THE DAILY NEWS

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FLOODS CAUSE GREAT HAVOC

New York Inundation Destroys Millions

A Repetition of Johnstown Disaster Feared

Scranton, Pennsylvania, Oct. 10.—The most disastrous flood in the history of the Lackawanna valley created havoc and destruction along the course of the Lackawanna river from Forest City 18 miles north of here, to Pittston, eight miles south, where the river empties into the Susquehanna. Mines are flooded, electric light plants are under water, and electric railways are at a standstill.

Steam railways are also great sufferers. No trains have arrived here from New York since last night, the Delaware, Lackawanna & Western, and the Jersey Central being the chief sufferers. The Delaware & Hudson, whose trains were stalled for a time, began operations today. The New York, Ontario & Western railroad is completely tied up. The plants of over a dozen manufacturing concerns along the low lands of the Lackawanna river have been forced to shut down. The principal electric light company, on which the city depends for light, and on which many factories depend for their power, was under six feet of water today, but the river is subsiding rapidly.

Patterson, New Jersey, Oct. 10.—The flood situation tonight is very grave. The water at Garfield avenue is higher by 50 inches than the point reached in 1902. The damage to the city is estimated at over $2,000,000. Crowds of men are guarding the gate house at the mill race, and at the first intimation that the gate will break away at Bruce street the gate house will be blown up with dynamite, so as to turn the water into the chasm of the Passaic falls.

The people are expecting the great Dundee dam to go at any moment, and a gun was fired at 10 o'clock to give the signal of extreme danger to the horror stricken people. Should the dam give way it is feared that there will be a repetition of the Johnstown disaster. The bridges in the city are giving way one by one, causing a panic among the people. Already tonight five bridges have gone down under the strain of the frightful current. They are the Straight street bridge, Millman, Market, Moffatt and Broadway bridges.

Dover, New Jersey, Oct. 10.—Longwood dam, on the Rockaway river at this place, broke today, causing a torrent of water to rush through the rolling mill of the Ulster iron works. One hundred men were forced to flee for their lives. The Richardson and Boynton stove works and other buildings in the vicinity were flooded.

Camden, New Jersey, Oct. 10.—The Delaware river, at Bordertown, has been steadily rising today, and serious damage is threatened unless the water subsides. All piers and docks are under water, and the Pensylvania railway between Bordertown and Trenton is flooded. At Gravelly the bursting of a dam caused the loss of two bridges.

Hobart, New York, Oct. 10.—Several iron bridges on the Ulster & Delaware railroad, between East Meredith and Phoenicia, have been carried away by the storm. Several trains were held up in the gorges of the Catskills.

Morgan Olmstead, a Grand hotel employee, fell into Birch creek, at Pine Hill, and was drowned. One man who tried to save some property from a floating barn near Delhi, was drowned.

THE GOLF CHAMPIONSHIP.

England and America Divided Honors in Yesterday's Play.

Philadelphia, Oct. 10.—England won the women's golf match here today, but America was victorious in the team match. The former was the final struggle in the Driscoll tournament. Miss Adair beat Mrs. E. C. Stoutt, her American opponent, and won the match. The feature of the game was the wonderful accuracy of Miss Adair's stroke. This contest counted towards the team matches as did the Pipps-Thompson match, which was the final for the second cup contest.

The team match was between nine Americans and three English and six Canadians. Only three of the visitors were successful, Miss Green, of Montreal, and Miss Phepoe, of Toronto, defeating their opponents. The scores follow:

Mrs. C. E. Stout, 0; Miss Rhona Adair, 1; Miss M. Curtis, 1; Mrs. R. H. Barlow, 0; Miss G. Bishop, 0; Miss Phepoe, 1; Miss F. Osgoode, 1; Miss K. Harvey, 0; Miss A. Phipps, 1; Miss M. Thompson, 0; Mrs. C. F. Fox, 1; Miss J. Spence, 0; Miss E. Lockwood, 1; Mrs. Dick, 0; Miss E. McNeely, 1; Miss E. Dick, 0; Miss A. MacKay, 0; Mrs. F. Green, 1. Total, 6 and 3.

PASSENGERS IN DANGER.

Crowded Liner Ashore in Heavy Storm. —Life Savers Helpless.

New York, Oct. 10.—The Norwich line passenger steamboat City of Worcester, which left New York this evening was blown on the rocks off Execution light, near City island, in Long Island sound, tonight, and lies in a dangerous position seven miles off shore.

With a wind blowing at 60 miles an hour, and rain falling so as to make the night inky black, it is supposed that the City of Worcester either lost her course or was blown out of it. Execution light, although powerful, was obscured by the storm tonight.

The steamboat sent up distress signals, upon running aground. The Vermont, bound for New London, from New York, put about and attempted to run alongside the Worcester to take off her passengers. For three hours the Vermont labored, but when last seen from the shore had been unable to render any assistance.

Life savers were unable to launch a boat from shore because of the heavy seas.

U. S. GRAIN CROP REPORT

THIS SEASON'S YIELD COMPARED WITH FORMER YEARS.

QUALITY OF WHEAT NOT SO GOOD —AVERAGE YIELD FAIR.

Washington, Oct. 10.—The monthly report of the chief bureau of statistics of the department of agriculture will show the condition of corn on October 1st to have been 80.8 as compared with 80.1 one month ago, 79.6 on October 1st, 1902, 52.15 on the corresponding date in 1901, and a ten years' average of 77.7.

The preliminary estimate of the average yield per acre of spring wheat is 18.4 bushels, subject to revision when the final wheat estimate is made. The average quality of spring wheat is 85.5 as compared with 87.7 one year ago. The preliminary returns indicate an oat crop of about 787,000,000 bushels, or an average of 28.4 bushels per acre, as compared with 34.5 bushels a year ago, 25.1 in 1901, and a ten year average of 27.8. The average for quality is 79.9, against 86.7 in 1902, and 83.7 in 1901. The preliminary estimates of the yield per acre of barley is 26.4 bushels against 29.0 a year ago, 24.7 in 1901, and a ten year average of 20.8. The average for quality is 5.4 against 7.3 last year and 9.2 in 1901.

The preliminary estimates of yield per acre of rye is 15.4 bushels, against 17.0 last year, 15.1 in 1901, and a ten year average of 14.9. The average quality is 88.4 against 91.0 one month ago, 80.5 on October 1st, 1902, and a ten year average of 79.7.

GOSSIP OF OTTAWA.

Tory Senators Will Fight the Railway Bill.—Presentation to D. C. Fraser.

Ottawa, Oct. 10.—The conservatives in the senate will fight the passage of the Grand Trunk Pacific bill, and are refusing pairs to liberal members. That there will be a safe majority for the government goes without saying. The present standing of the two parties in the senate, exclusive of the speaker, is: Government, 41, and opposition, 35, while four seats are vacant. This gives a ministerial majority of six. Some senators will be unable to be present, owing to ill health, but this cause will affect both sides about equally. Hon. Mr. Baird, a conservative senator, who has been in England since the session opened, made his first appearance yesterday morning.

D. C. Fraser, member for Guysborough, has been presented with a solid silver tobacco box, containing a set of pipes, a cigar holder and pocket book, a pencil and a silver match base, in recognition of the 58th aniversary of his birthday. Each article bears Mr. Fraser's initials, and on the cover of the box appears the following inscription: "To D. C. Fraser, M. P., from the Nova Scotia liberals, senators and members, on his 58th birthday." Mr. Fielding made the presentation.

Messrs. D. H. Clink and B. Price, of Battleford, and Isbester and James Leslie, of Saskatoon, are here to see the officials of the Grand Trunk railway and the Canadian Northern railway. Each delegation wants the Grand Trunk Pacific and the Canadian Northern to pass through the towns they represent.

