment, and the irritation which is now kept up by shallow thinkers and mischievous politicians, would give place to a general feeling of brotherhood, of confidence, of mutual exertion, dependence, and security. The great powers of Europe and America would at once recognize the wisdom and forethought out of which had sprung this national combination and they would be slow to test its strength. We should secure peace on every side by the notoriety given to the fact, that on every side we were prepared for war. . . But suppose this policy propounded and the appeal made, and that the response is a determined negative. Even in that case it would be wise to make it, because the public conscience of the mother country would then be clear, and the hands of her statesmen free, to deal with the whole question of national defence, in its broadest outlines or in its bearing on the case if any single province or group of provinces, which might then be dealt with in a more independent manner.

"But I will not for a moment do my fellow colonists the injustice to suspect that they will decline a fair compromise of a question which involves at once their own protection and the consolidation and security of the empire. At all events, if there are any communities of British origin anywhere, who desire to enjoy all the privileges and immunities of the queen's subjects without paying for and defending them, let us ascertain where and who they are—let us measure the proportions of political reputation now, in a season of tranquility—when we have leisure to gauge the extent of the evil and to apply correctives, rather than wait till war finds us unprepared and leaning upon presumptions in which there is no reality."

In his letter to the right hon. C. B. Adderley in 1862, Howe forcefully denounced the policy of the Little Englanders of that day. If his province chose to join the American republic, he said, "the coasting trade and the free navigation of the rivers of the United States would be open to our vessels; we could coast from Maine to California. Every gubernatorial chair, every department, every diplomatic office, on either continent, would be open to us; and yet, with all these temptations to desert you, we still adhere to England. Why? Because, as I said before, it is a question of honor and affection, and not of interest. Our allegiance has never been divided, but has come down to us, from the earliest records of the monarchy. We have never been anything else but Britons. Why should we now? Don't tempt us, by unworthy suspicions, and political hypercriticism of our every act, to desire to be anything else. Not only our blood but our thoughts have been mingled for centuries. Our fathers fought in the same fields, died on the same scaffolds, burnt at the same stakes, struggled for the same principles; won the great charter, built the great cathedrals and castles, cleared up the face of England and made her what she is; and shall you, because you happen to be left in possession of the homestead, and because we have gone abroad to extend the territory of the empire, to people the earth and to subdue it, to illustrate and reproduce our civilization under new forms and in distant regions—shall we, I ask, forfeit our inheritance, be deprived of our birthright, and hear our brethren plead that their interest is no longer promoted by the connection."

He did not believe it was the duty of the friends of the empire, but the policy of its enemies to attempt to divide its forces; the task of its friends was to unite and combine.

"If I understand your argument," he wrote to Mr. Adderley, "you would have half a hundred little standing armies, scattered all over the globe, paid out of 50 treasuries, and with uniforms as various as were the colors in Joseph's coat, with no centre of union, no common discipline, no provision for mutual succor and support. I would have one army that could be massed within a few days or weeks on any point on the frontier, moved by one head, animated by one spirit, paid from one treasury. Into this army I would incorporate as many of the colonial militia as were required to take the field in any province that might be attacked, and, from the moment they were so incorporated, they should be moved, paid and treated as one imperial force."

Mr. Howe proposed no half measures. He believed that, to evoke imperial enthusiasm among his countrymen, to rouse them from their long lethargy, it was more desirable to offer them full citizenship, full representation, full rights, full responsibilities ,and full contribution—save the fair rebate which he so ably justified. If any fire of imperial patriotism smouldered beneath the ashes, he believed in using the bellows and blowing it to a flame. He believed in smiting the rock and letting the waters flow, if they were there. And if they were not, he thought we had better know it and govern ourselves accordingly. The quality of patriotism is not strained; and a thorough scheme of organization, he thought, would be more acceptable to proud and unrepresented communities than repeated requests for uncovenanted assistance.

During the Crimean war Howe attempted, ineffectually, to raise a foreign legion in the United States, with the authorization of governor LeMarchant. In the subsequent debate on the Foreign Enlistment bill, Mr. Gladstone sharply criticized this action of Mr. Howe; and the spirited rejoinder of the latter amply proved his assertion that "colonial gentlemen are not without the spirit necessary for self defence and even retaliation." Mr. Gladstone promptly made the amende honorable.

The relations of Mr. Howe with British officials and parliamentarians had occasionally been strained before. In his long battle for responsible government he had experienced snubs and had retorted with wit and vigor. But he was far too high minded to follow the example of lesser politicians by venting his irritation against individuals upon the country which they represented.

His love for Britain never weakened. It shows itself in several of his poems, notably, "The Flag of Old England." He quotes, with warm appreciation, Shakespeare's immortal tribute to the "Sceptered Isle." But his strongest and most lengthy defence of the motherland is contained in a letter publishd for the first time in the Christmas number of the Halifax Chronicle, in 1890. He had been present in the United States house of representatives in 1866, when Bancroft, the historian, delivered his memorial address on Lincoln. Howe hastened to repel Bancroft's calumnies and to vindicate the character and institutions of the motherland in an eloquent letter. This letter the British minister sir Frederick Bruce, dissuaded him from publishing just then, because our relations with the United States were unpleasantly strained in that year, and some of Howe's expressions were certainly strong. But his vehemence was the vehemence of provoked patriotism.

This paper has nothing to do with Mr. Howe's alleged approval of the confederation of the provinces before it was a practical issue, or with his opposition to it while it was a practical issue or with his acquiescence in it after its final accomplishment. It is entirely within my scope, however, to point out that his opposition to confederation was quite consistent with his imperial patriotism, if not partly dictated by it. It is true that the establishment of the dominion, and subsequently of the commonwealth of Australia, will simplify the process of imperial federation, if it ever is to be. But Howe argued that while the provinces remained apart, all their ultra-provincial patriotism would go to the motherland, all their national pride and ambition would be monopolized by the empire. London would be their only metropolis. "London is large enough for me," he eloquently declared in one of his speeches, "and you will no doubt prefer London with its magnificent proportions, to Ottawa, with its magnificent distances. London, the commercial centre of the world, the nursing mother of universal enterprise, the home of the arts, the city of empire, the foundation head of civilization! London, where the lady we love sits enthroned in the hearts of her subjects; and where the statesmen, the orators, historians, and poets who have illustrated the vigor of our race and the compass of our language, repose beneath piles so venerable we do not miss the cornice and the plaster. London, where the archives of a nationality not created in a fortnight, are preserved, where personal liberty is secured by the decisions of free courts and where legislative chambers, the most elevated in tone, control the national counsels and guard the interests of the empire."

In his pamphlet "Confederation considered in relation to the interests of the Empire," Howe argues that of all the British North American provinces ,only Nova Scotia, Prince Edward Island and Newfoundland are defensible against the United States. "But what is more," he adds, "these provinces can help Great Britain to preserve her ascendancy on the ocean." "Is it not strange," he exclaims, "that flippant writers should desire to teach 60,000 hardy seafaring people to turn their backs upon England and fix their thoughts upon Ottawa."

The prestige attached to citizenship in a mighty power might eventually be attained in a vast dominion, if it could wait till its strength became more proportionate to its size. French-Canadians would naturally prefer a separated Canada, whose government they could divide rather than merge their nationality in the immensity of a pan-Britannic union. A federation of many smaller units may not be so simple as one of a few large units, and it certainly would not be so imposing; but Mr. Howe may have thought it easier to effect and more likely to last, for such vast regions as Canada naturally develop more self-reliance and self-satisfaction, and would not continue to realize their need of the strong arm of the empire so fully as their unconfederated provinces.

The fame of Howe rests firmly upon his graceful poems, his great eloquence, geniality and wit; but more firmly upon his brave and successful struggle for provincial autonomy; and most firmly of all upon his advanced imperial patriotism. And yet, to the discredit of his motherland and of his native province, this imperial and provincial patriot died without a title and rests without a monument. The shame if not the pride of his countrymen will yet erect that slowly subscribed memorial. And when his slowly erected statue is crumbling on its pedestal, Howe's name will be more widely known than it is today. Had his energy, his eloquence, his vast local influence, been cast against imperial unity instead of in its favor, it is not unlikely that the maritime provinces, perhaps the whole of British North America, would now be forming states in the great republic.

If the consolidation of the empire be effected, Howe will rank as one of its earliest and ablest and bravest champions. And if the untied bundle of sticks is to fall apart before it is bound, if the unhooped barrel is to collapse, then, through the "shadows, clouds and darkness" which he foresaw would attend the downfall, then, through the gleam of the eclipse, will shine the names of those unheeded statesmen who struggled to avert the doom; and Howe will live in history among the paladins of the Great Lost Cause.

F. BLAKE CROFTON.

CASCADE Beer—the convalescent's drink

H. D. ASHCROFT

MINERS' LIVERY AND FEED STABLE
Teaming and Packing done. Saddle Horses for Hire. Hacks and buggies on call day and night. Stables on Stanley street, between Silica and Carbonate. Telephone 67. P. O. Box 153, Nelson, B.C.

Ask Your Doctor

He will tell you—

That barley-malt is a half-digested food, as good as food can be.

That hops are an excellent tonic.

That the little alcohol in beer—only 3½ per cent—is an aid to digestion.

But Purity is Essential

But he will tell you that beer must be protected from germs, and brewed in absolute cleanliness.

He'll say, too, that age is important, for age brings perfect fermentation. Without it, beer ferments on the stomach, causing biliousness.

Schlitz beer is brewed with all precautions. It is the recognized standard all the world over, because of its purity.

Ask for the Brewery Bottling.

For sale by Hudson's Bay Company, Nelson

Schlitz

THE BEER THAT MADE MILWAUKEE FAMOUS

HE SEES HIS FINISH—just as the man does who sends his Laundry to other than the

Kootenay Steam Laundry

Look out for squalls. Call and see us and save all trouble.
Telephone 128. P. O. Box 138

USE

ROYAL CROWN SOAP

THE BEST IN THE WORLD

Mail us 15 Royal Crown Soap Wrappers, and in return we will mail a Beautiful Picture, size 19x20; or for 25 Wrappers your choice of over 100 books. Drop us a post card asking for a catalogue of premiums to be had FREE for Royal Crown Soap Wrappers. Address:

The Royal Crown Soap Co.
LIMITED.
VANCOUVER, B. C.

A. G. GAMBLE

Real Estate and Insurance Agent.

Turner-Boeckh Block,
WARD STREET, NELSON, B.C.

Nelson Steam Laundry

Work done by hand or machine. Dyeing and Cleaning done. Flannels, Blankets., Curtains, Etc., a specialty. Goods delivered on short notice.

White Labor Only. Satisfaction Guaranteed. P. O. Box 48. Telephone 146. 520 Water Street, Nelson, B. C.

PAUL NIPOU,
PROPRIETOR AND MANAGER.

Just the place for a PICNIC

Kokanee Park

For terms apply Tel. No. 159

TEACHER WANTED

Applications will be received for the position of teacher at the Granite Siding Public School. Address,

THE SECRETARY,
Board of School Trustees.
Granite Siding, B. C., August 6th, 1903.

FOR SALE.

Twenty-seven thousand three hundred feet of best patent improved crucible steel wire rope, one inch diameter, 6x16 Manila core Lang lay. This rope was imported under specially favorable opportunities in a car lot and as it is not now required, it will be sold at a sacrifice.
HALL MINING & SMELTING CO., LTD.
Nelson, B. C., June 20th, 1903.

BROWN & CO.

NELSON, B. C.

IT IS VALUES LIKE THESE THAT BRING THE TRADE.

That is why customers who trade with us are always bringing their friends and their friends' friends to this store, constantly increasing business is the legitimate result.

Here are more of the kind of values that will make more friends for us.

Low prices united with high qualities accounts for our large business in men's clothing, furnishings and shoes

Enticing offerings in shirts, sweaters, neckwear, hose and belts.

Men's Soft Bosom Shirts, worth $1 for..75c

Men's Negligee Shirts .....50c, 75c, $1, $1.25 and $1.50

Men's Working Shirts .....50c, 75c, and $1

Men's Black Sateen Shirts for 75c

Men's Black Sateen Shirts, worth $1.50 for $1

Men's Black Cotton Hose 15c, 20c and 25c

Men's Cashmere Hose .....25c and 35c

Men's Leather Belts .....35c, 50c and 75c

Boy's Heavy Ribbed Hose 15c, 25c and 35c

Neckwear, large range, beautiful patterns, the 50c quality reduced to ..25c

A CLOTHING EVENT.

Men's and Boy's fine Suits and Trousers at less than their value.

Men's Black and Blue Serge Suits ..$6.75

Men's Black and Blue Serge Suits, worth $15, for $11.75

Men's Tweed Suits good wearers for $5.75

Men's Light and Dark Tweed Suits for .....$7.50, $9 and $11.75

All this season's best style, and much below regular prices.

Men's Trousers at .....$1, $1.50, $2, $2.50, $3 and $4

Best values we have yet offered.

Boy's Suits .....$2.50, $3, $4, and $5

Extra Special Values in Shoes

Mens' Shoes, $1.50, $2, $2.50, $3, and $4. Mens' Slippers, worth, $2, for $1.50

Childrens' Slippers in Red, Tan, and Black, worth $1.25 for 65c.