A SERVANTS' GUILD.

New York Women to Offer Prizes for Long Domestic Service.

New York, Oct. 10.—Several women of wealth and social prominence here have started a movement for a "servants' guild," intended to benefit both the sorely tried housekeeper and unappreciative maid. The head of the household will get for a moderate fee girls whose references have been investigated and who must behave or be barred forever from the privileges intended for them, including a comfortable clubroom and lectures and instruction on practical lines.

Both mistresses and maids must subscribe to certain rules and regulations, presumably for their joint benefit. The girls must be guaranteed the regular day and evenings off and they must pledge, among other things, to remain at least one month where they are sent, unless they should be discharged.

For those who remain for one year in the place obtained for them by the guild, there will be various prizes, which will be increased on succeeding anniversaries. The title of the new organization is the Women's Domestic guild. The first work being done is in the registry department, getting names and investigating the references. Soon as possible a training school for servants will be established, under the management of experienced housekeepers, with competent chefs in the culinary department. There will also be a dressmaking branch.

THE WINNIPEG'S MEETING

ANNUAL REPORT OF MANAGER RICHARD PLEWMAN.

OUTLOOK FOR THE PROPERTY IS BRIGHT.

[Special to The Daily News.]

Phoenix, Oct. 10.—The annual general meeting of the Winnipeg Mines, Limited, has just been held here. The managing director, Richard Plewman, submitted his report, which was received and adopted. The report goes into detail in regard to the prospects of the property, and what has been done since work was resumed there a few weeks ago. A new shaft house was built, to take the place of the one destroyed by fire in May, 1902, the new building being considerably larger than the old one. Arrangements were so made at the mine for the shipping of ore from the dump that within three weeks after starting over 1,000 tons of second class ore were sent out—ore that yields a profit at the present rates of freight and treatment. Now, however, ore is being taken from the mine, itself, which has been largely unwatered, and the returns will be larger. For a time shipments were made to the Boundary Falls smelter at the rate of 12 cars per week. In general, Mr. Plewman feels much encouraged at the prospects of the Winnipeg.

At the meeting of the shareholders the report of the auditor, William Tomlinson, was also read, and the following officers and directors were chosen for the ensuing year: President, John Dean, mayor of Rossland; vice-president, Charles D. Hunter, of Phoenix; secretary-treasurer, Richard Plewman, of Phoenix; the other directors being W. W. Gibbs, of Portland, Oregon ;R. E. Plewman and F. W. Bauer, of Rossland, and John A. Morrin, of Phoenix.

So far operations at the Winnipeg have been conducted without the use of the compressor, but by the 1st of November, Mr. Plewman expects to have that machine in working order, when the property can be operated to better advantage. At present the mine has a force of 23 men on the payroll, which may be somewhat increased later.

A TRANCE MEDIUM.

May Find the Lost Dunsmuir Thousands.—A Vancouver Sensation.

Vancouver, Oct. 10.—The hiding place of the stolen thousands of James Dunsmuir has been seen by a trance medium, named Wright, of Niederam and Wright, who have an office in the Flack block, and who advertise electrical treatment. Mr. Wright is a very young man, barely turned 21. There is nothing remarkable about his appearance, but it is claimed that in the hands of his partner, he can exercise occult powers, which makes him a most mysterious and interesting person.

The report was current in the city that as a result of what this young man saw in a trance, arrests would be made in Victoria and Seattle of the thieves who stole $9,200 which was on its way to Ladysmith to pay the miners.

Mr. Niederam was asked if the report was true. He said: "We are not in this business, and we would rather not be known to the public in that way. We have other means of livelihood. However, the simple facts might be told. Mr. Wright possesses extraordinary powers, although he has never before exercised them in a case of this kind. His powers have heretofore been used by him to amuse his friends, and he has often gone to sleep by his own will, and at the suggestion of some friend described scenes, that the friend had seen, but he had never seen in his waking moments. I have lately been much interested in Mr. Wright's peculiar gifts, and as an experiment I tried him on the Dunsmuir robbery. Mr. Wright has never been in Victoria or Seattle, but in the trance he described Seattle scenes that I knew well. I am unable to explain how he performs what he does, but I know he does it. He tells me that he prepares himself for his trance, by shutting out of his thoughts everything except the spiritual, and when he gets into a state where he feels that the spiritual in him is dominant over matter, he will sleep. Then I make the suggestion to him which enables him to produce the desired results."

A WARLIKE RUMOR

Japan's Ultimatum to Russia.—Bear Sharpens Its Claws.

London, Oct. 10.—A Chee Foo dispatch says rumors are current there that Japan has sent Russia an ultimatum expiring two or three days hence.

London, Oct. 10.—From two sources, says a correspondent of the Times, come the reports of the extraordinary extent of Russia's military preparations for the contingency of war with Japan. A well informed personage who was lately at St. Petersburg, says that the Russian military authorities expect the outbreak of hostilities within the next few weeks.

KILLED BY A HORSE.

Noted Jockey Meets Death from Animal He Knew Best.

[Special to The Daily News.]

New Westminster, Oct. 10.—John Birley, better known in sporting circles as "Bonnie Johnnie,' the noted jockey of Spokane, visiting his father, Richard Birley, of Burnaby, was today kicked by a horse in his father's stable, and fatally injured. He was taken to the Vancouver hospital, but the doctors have no hope for his recovery, as the left side of his skull was crushed in.

BOUNDARY ORE SHIPMENTS

ANOTHER GREAT JUMP IN THE MINES' OUTPUT.

OVER 19,000 TONS SENT OUT TO THE SMELTERS.

[Special to The Daily News.]

Phoenix, Oct. 10.—This week the combined mines of the Boundary make a big jump in the total of ore shipments, an increase of nearly 3000 tons over last week, which was itself well up to the mark. The total this week is not far from 20,000 tons, occasioned by nearly every one of the nine mines on the shipping list making something of an increase over last week's record. The following are the figures from the different mines:

Granby mines to Granby smelter	9117
Snowshoe, to Sunset smelter	2730
Mother Lode, to Greenwood S.	3808
Sunset, to Sunset smelter	488
Morrison, to Greenwood Smelter	320
Emma, to Greenwood, Nelson and Granby Smelters	1155
Oro Denoro, to Sunset smelter	792
Winnipeg, to Sunset smelter	450
Athelstan, to Sunset smelter	210
Total for the week	19070

Total for the year to date, 482,888 tons

The Granby smelter this week treated 8600 tons, making 247,290 tons for the year to date.

THE FERNIE RECOUNT.

Fernie, Oct. 10.—(Special.)—The official recount took place today by returning officer Alexander. All ballots marked with a black pencil were allowed. The vote stood: Ross 316; Smith 309; 19 ballots were rejected because the "X" was at the end of Smith's name. Seven ballots for Ross were rejected for the same reason. The ballots clearly indicate the voters' intention; and full confidence is placed in a judge's interpretation of them. This will give the seat to Smith by a majority of 5. A recount is being applied for at an early date.

A COUNCIL MEETING.

Victoria, Oct. 10.—(Special.)—The full cabinet was in session today, excepting Wilson. Goodeve and Green arrived last night. Taylor, of Revelstoke, is also here, and, it is said, he expects to get the provincial secretaryship.

WONDERFUL WATERLOO MINE

FOUR-FOOT PAYSTREAK AVERAGES $1,000 PER TON.

CLAIM IS SITUATED ON NORTH FORK OF KETTLE RIVER.

[Special to The Daily News.]

Grand Forks, Oct. 10.—G. A. McLeod and Dr. Kingston, of this city, have dispatched a pack train with supplies to their Waterloo claim, situated at the headwaters of the north fork of the Kettle river, 100 miles north of this city. It is the intention of the owners as a result of their recent inspection of the Waterloo, to push development work at once and make shipments by pack train during the winter months.