BROWN & CO.

CLOTHING, SHOES, HATS, FURNISHINGS, TRUNKS

269 Baker Street.

Do you drink Blue Ribbon Ceylon Tea? If you don't you are missing one of the good things of life. Ask your friends about it.

"Let the GOLD DUST twins do your work"

NEW YORK FASHION LETTER

New York, Aug. 8.—There is no mid-season apathy in Dame Fashion's domain this year. Even the fact that autumn is but a few weeks off, chronologically speaking, has caused no appreciable abatement of the demand for warm weather novelties.

Diaphanous frocks that are bought now may be worn over silk foundations at house parties until late in the fall, and for this reason can hardly be considered an extravagance. The dull tinted linens and crashes are comfortable enough for cool days, and the latest models show them designed for such emergencies.

A chic tailor gown in brown canvas displays a unique sleeve, as well as waist trimming. Above the close fitting cuff, which extends to the elbow, are four circular flounces edged with stitched bands of taffeta. The ruffles are graduated, falling in rippled effect at the back, and their arrangement adds to the significance of the prophecy that the fullness of sleeves of the coming season will be shifted from below to above the elbow.

The waist is laid in narrow box plaits from the bust to the waist line. Over the shoulder are four capelets, probably made upon the same foundation which has served for the large circular collar all season. These capelets, like the sleeve trimming, are stitched with taffeta and the stitching is carried across a soft brown mousseling vest in criss cross fashion. Only at the throat is there a bit of contrasting color employed in a turquoise blue piping.

The skirt has four graduated flounces at the knees and around the bottom, and these extend only to the front gore. The fullness about the hips is disposed of in stitched tucks piped with leaf-brown taffeta. The combination of linen and taffeta may seem incongruous, but the effect is really delightful, which, after all, is the main consideration.

For the woman who lays emphasis on the ensemble rather than the details of dress, the new idea of piping linen colored gowns with black and a light shade will have a certain charm. Pongee, tussore and crash are specially adapted to such decoration. For instance a design is carried out in twine colored tussore cloth has the skirt made with double box plaits, each outlined with a narrow piping of black and bright green taffeta. This ends in a scroll work of lace braid where the plaits terminate, just above the knees. A rosette of black and green is in the centre of each lace scroll.

The bolero is sleeveless, a fashion which promises to become very popular because it enables a pretty thin blouse to be worn without crushing the sleeves, yet giving a look of completeness to the whole, which a skirt and blouse alone lack. The bolero ends above the waist, which a skirt and blouse alone lack. The bolero ends above the waist to show a black belt fastened with green enameled buttons. There is a triple cape collar, each with a piping of black and green, and covered with lace embroidery. Under this is a green cravat with long ends.

Many of the new gowns, while youthful in effect, are carried out upon lines which make them suitable alike for matron and maid. An elegant toilette in biege etamine shows the new Grand Prix skirt. This resembles closely the more familiar princess skirt, but the deep close fitting girdle effect is finished with several rows of shirring arranged to give quite a pointed effect at the front. Unfortunately the design is not adapted to all figures, but for the woman of perfect form nothing could be smarter.

The bodice of this gown is extremely simple, merely blousing over the waistband and fastening invisibly at the side, with a yoke of dyed blue lace. The neck is finished with a narrow band of lace and fastened at the back with a dull silver stock brooch.

There are several pretty new sleeves to be seen, and all vary in size from the close fitting bishop to the voluminous bagpipe designs. Buttons, strappings of silk and satin, medallions and inserts of lace constitute the fashionable trimming and add to the general extravagance of the models.

It seems a pity that the daintiest of the lace capes which are so fashionable should be so costly, yet herein lies the secret of their ultra smartness, because it is almost impossible to duplicate many of the exquisite designs in cheaper materials. In many instances they are made to match the gown with which they are worn, and in that case a deep cuff of the same lace is generally included in the set. The plainest gown is made elaborate by a pelerine and cuffs of handsome lace.

MAUDE GRIFFIN.

VERY REMARKABLE CURE OF DIARRHOEA.

In my life I had a sudden and severe attack of diarrhoea," says Mrs. Alice Miller, of Morgan, Texas. "I got temporary relief, but it came back again and again, and for six long years I have suffered more misery and agony than I can tell. It was worse than death. My husband spent hundreds of dollars for physicians' prescriptions and treatment without avail. Finally we moved to Bosque county, our present home, and one day I happened to see an advertisement of Chamberlain's Colic, Cholera and Diarrhoea Remedy with a testimonial of a man who had been cured by it. The case was so similar to my own that I concluded to try the remedy. The result was wonderful. I could hardly realize that I was well again, or believe it could be so after having suffered so long, but that one bottle of medicine, costing but a few cents, cured me." For sale by all Druggists and Dealers.

CASCADE Beer pure as a dewdrop.

DOWNES' HOTEL, CRANBROOK. New, up-to-date sample rooms.

A CORRECTION.

Editor, The Daily News:—The Tribune of today in its account of the labor party's meeting, says I was one of the speakers, and that I said that labor owed no more to the liberal party than it did to the conservative, and that the one was no more entitled to endorsation than the other. Now, sir, I made no such statement, as many who heard my remarks will vouch for.

All we ask is a fair field and a fair show in this contest. Possibly some time in the future we may declare ourselves on the question, "What does labor owe to the liberal or conservative parties?" WM. EBBS.

Nelson, August 9th.

Recommends Chamberlain's Colic, Cholera and Diarrhoea Remedy.

About eighten months ago Mr. W. S. Manning, of Albany, N.Y., widely known in trade circles as the representative of the Albany Chemical Co., was suffering from a protracted attack of diarrhoea. "I tried Chamberlain's Colic, Cholera and Diarrhoea Remedy," he says, "and obtained immediate relief. I cheerfully recommend this medicine to those similarly afflicted." Sold by all Druggists and Dealers.

A glass of CASCADE Beer for lunch.

TWO DOLLARS' WORTH FOR ONE DOLLAR at the WINDSOR, ROSSLAND

THE ARLINGTON MINE.

Shipments were resumed from the Arlington mine (Erie) on June 1st, and have been maintained regularly since that date. During June and July eight carloads of ore were shipped, giving net smelter returns of $6,953.07. The expenses during the same period, including management and Nelson office, were $5.576, leaving a profit over working expenses of $1,377.07. Mr. Muffett's lease on the Head Arlington ground terminated in May, and since that time the lessee has shipped eight carloads of ore, realizing $5,885.77, and paying a royalty of $1,471.40.

Curse -OF- DRINK

CURED BY

COLONIAL REMEDY

No taste. No Odor. Can be given in glass of water, tea, or coffee, without patient's knowledge.

Colonial Remedy will cure or destroy the diseased appetite for alcholic stimulents, whether the patient is a confirmed inebriate, "tippler," social drinker or drunkard. Impossible for anyone to have an appetite for alcoholic liquors after using Colonial Remedy.

Indorsed by Members of W. C. T. U.

Mrs. Moore, Superintendent of the Woman's Christian Temperance Union, Ventura, Cal., writes: "I have tested Colonial Remedy on very obstinate drunkards, and the cures have been many. In many cases the Remedy was given secretly. I cheerfully recommend and indorse Colonial Remedy. Members of our Union are delighted to find a practical and economical treatment to aid us in our temperance work."

Sold by druggists everywhere and by mail. Price $1. Trial package free by writing or calling on Mrs. M. A. Cowan (for years member of the Woman's Christian Temperance Union), 2204 St. Catherine St. Montreal.

Sold in Nelson, B. C., by The Canada Drug and Book Co., Baker Street.

H. & M. BIRD

REAL ESTATE AND INSURANCE BAKER STREET.

FOR SALE.

Northeast corner of Victoria and Ward streets, opposite the Opera House, 100 by 120 feet.

West Block on Baker street.

FOR RENT

$15. Six-Roomed Cottage on Robson street. Electric light, modern improvements.

$17. Five-Roomed House, corner Stanley and Observatory streets. Modern improvements.

$10. Four-Roomed Cottage on Stanley street next to the corner of Observatory street.

$8. Four-Roomed Cottage on the corner of Ward and Gore streets.

SNAPS In Real Estate

2 Good Lots near Rink—Only $250.

1 Good Lot in Hume Addition—$125.

Also Houses and Lots in all parts of the City.

R. J. Steel

McLeod Hotel

CORNER FIR STREET AND SECOND AVENUE.

YMIR, B. C.

Centrally located, rebuilt and refurnished throughout.

All modern improvements.

Sample rooms in connection.

The only first-class hotel in Ymir.

RATES FROM $1.50 UP.

FINLAY McLEOD, Proprietor.

Chadbourn & McLaren

REAL ESTATE INSURANCE AND MINES

SAMPLING AGENTS

Ore shipped to Nelson will be carefully looked after. NELSON, B.C.

VALUABLE TIME SAVED.

Slight injuries often disable a man and cause several days' loss of time and when blood poison develops, sometimes result in the loss of a hand or limb. Chamberlain's Pain Balm is an antiseptic liniment. When applied to cuts, bruises and burns it causes them to heal quickly and without maturation, and prevents any danger of blood poison. For sale by all Druggists and Dealers.

Forget your Troubles in CASCADE Beer

ALBERTA HOTEL, FERNIE—New, up-to-date sample rooms. J. L. Gates proprietor.

CASCADE Beer the thirst satisfier.

VICTIM OF CIRCUS WRECK.

Detroit, Michigan, Aug. 8.—John Thompson, of Peru, Indiana, who was seriously injured in the circus wreck yesterday, died today. This makes the total number of deaths 24. It is thought that the others will recover.

CHOLERA INFANTUM.

This has long been regarded as one of the most dangerous and fatal diseases to which infants are subject. It can be cured however, when properly treated. All that is necessary is to give Chamberlain's Colic, Cholera and Diarrhoea Remedy and castor oil, as directed with each bottle, and a cure is certain. For sale by all Druggists and Dealers.

Sparkling refreshing CASCADE Beer.

DOWNES' HOTEL, CRANBROOK. New, up-to-date sample rooms.

BURRITT RUNS THE WINDSOR HOTEL, ROSSLAND, B. C.

ALBERTA HOTEL, FERNIE—New, up-to-date sample rooms. J. L. Gates proprietor.

RASPBERRIES

Both Red and White, are just beginning to come in, also

RED AND WHITE CURRANTS

Get fresh local grown fruit delivered daily at your kitchen door.

Order early to insure getting what you want.

Kokanee Creek Ranch

C. W. BUSK, Prop.

Office and depot Baker street. PHONE 213. NELSON

STOP AT THE

Hotel Allan

LEADING HOTEL OF ROSSLAND.

BARTLETT HOUSE

Formerly Clarke House.

The best $1 per day house in Nelson.

None but white help employed. The bar the best.

G. W. BARTLETT - Prop.

GRAND CENTRAL HOTEL

Opposite Court House and new Postoffice. Best 25c meal in town. European and American plan. Only white labor employed. First class bar.

THOMAS & ERICKSON, PROPS.

Madden House

Baker St. Nelson.

Do you need a comfortable home? If so try the Madden House. Well furnished rooms, lighted by electricity; first class board. In the bar you will find all the best domestic and imported liquors and cigars.

THOMAS MADDEN, Proprietor

THE LATEST OUT

THE GLOKAR

The Celebrated BBB Pipes

W. A. THURMAN

TOBACCONIST

BAKER STREET, NELSON, B.C.

KOOTENAY RAILWAY AND NAVIGATION COMPANY, LIMITED. OPERATING

INTERNATIONAL NAVIGATION AND TRADING COMPANY, LIMITED. KASLO & SLOCAN RAILWAY.

9.00 a.m. Lv..KASLO...Ar. 3.15 p.m.
1.00 p.m.Lv.SANDON.Ar. 11.25 a.m.
(DAILY)

INTERNATIONAL NAVIGATION AND TRADING COMPANY, LIMITED. KASLO-NELSON ROUTE.

5.00 a.m. Lv...NELSON..Ar. 7.15 p.m.
8.40 a.m. Ar...KASLO..Lv. 3.35 p.m.

Tickets sold to all parts of the United States and Canada via Great Northern and O. R. & N. Company's lines.

For further particulars call on or address.

ROBERT IRVING, Manager, Kaslo.
G. K. TACKABURY, Agent, Nelson

F. C. GREEN. F. S. CLEMENTS.

GREEN & CLEMENTS

Civil Engineers and Provincial Land Surveyors.

P. O. Box 168. 'Phone 91.

Cor. Kootenay and Victoria Sts. Nelson.

JOHN McLATCHIE,

DOMINION AND PROVINCIAL LAND SURVEYOR.

NELSON, B. C.

WHOLESALE HOUSES.

PRODUCE.

STARKEY & CO., WHOLESALE DEALERS in Butter, Eggs, Cheese, Produce and Fruit. Houston Block, Josephine Street, Nelson, B. C.

AERATED AND MINERAL WATERS.

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

HARDWARE.

McLACHLAN BROS. — WHOLESALE Hardware Merchants. Logging and Mill Supplies, Stoves, Tinware, Agateware, Iron, Pipes, and Mining Supplies. Prompt attention to mailed orders.