The lead on the Waterloo, which is a silver-lead proposition, is 20 feet wide of shipping ore. The average values in a four-foot paystreak are $1000 to the ton, principally in silver, with 5 per cent copper, and a little lead. Despite the remoteness of the property from transportation, little doubt is entertained of the ability of the owners to mine the ore and ship it out by pack horses at a very substantial margin of profit.

Many specimens of the ore gave assay returns exceeding $14,000 silver per ton.

KIND WORDS FOR B. C.

Canadian Manufacturers Speak in Glowing Terms of This Province.

[Special to The Daily News.]

Winnipeg, Oct. 10.—The Canadian Manufacturers' excursion left this afternoon for Toronto. The trip over the Canadian Northern road between this city and Port Arthur was abandoned, and the party proceeds directly home by the Canadian Pacific.

All the visitors, in interviews purlished here, speak in glowing terms of British Columbia and their treatment there.

NEW HOTEL FOR TORONTO.

[Special to The Daily News.]

Toronto, Oct. 10.—C. C. Vanery,, the Toronto ticket agent who claims to represent St. Louis capitalists, has opened up negotiations with the city for a site for a 500 roomed hotel at Wards' island, the eastern portion of Toronto island.

WOULD ARREST SIR WILFRID.

[Special to The Daily News.]

Quebec, Oct. 10.—A woman, evidently demented, last night applied for a warrant for the arrest of sir Wilfrid Laurier and Hon. S. L. Parent. She claimed that they had entered into a conspiracy to deprive her of her position. Her name has not been ascertained.

CRAWFORD BAY DISTRICT

INTERESTING ACCOUNT OF ITS SOIL AND RESOURCES.

MUCH ROAD CONSTRUCTION GOING ON IN KASLO RIDING.

[Special to The Daily News.]

Ainsworth, Oct. 10.—J. D. Moore, road superintendent for Kaslo riding, is here at present in connection with important improvements which are being made in the wharf and the approaches leading to it. The wharf and the sidewalk leading to it are to be placed in a state of thorough repair, and the roadway opposite the express and telegraph office is to be placed in good condition. A new flume is being constructed. The work, which is being conducted under the superintendence of D. Grant, will be completed about the end of this month. Six men and a team are now engaged on it.

Mr. Moore is also looking after a very important piece of work which is being done on the other side of the lake, where a trail is being constructed which will give the people of the Crawford Bay district access to both the boats running from Nelson to Kaslo. This trail leaves the lake at Lynchville, a point a short distance south of the mouth of Coffee creek, and on the opposite side of the lake. It will reach the wagon road three miles from Lynchville which runs up Crawford creek from the head of the bay to the foot of the Silver Hill tram, at the junction of Canyon and Crawford creeks. This road is nine miles long, and the new trail will reach it at the bridge near Alex. McGregor's ranch, a point nearly three miles from Crawford Bay. The trail is being constructed on a wagon road grade, and will probably be widened into a wagon road next year. Since the point of junction at the bridge is almost as near to Lynchville as to the head of Crawford Bay, it will be seen that McGregor and all the ranchers living further up the road towards the Silver Hill mine will be almost as near by wagon road to Lynchville as to the head of Crawford bay. Besides, no boat comes regularly to the head of Crawford bay. The Crow boat would have to go 15 miles out of its course to call there. At present, when the ranchers reach the head of the bay, they have to take their produce by rowboat to Pilot Bay, a distance of about ten miles.

At Lynchville, a landing will in time be built, and the two boats running from Nelson to Kaslo will doubtless make regular calls, both going and coming, if necessary. Most of the ore from the Silver Hill, Humboldt, Commonwealth and other mining properties in the Crawford bay district will be brought by wagon to Lynchville, and also all the produce of the ranchers. A large quantity of very fine strawberries went to waste this year at Crawford Bay because there was no means of getting them to market. The district is noted for the excellence of its strawberries. A. G. Erickson is superintending the construction of the trail, which will be completed about the end of this month. The trail will reach Erickson's ranch about a mile and a third from Lynchville, his being the first ranch reached.

Very few people who have been at Crawford Bay have any adequate idea concerning the prospects of the district There are several thousand acres of land here, and, at the very lowest calculation, there are two thousand acres of first-quality soil of considerable depth. The soil consists in some places of clay loam and in others of black muck, the clay loam being on the ridges and the black muck in the meadows. On the ridges there is a heavy growth of fir, tamarack, pine, hemlock and cedar, and the clearing is attended with some difficulty. The meadows are sparsely covered with alder and willow trees, and clearing is very easy. They must, however, be drained. The valley has a southern exposure, being well sheltered on the north, east and west, and is remarkably well adapted for the growth of all kinds of fruit that will grow in this latitude. Apples, pears, cherries and all kinds of small fruits are grown there now, the trees having just begun to bear. The growing of peaches and apricots has not yet been attempted to any extent, but there is no good reason why they should not do well there. Nearly 2000 fruit trees have already been planted there, and about 2000 more have been ordered and will be planted next spring. Irrigation is in general not needed, but there are many streams, and a sufficient fall, if it should be needed.

In California many families live in comfort on the income derived from five acres laid out in fruit trees, and small fruits. Ten acres are there considered quite sufficient for fruit growing purposes, even if a family be large. There are at least 2000 acres of first-class soil at Crawford Bay, and, allowing 20 acres to each family, this land would support one hundred fruit growers and their families. The Crawford Bay district may yet help greatly to make the Nelson fair a pronounced success. A rural community of 100 families or more may yet be found there, and, if the land were all cleared and planted in fruit trees, and first-class roads constructed, wherever necessary, the combination of tree-clad mountains, crystal streams, fruitful orchards, southern breezes and a mild climate ought to make the Crawford Bay district one of the most delightful residential places in the country.

HICKORY SUPPLY IS NEARLY GONE.

St. Louis, Oct. 10.—The rapidly diminishing supply of hickory, which has recently caused alarm among manufacturers of hickory products, was the subject under discussion at a meeting of the hickory handle manufacturers' association held today at the Southern hotel. Those present represented hickory handle manufacurers who produce 90 per cent of the product that supplies not only the United States, but England, Germany, China, Australia, South America and South African countries. Reports previously presented to the association showed that practically the entire hickory supply north of the Ohio river has been exhausted. In this territory, it is said, the supply is confined to a few states in the south and southeast.

The association believes that if the situation is impressed upon the public the slaughter and waste of hickory may be stopped. There is nothing yet known that will take the place satisfactorily of hickory. The manufacure of buggies, which is ever increasing in this country, has made great inroads on the supply. During the past eight months the price of hickory products has advanced 100 per cent, and there are intimations that the price will go still higher in the near future.

A TERRIBLE EXPERIENCE

MILLHAND FACES DEATH FROM MONSTER SAWS.

WHILE HIS FOOT IS SLOWLY CRUSHED BY HEAVY ROLLERS.

On Friday evening an accident occurred at the Kootenay River Lumber Company's mill which came within an ace of causing the death of one of the workmen, H. Alsopp.

A few minutes before the mill was to stop for the night Alsopp slipped and fell down beside the edger. His right foot was immediately caught, drawn in under the roller, and severely crushed. This was done slowly, and while suffering the excruciating agony caused by the fearful pressure Alsopp was within a few inches of the four whirling circular saws on one side and on the other side was the board wall.

The machinery was stopped as quickly as possible, and while awaiting this a couple of men who were nearby caught hold of the unfortunate man and prevented him from writhing against the saws. After the machinery had been stopped he was drawn out and taken to the Kootenay Lake General hospital.

He will always be lame but it will be possible to save most of the foot. The nervous shock caused by the ordeal was most severe, but Alsopp is now progressing as well as could be expected.