GROCERIES.

A. MACDONALD & CO., WHOLESALE Grocers and Provision Merchants.—Importers of Teas, Coffees, Spices, Dried Fruits, Staple and Fancy Groceries, Tobaccos, Cigars, Butter, Eggs, Cheese and Packing House Products. Office and Warehouse, corner of Front and Hall streets. P. O. Box 542. Telephone 28.

CAMP AND MINERS' FURNISHINGS

A. MACDONALD & CO., WHOLESALE Jobbers in Blankets, Underwear, Mitts, Gloves, Boots, Rubbers, Overalls, Jumpers, Mackinaw, Oilskin Clothing, Camp and Miners' Sundries. Office and Warehouse, corner of Front and Hall streets. P. O. Box, 542. Telephone 28.

WANTED

NELSON EMPLOYMENT AGENCY.—Wanted—Teamsters. Sawyers, Swampers. Deckhands. Hotel Porter. Waitress. Blacksmith.

WANTED—Teacher for Salmo Public School. Apply, stating qualifications to F. Nickells, Salmo, B. C.

WANTED—Teacher for school at Winlaw. Apply A. N. Winlaw, secretary Board of Trustees.

WANTED—Teacher for Michel school; duties to commence after holidays; state qualifications. Address, R. L. Henderson, secretary, Michel, B.C.

WANTED—A stenographer immediately. Apply office, B. C. Riblet.

WANTED—Woman cook, good wages for a good cook. Apply immediately, McLeod Hotel, Ymir, B.C.

WANTED—For cash, small gasoline, vapour or steam launch. Address "P," P. O. Box 80.

GOOD Tinsmiths wanted; highest wages paid, steady work to competent men. Apply to C. W. Gray, Lethbridge, Alta.

POSITION as Grocer's clerk and window dresser or in general store. Address B. Drawer 512, Nelson.

A young lady desires a situation as stenographer. Has had some experience.

WANTED—Planerman for mill at Hill's Siding. Apply Ontario-Slocan Lumber Co., Roseberry.

WANTED—At once; a good general servant; highest wages paid to a reliable girl. Apply Mrs. W. A. Thurman, Silica street.

MUSIC LESSONS

F. J. PAINTON, piano.—Royal Conservatory of Leipsic. Method after Bruno Zwintcher, also McDonald Smith's system, "From brain to keyboard." "The most striking discovery of the present generation for practical musicians."—Musical News. Complete course $10. Corner Hall and Silica street.

FOR SALE

FOR SALE—Two Locomotive boilers on skids, 60 h.p., complete with mountings and in good working order. Manufactured by the James Cooper Manufacturing Co. Will be sold at a bargain. The Hall Mining and Smelting Company, Limited, Nelson, B. C.

FOR SALE—Beautiful suburban home, two lots, all conveniences. Fairview. Sacrifice Sale. Terms. C. E. Miller.

FOR SALE—Dry four foot slabs; $2.75 per cord delivered. Cash must accompany all orders. Kootenay River Lumber Co.

PIANO TUNING

PIANO TUNER—A practical piano tuner, Mr. James R. Mult employed by the Mason & Risch Piano Co., will attend to all orders left at Morray & Co.'s. He is a resident of Nelson.

FOR RENT

TWO FURNISHED HOUSES FOR RENT. Chadbourn & McLaren, Madden Block.

ASSAYING

Gold, Silver, Copper or Lead, any one $1.00

Gold-Silver or Silver-Lead $1.50

Charges for other metals on application.

E. W. WIDDOWSON

ASSAYER AND CHEMIST.

(late assayer at Hall Mines Smelter, Nelson, B. C.)

YMIR, B. C.

Nelson Electric Tramway Company Limited

NELSON, B. C.

N. E. T. CO. TIME TABLE.

STANLEY STREET— 7.00 7.40 8.20 8.00 9.40 10.20

Every forty minutes until 10.20 p.m.

BOGUSTOWN— 7.20 8.00 8.40 9.20 10.00 10.40 11.20

Every forty minutes until 10.40 p.m.

TICKETS

TO ALL POINTS

East and West

GREAT NORTHERN RAILWAY

VIA SHORT LINE TO

ST. PAUL, DULUTH, MINNEAPOLIS, CHICAGO, AND ALL POINTS EAST SEATTLE, TACOMA, VICTORIA PORTLAND AND ALL PACIFIC COAST POINTS

Through Palace and Tourist Sleepers, Dining and Buffet Smoking Library Cars.

2—FAST TRAINS DAILY—2

For rates, folders and full information regarding trips, call on or address any agent S. F. & N. Railway.

A. B. C. DENNISTON, G. W. P. A., Seattle, Wash.
H. BRANDT, C. P. & T. A., 701 W. Riverside Ave., Spokane, Wash.

CANADIAN PACIFIC RAILWAY

EXCURSION TO POPLAR CREEK GOLDFIELDS

Sunday, August 9

S. S. KOKANEE

LEAVE NELSON 8 A. M.

4—HOURS AT POPLAR CREEK—4

ARRIVE BACK 9 P. M.

Fares from Nelson to Proctor, $1; Lardo, $2; Poplar Creek, $3.

Fares from Ainsworth to Lardo, $1; to Poplar Creek, $2.

Fares from Kaslo to Lardo, 75c; to Poplar Creek, $1.50.

Tickets on sale at City Ticket Office.

J. S. CARTER, D.P.A., Nelson. E. J. COYLE, A.G.P.A., Vancouver.

Atlantic S.S. Sailings

C. P. R. ATLANTIC S. S. LINE. (From Montreal)

Lake Erie.....July 23 L. Manitoba...July 30

ALLAN LINE. (From Montreal)

Bavarian.....July 18 Ionian .....July 25

DOMINION LINE, (From Montreal.)

Canada .....July 18 Kensington...July 25

(From Boston.)

Commonwealth.Jy 30 New England..Aug 6

AMERICAN LINE.

Philadelphia..July 15 St. Paul.....July 22

RED STAR LINE.

Vaderland....July 25 Kroonland.....Aug 1

CUNARD LINE.

Aurania .....July 21 Campania.....July 25

ALLAN STATE LINE.

Mongolian....July 30 Laurentian....Aug 13

WHITE STAR LINE.

Majestic.....July 22 Celtic .....July 24

FRENCH LINE.

La Champagne.Jy 23 La Gascogne.July 30

Continental Sailings of North German Lloyd, H. A. P. and Italian lines on application. Lowest rates on all lines.

J. S. CARTER, D.P.A., Nelson. W. P. F. CUMMINGS, Gen. Agt., Winnipeg

SPOKANE FALLS & NORTHERN RY. NELSON & FORT SHEPPARD RY. CO. RED MOUNTAIN RAILWAY CO. WASHINGTON & G. N. RY. VAN. VIC. & E. RY. & N. CO.

LOW RATES

ST. PAUL, DULUTH, ETC.

$55.00

ROUND TRIP

August 18-19-25-26

G. K. TACKABURY, City Agent, Nelson, B. C.
H. A. JACKSON, General Passenger Agent, Spokane, Wash.

SILVER KING MIKE

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

MAPS
OF
Poplar Creek
AND THE
Lardeau District
Can be purchased of
MORLEY & Co.
BOOKSELLERS & STATIONERS
NELSON, B. C.
MAPS OF NELSON, 50c.

GALT COAL
AND WOOD OF ALL KINDS.
Terms Spot Cash.
W. P. Tierney
Telephone 265.
Baker Street,

PRICE OF METALS.

New York, Aug. 8.—Bar silver, 55. Amalgamated copper, 37¾.

No London lead quotations are issued on Saturdays.

NELSON'S NEWS OF THE DAY

Register your vote.

The first Sunday mail over the Crow's Nest railway goes out this morning.

The local aerie of Eagles is arranging for a grand picnic and moonlight excursion to Kokanee park on Friday, August 14th.

Mrs. J. Parker and the Misses Armstrong, of Brandon, Manitoba, who have been visiting friends in the city for the last few days, left yesterday for Vancouver.

Mrs. Evans, W. M. Evans and Miss Catherine Evans, of Port Arthur, are spending a few days in the city, visiting Miss Evans, matron of the general hospital.

W. B. Steed, who has been attending Columbian college, New Westminster, for the past year, has successfully passed the matriculation examination for the Toronto university.

The first rehearsal of "The Mikado" will be held on Monday evening at 8 o'clock in the opera house. It is important that there should be a full attendance of all those taking part.

There will be special services both morning and evening at the church of Mary Immaculate today in honor of the coronation of the pope. Rev. father Caldi, of Spokane, will be the preacher.

James Hogan, a Baker street shoemaker, slipped and fell early yesterday morning, breaking his right leg below the knee. He was taken to the Kootenay Lake general hospital for treatment.

Mrs. F. Tamblyn, Mrs. W. Lillie, Misses Stella and Elsie Tamblyn, Miss Ida Johnston and Messrs. C. W. Young, J. O'Shea and C. A. Barclay, who have been camping in a house boat for the past two weeks at Midge creek, returned to the city last evening after a most enjoyable outing.

C. J. D. Christie and Mrs. Christie, of Winnipeg, formerly of Nelson, returned to the city last evening to spend a few days here before proceeding to Vancouver, where they will make their home. Mr. and Mrs. Christie left Nelson a little over a year ago for Manitoba, but have decided to return for good.

At a well attended meeting of the liberals of Fairview last evening, the following were appointed as delegates to attend the convention to be held on August 13th to select a candidate to contest the Ymir riding in the liberal interests: J. G. Dewar, G. N. Gilchrist, R. H. Williams and F. Squires.

At the record office on Friday only two new locations were recorded: Merchant, on Hall creek, a relocation, located by G. G. Peters on the 26th of July, and Nara Fractional, on Craig mountain, located by J. L. Kane, on July 25th. Certificates of work have been issued to Alex. Long, for work done on the Golden Reaif since September 2nd, 1902; to G. G. Peters, for work done on Telegraph Fractional, since August 16th, 1902; to L. J. Winslow, for work done on Homestake, since August 5th, 1902, and for work done on Homestake since August 5th, 1902, to apply to Climax. No transfers were recorded.

Register your vote.

Joseph Walsh, of Fort Steele, has been appointed a justice of the peace for the province.

The city band gave another excellent open air concert last evening at the corner of Baker and Josephine streets.

The funeral of the late Thomas Hyland will be held on Monday morning at the church of Mary Immaculate, and will be conducted by Rev. father Althoff.

D. Rutherford, of the customs staff, has been transferred from Nelson to Winnipeg, and leaves for the latter city on Tuesday next. Mr. Rutherford has always been a prominent member of the lacrosse and hockey teams and is well known and popular in the city. He will be greatly missed by a large circle of acquaintances.

The Moyie this morning will carry several parties of fishermen to Kokanee creek, Procter and other points between Nelson and the outlet. The majority of local fishermen, however, will take in the Poplar creek excursion, those who are not interested in the gold fields stopping off at Lardo to enjoy the fishing in the big eddy at the mouth of the river.

To date 898 names have been registered on the Nelson electoral district voters' list. Those who have not registered, whether resident in Nelson or elsewhere, should bear in mind the fact that after Friday next, August 14th, they will be disfranchised. The voters' lists all over the province close next Friday. Any man not registered then will not be able to vote in the coming provincial elections.

Charles A. MacKay, of this city, is superintending the opening up of the Faller group, in east Kootenay, the property of the Selkirk Copper Mines, Limited. This property, consisting of six claims, is situated on Whitefish creek, a branch of the St. Mary's river, 18 miles from Marysville. A wagon road from the latter town comes within eight miles of the property, the rest of the way being traversed by trail. The lead, which is eight feet across, runs along the centre of a 200-foot belt of mineralized quartz. This belt of low grade ore carries a total value of several dollars to the ton throughout. The lead averages $16 to the ton, and has been thoroughly tested. The development work done so far consists of one tunnel in 405 feet, and another in 85 feet. There is also a 60-foot shaft and 10 open cuts from four to sixteen feet deep. A peculiar feature of the ore is that numerous pockets of native copper occur in it, and whilst not of sufficient extent to appreciably increase the values, is important as the only deposit of native copper yet encountered in the district. The lead has been found to be of the same size and grade of ore throughout the property.

A CONSERVATIVE VICTORY.

The Tory Team Poll More Goals Than Their Grit Opponents.

The public library funds will have been materially assisted by the gate receipts at yesterday's lacrosse match. There was a splendid attendance and a really enjoyable game was put up by the opposing political teams. During the first part of the game S. S. Taylor's team had the best of it, and it looked for a while like an easy liberal victory. In the last quarter, however, John Houston's men rallied, and after an exciting struggle gained the victory by 7 goals to 6. R. S. Lennie made an admirable referee, and other prominent politicians filled the other offices acceptably. Summary of the game:

Line up.

Liberals		Conservatives
Greyerbiehl	Goal	Bishop
Archibald	Point	Bell
Taylor	Cover Point	Thorpe
Rutherford	1st Defence	Wallace
Fox	2nd Defence	Wallace
Steed	3rd Defence	
Thompson	Centre	A. Perrier
	3rd Home	H. Perrier
McBeath	2nd Home	McNicoll
Crosett	1st Home	Blackwood
Davidson	Outside Home	C. Jeffs
Bell	Inside Home	A. Jeffs

S. S. Taylor, Field Captain. J. Houston

Officials.