WRECKS IN THE SOUTH.

Long List of Ocean Accidents From Norfolk, Virginia.

Norfolk, Va., Oct. 10.—Two four masted coal barges, carrying crews of four to six men, are ashore at Virginia beach. The life saving crew dropped lines over both but received no response. The fate of the crews is unknown.

The three masted schooner Nellie W. Howlett, from Pensacola, captain Ghem, lumber-laden, is a total wreck off Dam Neck station. The crew has been saved. The coal barges Ocean Belle and Georgia, in tow of the tug Richmond are both ashore at Virginia Beach.

The United States cruiser Olympia in dry dock here with her bottom torn out, is threatened by the flood and the tide is now within a few inches of the top of the caisson.

The tug Richmond arrived at Newport News, late this evening with the crew of the Georgia.

OOM PAUL'S BIRTHDAY.

Is Living Alone and Neglected at His Villa in the South of France.

Paris, Oct. 10.—How swiftly even the most famous of men pass from the public mind when they are no longer in the limelight is evidenced by the fact that very few if anyone noticed the anniversary today of Mr. Kruger, former president of the Transvaal republic, whereas the same occasion but one or two years ago was marked by public demonstrations and a flood of congratulatory messages.

Mr. Kruger was born October 10th, 1825, and consequently this is his seventy-eighth birthday. He is living very quietly at his villa in the south of France. For a while his place was the Mecca for Boer leaders and for Frenchmen and others who desired to show their sympathy for England's fallen enemy, but of late Mr. Kruger has received very few callers. He has never fully recovered from the shock of his wife's death and the most of his time is spent ni reading the Bible and in reverie.

FOLLOWS ENGLAND'S EXAMPLE

Italy Arranging For An Arbitration Treaty With France.

Rome, Oct. 1.—Representatives of the French and Italian governments are holding pourparlers with a view to the making of a treaty or arbitration similar to that agreed upon between France and Great Britain. It is asserted that king Victor Emmanuel intends to come to a definite understanding with the French government on the subject during his visit to Paris. An understanding between the Rome and Paris governments will it is believed be more easily arrived at than that between France and Great Britain as there exists no serious pending question between the two countries.

THE TILLMAN TRIAL.

Case Will Go To the Jury on Wednesday—Evidence All In.

Lexington, Ky., Oct. 10.—The last witness to be heard in the trial of Jas. H. Tillman charged with the murder of N. G. Gonzales left the stand this afternoon and on Monday and Tuesday the arguments will be heard, several hours being allotted each side. The charge will be delivered Wednesday and the case given to the jury.

The testimony of character witnesses offered by both sides and arguments by counsel of disputed points consumed the time of two sessions today.

NEWFOUNDLAND FISHERIES FAIL

Hard Times Result From Shortage in Cod Capture This Season.

St. Johns, Nfld., Oct. 10.—The total exports of codfish from St. Pierre to August 31st were 47 per cent short of last year's total, with little prospect of betterment during the remainder of the season, which has now virtually closed. Severe business depression prevails at St. Pierre as a result of the losses of the fishery enterprise.

NOW THE WAGON RECORD

Trotters This Year Are Slashing Seconds Off the Time.

Lexington, Ky., Oct. 10.—Major Delmar broke the world's wagon record 2.03 3-4 today. The exhibition mile record of Lou Dillon in 2.04 1-2 was made at Cleveland. The world's pacing record made by the Abbot at Hartford is 2.04 3-4.

STEAMSHIP AGREEMENT.

New York, Oct. 10.—The Times says the managers of the various steamship lines running across the Atlantic after a conference yesterday announced that the agreement of the North American conference which established the minimum rate of first and second class passenger traffic, would be annulled today.

INSURGENTS WIPED OUT

Turks Gain Final Victory in Monastir

The Bulgarian Government Calls Out Reserves

Monastir, Oct. 10.—The military operations in the northern part of the Monastir villayet are nearly finished. The last remaining band in the district, numbering 93, was annihilated by Turkish soldiers on October 6th, after a desperate fight. The band sought to stop the Turkish advance by rolling huge boulders down a mountain side. A number of Turks were killed or wounded. The Turks continued their advance and after a desperate battle on a ridge, 63 insurgents were killed. The remainder later surrendered.

Sofit, Oct. 10.—The war office has decided, in view of the situation, not to send home any of the refugees for the present. The Dnevnik says the authorities are surprised and concerned at the frequent aggressions of Turkish troops along the frontier. The Bulgarian ministry has formally complained to the Turkish government on the subject and has pointed out the deplorable results which such conduct must have on the relations between the two governments at a moment when direct negotiations are proceeding.

About 700 refugees arrived yesterday at Pastra, near Rita, from Razlog. It is estimated that 20,000 refugees are now in Bulgaria. Of this number 13,000 are in the Bourgas and Varna districts. The remainder are distributed in the Rita, Samakov and other districts.

Sofia, Oct. 10.—(Later.)—The war office today ordered a complete mobilization of the first and second classes of reserves resident in the Kestendil district, and of the thirteenth Macedonian infantry. This step was taken as a precautionary measure in view of the repeated provocative acts of the Turks on the frontier.

London, Oct. 10.— ASalonica correspondent asserts that Bulgarian prisoners are sent in exile weekly from that port. They are never heard of again once the ship has sailed ,and it is feared that they are thrown overboard.

Uskub, European Turkey, Oct. 10.—Official dispatches regarding the recent engagement between Turkish troops and insurgents at Kaimakchalan state that 100 insurgents were killed, including four chiefs. A band of 30 revolutionaries were destroyed near Nevrokop Wednesday. Two villages, each of 600 houses, have been bombarded and burned.

MONTREAL AND BOSTON CO.

A New Business Manager Arrives in the Boundary.—Mr. Goodell Remains On.

[Special to The Daily News.]

Greenwood, Oct. 10.—Albert I. Goodell, superintendent of the Montreal & Boston Copper Co.'s Sunset mine and smelter, has returned from Montreal, where he was in conference with the officials of the company regarding plans for the future. He was accompanied by H. T. Pomberton, of Montreal, who has been appointed business manager for the company, and who will reside here in the future. Mr. Goodell's friends will be glad to learn that he has consented to remain as superintendent of the company's works. During his 18 months' residence here he has won the complete confidence and esteem of business and mining men generally, who all regretted his contemplated resignation.

IS EASILY PLEASED.

The Vancouver News-Advertiser says referring to the government's majority on one: "There is nothing in the facts to indicate that the government will not meet the house at the opening of the session as directing the provincial administration. Nor is there any reason why the session should not prove to be a satisfactory one in the view of the electorate. The financial position of the province will be the chief matter that will require the serious attention of the house, since measures must be adopted to get over the embarrassments caused by the reckless and incompetent management of the last three provincial governments. The electors will scrutinize very closely the course that the opposition may pursue, since they realize that what is required is a prudent and economical administration, capable of extricating the province from the injury that opposite methods have brought about.

THESE BE HARD WORDS.

Chamberlain - Balfour Policy Called Contemptible and Cowardly.

London, Oct. 10.—Earl Spencer, leader of the opposition in the house of lords, regards the Chamberlain-Balfour policy as "miserable, contemptible and cowardly."

IMPOSING OTTAWA FUNCTION.

Ottawa, Ont., Oct. 10.—After prorogation of parliament there will be, it is said, the imposing function in the senate chamber when the civil service decoration will be formally conferred by his excellency.