Referee—R. S. Lennie.
Timekeeper—A. Poole.
Umpires—Dr. G. A. B. Hall, F. Starkey
Starter—Mayor W. O. Rose.

Goals Scored.

First quarter—Davidson, 2 1-2 minutes; Bell, 3 1-2 minutes; Stead, 1-2 minute; C. Jeffs, 2 1-2 minutes. Total, Liberals 3, Concersatives 1.

Second quarter—A. Jeffs, 2 minutes; Bell, 10 1-2 minutes; Thompson, 3 1-2 minutes. Total, Liberals 2, Conservatives 1.

Third quarter—C. Jeffs, 7 minutes; A. Jeffs, 2 minutes. Total, Liberals 0, Conservatives 2.

Fourth quarter—Davidson, 1 1-2 minutes; C. Jeffs, 1 minute; A. Perrier, 1 minute; Wallace 3-4 minute. Total, Liberals 1, Conservatives 3.

Total for game—Liberals 6, Conservatives 7.

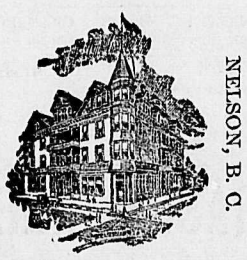
CASCADE Beer—the convalescent's drink

WHEN PLACING YOUR ORDER FOR PROVISIONS

Don't overlook the fact that we have the largest stock in town to select from, and can fill all your wants in our line whether they be many or few, and guarantee to please you with price and quality.
All orders receive prompt and careful attention.

T. S. McPherson
Telephone call No. 10

HOTEL ARRIVALS.



Hume.—Mrs. G. G. Milton, Fairhaven; Mrs. W. H. Blackman, Kaslo; R. H. Batten, Minneapolis; H. M. Stevenson, Ainsworth; D. G. McNaughten, Revelstoke; W. C. Cooper, Port Arthur; C. D. J. Christie and wife, Winnipeg; Harvey Handley, Cranbrook; F. Whyte, Toronto; F. W. Henback, Claude B. Henback, Winnipeg; Percy F. Jacques Ymir; C. E. Mellish, Vancouver; A. D. Mars, Spoakne; C. A. Clark, Montreal; B. H. Bryce, C. Mortlock, E. Mortlock, Winnipeg; H. Pim, R. L. Phelps, Vancouver.

PHAIR HOTEL.

Phair.—Dr. Kenning, Dr. Campbell, Rossland; C. P. Rivers, Vancouver; F. E. Armstrong, Rossland; Y. H. Jesse, A. D. Wheeler, Whitewater; Mrs. M. W. Pope, Baltimore, Maryland.

Bartlett.—W. Keating, C. Williams, Poorman mine; W. Piper, A. Hamilton, Silver King mine.

Tremont.—W. J. Harvey, Toronto; A. Olson, Forty-Nine creek; G. Kirkpatrick, Ottawa; A. A. Miller, Porto Rico; W. Lenker, Athabasca; Geo. Gilliam, Moyie.

Grand Central.—J. M. Sparlin, Calgary; A. B. Van Or, Cranbrook; F. Caraben, Ymir; W. S. G. Fletcher, Morrissey; S. L. Edwards, Slocan; J. Pringle Sralt; J. N. Baker, John T. Price, W. A. McNeil, Ymir; K. McBain, Spokane; C. R. Pieper, Northport.

Madden.—C. H. Locuson, B. Carter, Slocan; Marten Knight, Silver King Mine.

THE SHAMROCK III.

Atlantic Highlands, New York, Aug. 8.—The Shamrock III. today sailed the last of her trials with her trial racer before going into drydock to be put in trim for her effort to win the cup. This afternoon she was towed to Erie Basin and tomorrow will be taken into a dock to have her underbody re-enameled. The challenger's trial today was for sail stretching. In each of the 13 trial races here the challenger has beaten the old boat an average of 11 minutes 51 seconds.

FIRE IN COEUR D'ALENE.

Spokane, Aug. 8.—A fire has been raging in Coeur d'Alene, Idaho, since about 8.30 a. m. The entire town has turned out to fight the fire, and part of Spokane's fire department was sent up by special train.

The fire was got under control this evening. The planing mill and lumber yards of the Coeur d'Alene Lumber Co. were destroyed, entailing a loss of $40,000.

NO SUCCESSOR CHOSEN YET.

Cleveland, Ohio, Aug. 8.—The entire board of managers of the Brotherhood of Locomotive Engineers held a session today, and adjourned until Monday without electing successors to the late P. M. Arthur, grand chief, and A. B. Youngston, assistant grand chief, also recently deceased.

DECAPITATED ON THE TRACK.

Fort William, Ontario, Aug. 8.—A. C. Nordstrom, a wheelman of the Canadian steamer Myles, was killed on the Canadian Northern track near the diamond, at west Fort William, during the night. The remains were found early this morning, his body in one place and his head lying about 20 feet away. Three men of the American steamer Norwalk have been arrested on suspicion that Nordstrom met with foul play.

ROSSLAND ORE SHIPMENTS.

Rossland, Aug. 8.—Ore shipments from the Rossland camp for the week ending tonight are as follows: Le Roi 4470, Centre Star 1560, War Eagle 1410, Kootenay 338, Le Roi No. 2 532, Giant 60, Jumbo 85. Total for the week, 8,455 tons. Total for the year to date, 225,217 tons.

CALLED TO SOUTH AFRICA.

Toronto, Aug. 8.—The leading Presbyterian church of Capetown, South Africa, has called Rev. D. C. Hossack, a well known Toronto Presbyterian divine.

CHURCH SERVICES TODAY.

Catholic—Church of Mary Immaculate, corner of Ward and Mill streets. Low mass at 8 a.m., high mass at 10.30 a.m., evening service at 7.30. Rev. Father Caldi, of Spokane, will preach at both morning and evening services.

Methodist Church—Corner of Silica and Josephine streets. Morning service at 11; evening service, 7.30; Sunday school 2.30 p. m.; Epworth league meets each Tuesday at 8 p.m. Rev. W. W. Baer, pastor. Subject of the morning sermon, "A heavennamed child;" evening, "A modern version of Abraham offering up Isaac." The regular fortnightly service at Willow Point will be conducted today by W. W. Baer, pastor of the Nelson Methodist church.

Congregational—Emmanuel, corner of Stanley and Silica streets. Rev. John Reid, Jr., pastor. Morning service at 11 o'clock, subject "Doing something for Christ's sake;" evening, "A great find of treasure and how it was secured."

Lithia carbonate is strongly recommended for those having a gouty tendency and is especially valuable in preventing the deposits of salts of uric acid in the bladder, kidneys or joints. It is best given in soda water. Every small bottle of Thorpe's Lithia Water contains five grains of lithia carbonate.

If the party who was seen take two umbrellas by mistake from the Kokanee on Wednesday will communicate with P. O. box 716 they can correct the mistake.

ALBERTA HOTEL, FERNIE—New, up-to-date sample rooms. J. L. Gates proprietor.

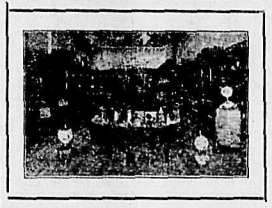
Merchants Lunch at the Nelson Cafe from 12 to 2 p.m.

THE LARGEST AND FINEST ASSORTMENT OF
G. B. D. PIPES
EVER IMPORTED INTO THE KOOTENAYS AT
The CABINET CIGAR STORE
G. B. MATTHEW, Prop.
Special Prices to the Trade

It is a great satisfaction to enjoy good eyesight, and also a great affliction not to be able to enjoy the beauties of nature on account of defective vision.
The greater majority can be fitted with glasses that will enable them to enjoy sight seeing once more.

Patenaude Bros., Opticians

Porto Rico Lumber Co., Ltd.
YARDS AT NELSON AND YMIR. MILLS AT YMIR.
INSIDE FINISH, BAND SAWN AND TURNED WORK. WE ALSO CARRY A COMPLETE STOCK OF SASH AND DOORS.
AN UP-TO-DATE DRY KILN IN CONNECTION.
PORTO RICO LUMBER CO., Ltd.
Head Office: Hendryx and Vernon Streets, Nelson, B. C.
MANUFACTURERS OF
ROUGH AND DRESSED
LUMBER
SHINGLES, MOULDINGS



Every Article in my Window for
$1 EACH
FOR THIS WEEK ONLY.
Fine Watch Repairing
Engraving Free of Charge
J. J. Walker The Leading Jeweler

"Let the GOLD DUST twins do your work"

OUTLET HOTEL
PROCTER, B.C.
THE RAINBOW TROUT
ARE NOW BEING CAUGHT IN LARGE QUANTITIES
WHY GO OUT CAMPING
WHEN YOU CAN GET ALL THE
FISHING BOATING AND BATHING
YOU DESIRE WITH THE COMFORTS OF
HOME LIFE
AT THIS WELL KNOWN
FISHING RESORT
BOATS AND FISHING TACKLE FOR HIRE
Rates: $2 and $2.50 per Day.
Special Reduced Rates for Family Parties.
Reduced Steamboat Rate, $1.00 for round trip from Saturday to Monady.
Special Excursion on Sunday 9th inst., Leaving Nelson at 8 a.m.; returning from Procter at 7.30 p.m.

NOTICE

CULINARY EMPLOYEES ASSOCIATION OF WEST KOOTENAY.

The funeral services over our late brother Thomas Hyland will be held at 9 o'clock on Monday morning, August 10th, at the Church of Mary Immaculate. All members are requested to attend.

By order,
LOUIS MUNDUE, President.
A. B. SLOAN, Secretary.
Nelson, August 8th, 1903.

TEACHER WANTED
A teacher wanted, male or female, holding second or third class certificate, for Beavermouth school. Apply to
J. B. SAUNDERS.
Beavermouth, B. C.

Railway Picnic
UNDER AUSPICES OF
BROTHERHOOD
OF
RAILWAY TRAINMEN
WILL BE HELD AT
Rossland, August 25th

Excursion train will leave Nelson at 7 a. m. Returning will leave Rossland at 12 p. m.

Excursion train will leave Midway at 5 a. m. Returning will leave Rossland at 11 p. m.

A grand celebration has been prepared by citizens of Rossland and an enjoyable time is assured.

Tickets obtainable at all C.P.R. ticket offices, also at Queen Cigar Store, Nelson, Fraser's drug store, Grand Forks, Munroe's stationery store, Greenwood, or from members of committee at the following rates.

	Adults	Children
NELSON	$2.00	$1.00
SLOCAN JCT	1.75	.90
CASTLEGAR JCT	1.25	.65
SMELTER JCT	.50	.25
TRAIL	.60	.30
MIDWAY	3.50	1.75
GREENWOOD	3.50	1.75
PHOENIX	3.50	1.75
EHOLT	3.25	1.65
GRAND FORKS	2.75	1.40
CASCADE	2.75	1.40
SHIELDS	1.50	.75
WEST ROBSON	1.25	.65

All tickets good to return on regular trains August 27th. For further particulars write any member of committee.

J. G. IRVING, Chairman.
A. HALKETT, Secretary.
Committee of Arrangements.

C. A. McINTYRE, Eholt.
C. D. OGILVIE, Grand Forks.
R. HALPENNY, Phoenix.
E. J. WHITLEY, Nelson.
J. P. WELLS, Nelson.
J. A. KINNEY, Castlegar Junction.
Committee.

The display of carpets here is a treat for lovers of beautiful things. We import direct from the largest factories in Scotland and England, with prices resonable.
See our newly arrived shipment of Go-Carts.
D. McARTHUR & Co.
Furniture Dealers and Undertakers

R. Reisterer & Co.
Brewers of Fine Lager, Beer and Porter.
DROP IN AND SEE US.
Latimer Street — — — Nelson B. C.

WALDORF HOTEL
YMIR, B. C.
G. S. COLEMAN . . . Proprietor.
Headquarters for Mining and Commercial Men. Most comfortable hotel in the District. Sample room in connection. Everything first-class.

BOOKS
FOR SUMMER READING
We are selling out a big lot of our winter books (the 75c kind) at
35 Cents Each
OTHERS AT 2 FOR 25 CENTS
Here's a chance to get your summer reading at less than one-half price.
Canada Drug & Book Co., Limited.

Silver King Hotel
Under Old Management.
RATES $1 PER DAY AND UP

TREMONT HOUSE
EUROPEAN AND AMERICAN PLAN
MEALS 25c ROOMS FROM 25c TO $1.00
MALONE & TREGILLUS, Proprietors
Baker Street, Nelson.

Watches
Ewert Bros.
Our Watch Department is very large and perfectly equipped, and handles a great volume of business each year. This in itself is one important reason for our leadership in the watch line, but there are others, namely: watchfulness of our customers' interests and uniformly low prices.
Our success in attending to patrons' wants in Elgin, Hamilton and Waltham movements in gold, gold filled and silver cases, we would gladly extend to you if you'll allow us. Try it.
Jewelers and Engravers
Nelson-Rossland-Trail