HUDSON'S BAY COMPANY.
INCORPORATED 1670.
THE GREAT STORES OF THE GREAT WEST
MAIL ORDERS PROMPTLY FILLED

The Breakfast Table

The first meal of the day is usually a light one, and what is nicer to finish with than a plate of Hot Cakes and Syrup. We can sell you a guaranteed pure

Maple Syrup

in quarts 35c; in 1-2 gallons 65c; in gallons $1.15; and for Flour "The finest in the world" is Aunt Jemima's Pancake Flour. What all say is good must be so. Per pkg 20c.

The Hudson's Bay Stores

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 Nelson Branch. Deposits Received and Interest Allowed.
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.

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CANTON DRILL STEEL

H. BYERS & CO.
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Try a Shipment of
Smoked Shoulders
They cost you 6 cents per pound less than Hams, and in many cases will take their place.

J. Y. CRIFFIN & CO., Limited

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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

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Published at Nelson every morning, except Monday, by
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TYPOGRAPHICAL UNION LABEL NELSON NO. 243

THE POLITICAL SITUATION.

The official count in the Fernie riding yesterday has resulted in the return of Mr. Ross, the conservative candidate, by a majority of seven. A recount will be had before the county judge, but Mr. Ross now holds the seat and is entitled to claim it, until the liberals disposses him, if they are able to do so eventually. Until a review of the ballots is had it is difficult to at all understand the original return issued on the night of the election; nor until it is known just what ballots are thrown out as spoiled, and the reason therefor.

The directions to voters as to placing the cross in the disc opposite the name of the candidate are plainly stated, and it is somewhat astonishing that so many votes should have been wrongly marked all over the province. Mr. Ross, if he sits in the house as the member for Fernie, by virtue of some of the electors having misunderstood the statutory directions, and having placed their cross at the end of Mr. Smith's name in place of in the disc, can hardly feel that he has been fairly elected ,whatever the legal aspect of the case may be.

The result of the official count in Fernie is to give Mr. McBride twenty-two supporters out of a house of forty-two. This will permit the tories to elect a speaker from their ranks and still have a majority of one, provided there are no defections from their ranks. Mr. McBride's position, and that of his administration is not an enviable one, but presumably he can now report to the lieutenant-governor that he has a party majority behind him.

Whether the premier will eventually be able to fill the vacant cabinet positions satisfactorily and eventually carry on the affairs of the province, remains to be seen. Already there is plenty of evidence of much dissatisfaction in the tory ranks, and the premier will now have an opportunity of displaying that administrative capability, and thorough knowledge of men and matters which his supporters have claimed for him with so much earnestness during the past three or four months.

The liberals throughout the province do not believe that Mr. McBride can possibly succeed, and everywhere arrangements are being perfected for another election before the end of the year.

THE RAILWAY BILL.

The St. John Daily Telegraph, referring to the passing of the Grand Trunk Pacific railway bill from the house of commons to the senate, observes that "the senate has before it now a duty which it cannot properly dodge." It is not very likely that the senate will attempt to dodge it. The railway bill is and has been demonstrated in the commons to be of such vast moment to Canada, and perhaps more especially to the western portions of the dominion, that the senate, constituted as it now is, is not going to be influenced by attempts to coerce it into giving adverse consideration to a measure of such widely recognized importance and benefit as this railway bill. Whether the debate in the senate be long or short it is not likely that any new arguments either for or against will be adduced. The ground has been so thoroughly covered that it does not seem possible for any phase of the issues to have been overlooked by the army of speakers who have felt it incumbent upon them to torment the house and to fill many weary pages of Hansard with their views, more or less original.

So thoroughly has the bill been discussed in the commons and in the press, that there is perhaps not another subject brought before parliament during the past decade that is better understood by the general public than this. It is fortunate that it is so, for as the public will reap the benefit of this railway policy, and not any private corporation or syndicate, as has, unfortunately, been the practice in the past in the majority of instances when works of this kind were under consideration, it is right and proper that they should be as well informed upon it as is possible. It is very evident from the information contained in the recent dispatches from Ottawa, that the dominion government is determined to push with vigor the railway policy they have decided upon adopting. The west is slated to profit largely by railway construction within the immediate future. Not only will the British Columbia section of the Grand Trunk Pacific be constructed, furnishing occupation for a large force of men and requiring the expenditure in this province of millions of dollars, but several less pretentious lines of railway are also to be built, and these too, in turn, will call for many men and the spending of much money. What this means to the people of this province needs no pointing out. It carries with it all the benefits that the free expenditure of large sums of money always confer upon any community or country. Nor will the benefits be only those immediately experienced. There are other benefits that will accrue of more enduring nature, and not the least of these is the opening up of large tracts of the province now practically inaccessible. Enormous areas of agricultural lands will be made available for settlement, and districts known to be rich in minerals will be made more accessible to the prospector and the development of these mineral resources will be rendered more possible and with infinitely greater economy.

The members of the senate have been neither deaf nor blind to what has been transpiring in the lower chamber during the past few weeks, and they cannot but have profited by what they have seen and heard. There is but one conclusion to which they could arrive, and that is that the railway policy of the federal government is one that will make for the progress and welfare of the entire dominion, and the senate will therefore see it is their duty not to dodge the question, but to endorse the policy of the government and to pass the bill.

More than half the battle in cleaning greasy dishes is in the soap you use. If it's Sunlight Soap it's the best. 6B

THE LEAD BOUNTY.

It is pointed out by a candid critic of The Daily News that the bill giving the lead bounty as passed in the commons, has not yet received the mandate of the senate, and with reference to the remarks which appeared in this paper yesterday on the subject of the alleged disagreement over the bounty between the mining men on the one hand and the smelter and railway officials on the other, it is urged that until the bill in question is finally approved by the senate it is quite unnecessary and out of place to discuss the practical working out of the measure in the Kootenays.

Admitting that the act in question yet requires the assent of the senate, which is, of course, quite true, how does that affect the question of freight and treatment rates under the new arrangement? No one questions but that the senate will pass the measure, and this is so well understood that the lead miners have already held two meetings to arrange a basis of settlement with the smelters and the railways. The miners have stated generally that the rates offered were not acceptable, but have given no particulars. It is not seriously urged that any of the interested parties are waiting until the bill is finally passed. On the contrary at least two efforts have been made to arrive at such an understanding that all the mines now closed down could open up or arrange to open up as speedily as possible.

What is wanted just now is an authoritative statement from the lead miners of their position, and if they have any, of their difficulties in obtaining satisfactory arrangements for disposing of their ore. Not merely the lead mine owners, but the whole country is vitally interested in a prompt settlement of the bounty question, and the sooner it is reached the better every one will be pleased.

EDITORIAL NOTES.

Hon. Richard McBride, in the largeness and majesty of his soul, declared for party lines in order that the country might be freed forever from the petty, miserable, selfish intrigues of personal politics, says the Victoria Times. Therefore it cannot be true that the Premier is at the present time devoting all the leisure he can steal from his belated departmental labors to the task of "approaching" members who were elected in opposition to his policy and ascertaining if differences cannot be arranged and the programme of the government brought into harmony with the views of the coveted members, or vice versa. And yet it is said by those who have seen the evidence that this is actually what the honorable and honored premier is doing.

The Daily Mail (London) is glad Mr. Chamberlain is gone, because, says this conservative but popular paper, "he wanted to tax the people's food." The Daily Express makes Mr. Chamberlain a moral Gulliver among Liliputians, thus: "Mr. Chamberlain steps out from among his weak-kneed companions. He does not hesitate, nor fear, nor falter. He is not that kind of a man. He sees the stern facts to which other ministers are naturally or wilfully blind. He knows his duty, and he does it like the great patriot he is. Never has his reputation stood so high as at this moment."

The Colonist in a fit of candor says: "Conservatism is razed to the ground. The tree is pruned down to the roots. It is ours to build anew; it is ours to tend the new live shoots." Better put the new live shoots under glass and keep them there, adds the Times. Another such scorching and the roots will be withered up too.

English prose literature has become in our day almost as rare as English poetry. A host of writers, more or less conspicuous, have conspired, it would seem, to write, not English prose, but prose run mad, declares Edward H. Hutton in the Monthly Review. English in the hands of the most popular writers is now a language without rule and often without sense; indeed, the more popular a writer is the madder his prose becomes. It were invidious to give examples, for it is characteristic of the English novel that apart from every other form of literature it alone is indifferent to words, concerning itself chiefly with a tale of love, or the domestic accidents of provincial family life, or the impossible achievements of some braggart long and long ago. But when we remember the magnificent work of the translators of the Bible, how they dealt with romance immortally, and delicately set their words in order, or how in reading the Morte d'Arthur we are possessed by the beauty of a page that tells so exquisitely the valiant old tale, it is with utter disgust that we return to the work of the day, with its split infinitives, its use of "like" for "as," its eternal "and which," its horrible tautology and alliteration, its absence of rhythm or any sense of music, its domesticity and its vulgarity. To read the opening sentence of Hooker's "Ecclesiastical Polity" that captures the reader by its sheer beauty from the very beginning, and then to read the work of the writers of our day is, as it were, to experience a revolution in manners, and in the language so tremendous as to startle even the most artless reader.

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.

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THE BEER THAT MADE MILWAUKEE FAMOUS

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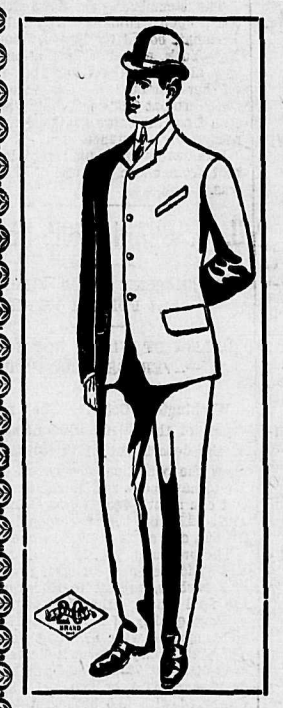
Men's, Boys' and Children's Clothing

Suit **Elegance**



See the three and four button Sack Suits, single and double breasted styles, hand padded collars, narrow hand padded lapels. Trousers cut in correct style. Yes, sir, we want you to buy one of these Suits. You will find it satisfactory, to the last degree, and come again. Long range in prices, $5.75, $7.50, $10, $12.50, $15, $18 and $20.

Our patterns are rich, but not flashy. Many original designs that are different than the ordinary kind. The fit is the wonder of men who have never tried "Ready-to-Wear" before.

KING QUALITY RULES HERE.

You will soon want an OVERCOAT. We have the elaborate and the plain; abundance of both, and big varieties in both. Short coats, long coats, medium coats. Most reliable cloths. Good plain coats $7.50 to $12.50; high-grade coats, $15 o $20.

TRY OUR KIND OF BOYS' SUITS.

We call particular attention to the great range we are showing in Boys' Suits and Reefers. They are the best values ever offered in Nelson. Prices range from $2.50 to $7.50. Very natty suits, choice patterns, and very reliable fabrics, to which we invite your atention.

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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.

THE YMIR MINE.

Directors Issue a Statement as to the Progress Being Made.

Not much news is heard of the Ymir mine on this side of the ocean. In London the directors have issued a circular letter to the shareholders, which states in part:

The mine manager reports the return for the month of August, by cable, as follows: Fifty stamps ran 27 days, and crushed 4,200 tons (2000 pounds) of ore, producing 686 oz. bullion. The estimated realisable value (gross) of the product is $7,750; 240 tons of concentrates, shipped, gross estimated value, $4,750; cyanide plant treated 2,850 tons (2000 pounds) of tailings, producing bullion having estimated gross value of $1,500; sundry revenue, $1,030; total, $15,030; working expenses, $18,000; loss, $2,970. There has been expended during the monh on development, $7,750."

The circular adds: "The low return for August, for which the board was prepared, is due to the fact that until the completion of the development work for opening up the lower levels where the rich ore has been met with, the available mill feed has been confined to a small and decreasing area. The mill, in consequence, could not be kept running at its full capacity on payable ore."

The manager states: "We started 50 head up last night (August 24th), and expect to have the full 80 going by the 1st proximo, and, barring accidents, I expect to keep the full mill going right through the winter." In a cable dated the 10th instant, the manager reports he has already commenced to treat the higher grade ore met with in the lower levels."

When you want a physic that is mild and gentle, easy to take and certain to act, always use Chamberlain's Stomach and Liver Tablets. For sale by all druggists and dealers.

A glass of CASCADE Beer for lunch. No Beer like CASCADE.

THE ZINC OUTLOOK.

Missouri advices say that the price of zinc has not been below $40 per ton for 29 weeks. It has been 13 years since this ore held steady for anything like so long a time, and during the summer of 1890 the high price was only $26 per ton. The assay basis remains at $34 to $36 per ton of 60 per cent zinc. Lead holds firm at $56 per ton. Zinc has averaged $34.35, and lead $54 per ton the nine months this year, against $29.90 for zinc and $44.45 per ton for lead the corresponding nine months of last year, an average increase in zinc values of $4.45 and in lead values of $9.55 per ton.

A REMARKABLE RECORD.

Chamberlain's Cough Remedy has a remarkable record. It has been in use for over thirty years, during which time many million bottles have been sold and used. It has long been the standard and main reliance in the treatment of croup in thousands of homes, yet during all this time no case has ever been reported to the manufacturers in which it failed to effect a cure. When given as soon as the child becomes hoarse or even as soon as the croupy cough appears, it will prevent the attack. It is pleasant to take, many children like it. It contains no opium or other harmful substance and may be given as confidently to a baby as to an adult. For sale by all druggists and dealers.

PRICE OF SILVER.

The average price of bar silver for the month of September was just 58 cents exactly. This is the highest monthly average this year. The average for August was 55.36, and for July 53.92. In September of last year the average price was 51.52, and in September 1901, it was 58.26 and on the downward grade.

Monkey Brand Soap makes copper like gold, tin like silver, crockery like marble, and windows like crystal. 24

MORTGAGE SALE

Under and by virtue of the powers contained in a certain Mortgage which will be produced at the time of sale, there will be offered for sale by public auction, by C. A. Waterman, at his office in the K. W. C. Block ,Baker Street, Nelson, B. C., on Wednesday the 14th day of October, 1903, at 12 o'clock noon, the following property: All and singular that certain parcel or tract of land and premises situate, lying and being in Addition "A" to the City of Nelson, in the Province of British Columbia, and being described as Lots numbered twenty (20), twenty-one (21), and twenty-two (22), in Block numbered Fourteen, (14), being a portion of sub-division of Lot 150, Group one, Kootenay District, according to a map or plan deposited in the Land Registry office and numbered 34. This property is situate on Robson street between Stanley and Kootenay, within half a block of the street car line and has erected thereon a large comfortable two-storey frame dwelling and a comfortable cottage.

For terms and conditions of sale apply to
TAYLOR & O'SHEA,
Solicitors for the Mortgagees.
Dated this 28th day of September, 1903.

Hard-working people can best appreciate the strength-giving, refreshing effect of a hot cup of steaming, delicious, fragrant Blue Ribbon Tea.

Try the Red Label.

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F. J. WATSON. P. O. Box 235.

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

Watchmakers.
C. H. DEMAUREZ.

Not a minute should be lost when a child shows symptoms of croup. Chamberlain's Cough Remedy given as soon as the child becomes hoarse, or even after the croupy cough appears will prevent the attack. It never fails, and is pleasant and safe to take.

TWO LOST TOWNS IN BRITISH COLUMBIA

It is so short a time—less than fifty years—since British Columbia became known to may save the hardy employees of the Hudson's Bay and Northwest companies, that it seems an utter absurdity to speak of the "dead" towns of that province. It must be remembered, however, that in the last half century much history has been made in the golden province, and, as the sequel will show, at least two towns, thriving centres of business and population in their time, have not only ceased to be such, but almost every vestige of them has been lost. Even their sites and names are known to few but the old-timer, and the newer arrival who have taken the trouble to delve a little into past history.

Placer miners, miners of the stamp who did the earlier mining with pick, shovel and rocker or sluice box in California, in Australia, and later in British Columbia, were, and are, restless souls, migratory in their habits. Upon this floating population much of the trade, and most of the "life" of a mining town depends. Let these birds of passage be removed and the crispness of trade is gone; cripple the cash revenue and the backbone of the camp or town is broken. It will then require something more substantial than mere sentiment to induce the "settled" population to continue to pin their faith to a place whose heyday is plainly a thing of the past.

Two of British Columbia's towns met this fate of loss of revenue and population, and of these the oldest was Douglas, named after sir James Douglas, perhaps the strongest character that has figured in British Columbia history.

Prior to 1867 what is now the province of British Columbia existed as two separate crown colonies, known as Vancouver Island and British Columbia, respectively. Mr. (afterwards sir) Richard Blanshard was the first governor of Vancouver island, receiving his commission in 1849, and was succeeded in 1851 by James Douglas, then chief factor of the Hudson's Bay company's trading post at Camosun—now Victoria. The entire population of the colony at that time was less than 500, and yet they returned seven members to the executive council instituted by governor Douglas. In 1858, at the request of the colonial secretary, the governor retired from the H. B. Co.'s service, and in the same year he received his commission as governor of the new colony of British Columbia. For five years he labored at his dual governorship, and no more energetic, successful, nor painstaking governor has this nor any other country seen. No detail was too trivial for his attention; no undertaking too great for his energies. It was during his regime that the great Cariboo gold excitement had its day, and he it was who built that celebrated wagon road from Yale to Barkerville, a distance of 360 miles, and still another wagon road, leading to the same goal, via Lillooet, both routes uniting at a common point some 47 miles from the latter town. The governor was indefatigable, and as a builder of roads and bridges did yeoman service in rendering accessible the remote portions of the country. In 1863 his commission expired, and he retired to private life with the knighthood he so richly merited. Four years subsequently he died, and in the same year the two colonies were united under the one name of British Columbia.

Even in these latter days one will run across some few of the old Vancouver islander colonists, to whom the mainland is almost a foreign country. The writer was driving a few years ago in the vicinity of Victoria, and overtook an old man trudging along the dusty road in the dusk. An offer of a lift was promptly accepted, and during the conversation that ensued the writer asked the old fellow whether he had ever been at some point on the mainland. "Oh," replied the old man, "that's in British Columbia, isn't it? No, I never was over to British Columbia."

Which goes to show how difficult it is for some people to keep pace with events.

It was fitting that the new town of Douglas should be so named. It was called into existence by the wild rush of adventurous spirits from all parts of the world on the discovery of gold on the Thompson and Fraser rivers in 1858, and in Cariboo almost immediately afterwards. Until the completion some little time later of a wagon road from Yale, the head of navigation on the lower Fraser, through the canons of the Fraser and Thompson rivers, the tide of gold fever stricken humanity flowed into the Cariboo district by following the valley, occupied by a chain of beautiful lakes, formed on the one hand by the mountain ranges skirting the seacoast, and on the other by the fastnesses forming the canons of the turbulent Fraser. From New Westminster, near which at that time was established in a most picturesque spot the camp of the royal engineers, under colonel Moody (under whose direction a military road was made from the camp to Port Moody, on Burrard inlet, a name not unfamillar to the C. P. R. magnates and to scores of unfortunate investors and speculators who were deluded into the belief that the western terminus of the great iron highway would be there), steamers ran up the Fraser to the head of Harrison lake; at its head the town of Douglas had its brief existence. The site chosen was an ideal one. The miners, anxious to reach the mines, kept flocking in, and passing on by the chain of lakes and the wagon roads—portages—connecting them. Governor Douglas had a force of 500 men employed in making these short stretches of road. As an inducement to the men to turn to and perform this necessary road making the governor promised, and he kept his word to the letter, to land all provisions and supplies at Douglas at Victoria prices, no mean concession in those days of excessive freight rates.

The town was well supplied with stores, business was rushing ,and the merchants who had cast in their lot with the new town had no doubt as to its permanence.

Each day saw its new arrivals at the bustling place. Seasoned miners from California and Australia, inexperienced men from the older states, eastern Canada and the old country, men of all sizes, ages and nationalities, sorts and conditions, crowded into and their way out of Douglas day after day, and the busy packers, with their trains of pack animals, mules and cayuses, had more than they could handle even at the rate of 50 cents a pound freight!

Amid such exciting scenes as were of daily occurrence, some of the more staid found time in which to plant a few trees. Attempts were made, with more or less success, to make flower and vegetable gardens. Life was pleasant; the town was growing; trade was rushing; the stream of adventurers continued to arrive and go, and all went merrily. The merchants and those engaged in transportation enterprises made money and smiled in placid contentment. But while the tide was passing through Douglas—and it was a tide, for in 1862 alone 10,000 men left Victoria for the mines of Cariboo, and on by the portages and the navigable waters of the Lillooet, Anderson and Seaton lakes to Lillooet, on the Fraser, itself a town with a history of early thrift ,subsequent decadence, and recent revival—the new wagon road from Yale was completed, and then came the crash.

With the opening of this road, the traffic was speedily, suddenly and totally diverted from the old route to the new. The old and well worn passage sank into a peaceful desuetude, and freight rates dropped from 50 to 12 cents a pound. The trade at Douglas rapidly dwindled to the vanishing point; merchants and residents flitted away to pastures new and solitude regained what was wrested from it. Buildings fell into decay. New growth sprang up among the ruins, and Douglas became but a memory.

When the discovery of gold on McCullough and French creeks at the Big Bend of the Columbia, river started a stampede in that direction, thousands of miners, attracted from Cariboo, California and elsewhere, gained the new fields by trail from the head of the Seymour arm of Great Shuswap lake.

During the winter of 1865, the Hudsons' Bay Co., ever mindful of their own interests, built a steamer ,the first built in the interior of the province, near Kamloops, in anticipation of the rush that ensued the next spring. From Savona, at the foot of Kamloops lake, to the head of Seymour arm, was a good reach of easily navigable water; needless to say the Marten did a good business. Thousands of men followed this route to the new El Dorado, and—the natural sequence—the town of Seymour was established at the head of navigation. A roistering town it was too, full of life and bustle, but like its prototype, Douglas, it had its day. The end came to the Big Bend excitement, and with it to the town, and Seymour was no more. Almost completely hidden by the quickly growing bush, remote from the haunts of men, relinquished to the solitude of the forest, are all that remains of the once prosperous town; a few logs barely holding together mark the site of some dwelling, store, or saloon; a pile of stones denote that a fireplace once gave forth comforting heat to the tired and weary.

Both of these towns had an ephemeral existence only, but how much they saw! What joys and sorrows, hopes and disappointments they witnessed! Crowded into their brief term of life what a variety of experiences! Of then it may truhfully be said, theirs was "a short life, but a merry one." There is something inexpressibly sad in the passing of these towns of a day, whose prospects seemed so bright when in the height of their folly and bustle and money making. Wherever placer mining is carried on, history repeats itself in the matter of the growth, life, and decadence of towns, even as in these instances, when remote from the camps. On the other hand, the industry of lode mining brings with it permanence to the towns it upbuilds.

Like Job's gourd, Douglas and Seymour sprang suddenly into existence, and as rapidly perished. Their life was not characterized by the plodding toil of bread winners of the type that lived in that "loveliest village of the vale," Goldsmith has described with such inimitable skill and pathos. And yet the element of sentiment is not entirely absent; each of the departed towns is associated with remembrances that are not free from a pathos that bespeaks a kindly thought, perchance a regret.—M. S. Wade in the Canadian Magazine.

A $100,000,000 COLLAPSE

THE REAL SITUATION AT THE CANADIAN SOO.

A MAGNIFICENT, BUT NOT A BUSINESS SCHEME.

The spectacle of a $100,000,000 "trust" unable to get hay for its horses on credit was seen last week, so a dispatch informs us, in Sault Ste. Marie, where the Consolidated Lake Superior Co. has gone into liquidation. The liquidation, it appears, resulted from the failure of the directors of this big concern to raise $5,000,000 to pay a loan from the Speyer syndicate. Coming after the failure of the asphalt trust and the shipyard trust, and accompanying the decline in the price of other trust securities, this collapse leads some papers to believe that the era of "trust" booms is closing. "The speculative syndicate on a colossal scale has apparently had its day for the time being," remarks the New York American.

Most of the loss, it is said, will fall upon Philadelphia investors. The Philadelphia Press moralizes upon the financing of the concern as follows:

"Here is a corporation which within a year was paying 7 per cent dividends, and which began a year ago with a capital of $102,000,000, so destitute of liquid assets or working capital that it can not pay a loan of $5,000,000, for which its very existence was pawned. Nothing appears to be left. Great sums are paid for plant and sums as great on contracts for improvement. All vanishes. Those nearest to the management and in the direction are heavy, perhaps the heaviest losers, and no one is legally responsible.

"But Lake Superior Consolidated, like all the other trusts, was organized under the Connecticut corporation act, which, like that of West Virginia, New Jersey, Delaware and other states, was expressly drawn to relieve all concerned of responsibility. No one was responsible for anything in the prospectus. No one could be held, in the promotion or direction, for any statements, promises or representations. The sidewalk vendor is more responsible for the razors and the remedies that he sells in the glare of his gasoline lamp, than the promoters or directors of an American trust to which millions of dollars flow.

"It is a free game, and a free game by statute law, as free as wildcat banking was before the federal government stepped in with a statute which made bank directors responsible to the penitentiary as well as to their shareholders and depositors. A moral responsibility remains. In this, as in most such cases, some promoters and directors were deceived, some deceived others and some simply made a business bluder of the first magnitude.

"But business liabilities are not created by moral responsibilities. They can only be imposed by law. The law in this case and in all these trusts removed all statutory responsibility. In England or in any European country the promoters and directors concerned in a case like the Lake Superior Consolidated would be pecuniarily and criminally responsible for their representations to investors. They are not here. Every one knew they were not, and through all the long months in which these bubbles were blown, the Press, at least, was steadily warning investors that no one was responsible for their money. No one could be held.

"Yet the pressure for 'blind-pool' corporations is so strong that Massachusetts has just altered a sound corporation law under which directors are responsible into a wildcat act, under which no one can be held."

The charter obtained from the Connecticut authorities, and referred to in the above editorial, has been examined by the Hartford Post, which says of it:

"The charter which the Consolidated Lake Superior company secured from the Connecticut legislature authorizes the company to do almost anything under the sun from establishing canals and making trousers to scooping in other concerns, running railroads, and operating mines. The franchise is almost broad enough to enable the company to take general supervision of the affairs of the United States and Canada, although the concern is forbidden to do various things in Connecticut which it is authorized to do elsewhere in the wide, wide world. The free-and-easy generosity with which Connecticut grants special privileges is well illustrated in the charter of the befuddled corporation which is now executing all the contortions of a decapitated spring chicken.

"But the capitalization feature of the charter is worth a bit of detailed attention. It provides that the capital stock of the corporation 'may be increased from time to time to such amounts as may be determined by the board of directors, provided such increase shall be approved by two-thirds in interest of the stockholders of the corporation.' All limitations on the capital are lacking. No reasonable relationship between capitalization and assets is insisted upon. In most of the omnibus charters which the Connecticut legislature grants to industrial corporations some restrictions are imposed on the volume of capital . . . but no such limitation may be found in the case of the Consolidated Lake Superior Co.'s charter.

"The Consolidated Lake Superior franchise supplies every temptation and opportunity for wildcat financiering. Facilities for stock watering are furnished in joblots of assorted siezs. No restrictions on the application of irrigation principles and practises to the shares of the concern are set up. The collapse of the corporation is partly due to the cob-house financiering which the state of Connecticut authorized. We still think and say, as we have long said and thought, that it is time for the state to have a care about granting omnibus and unrestricted charters."

The Detroit Free Press, which is familiar with the situation at Sault Ste. Marie, says, in effect, that the scheme was magnificent, but it was not business. To quote:

"The Consolidated Lake Superior Company is perhaps the most extraordinary example of mushroom financiering that the country has seen in recent years. Mr. Clergue went to Sault Ste. Marie to investigate the opportunities for a pulp mill. He became intoxicated with the prospects that presented themselves to a lively imagination; he intoxicated others, and as a result millions of dollars have been wasted in an attempt to creat an industrial universe in little more time than the Almighty, according to Moses, spent in creating the world. Out of this pulp-mill project grew not only pulp mills, but iron-mills and railroads, and blast furnaces, and steel mills, and power houses, and street railway lines and ferry boats, and pretty nearly every form of industry that could be established in a timber and mineral district.

"The power house and the railroad illustrate the general plan of constructive financiering. The canal and power house were projected on a princely scale, and are wholly sui generis; but unfortunately, when both were completed, there was nobody to buy power of the company. Apparently this trifling detail had never been considered, and the magnificent plant has remained idle because nobody wished to use it. The railroad, which extends toward the bleak and barren region of Hudson's bay, is said to have been built regardless of expense. It was a first-class piece of railroad construction—one that would have done credit to the New York Central or Pennsylvania lines; but when it was built there was nobody to use it except the company, and for all its purposes a logging road would have answered just as well. It was like building an expensive flour mill in the Black Hills in the expectation that some day enough wheat would be grown in the crevices of the rocks to make it possible to grind flour there; or like building a sawmill on the Kansas prairies in the belief that forests would ultimately spring up there and the mill would have timber to manufacture.

"It has cost the stockholders of the company a great many millions to learn that great and varied industries do not spring up fully armed like Athene from the head of Zeus, and they are likely to derive no benefit whatever from the experience. The entire establishment will probably pass into the hands of the bondholders, who will proceed to operate the profitable properties and allow the remainder to lie idle until the normal development of the country warrants a resumption of work. Eventually all the property of the company may be worth what it has cost, and even more; but that possibility does not help the present stockholders, and it buys no bread for the families of the unfortunate men who have suddenly been thrown out of work by the bursting of the bubble."

OWES HIS LIFE TO A NEIGHBOR'S KINDNESS.

Mr. D. P. Daugherty, well known throughout Mercer and Sumner counties, W. Va., most likely owes his life to the kindness of a neighbor. He was almost hopelessly afflicted with diarrhoea; was attended by two physicians who gave him little, if any, relief, when a neighbor learning of his serious condition, brought him a bottle of Chamberlain's Colic, Cholera, and Diarrhoea Remedy, which cured him in less than twenty-four hours. For sale by all druggists and dealers .

CASCADE Beer brewed from mountain streams.

BUYING WAR MATERIAL.

Berlin, Oct. 8.—The Chinese minister is at Essen where he is buying arms and other war material.

Ask for CASCADE Beer.

A HINT TO McBRIDE.

Santiago, Chile, Oct. 8.—The entire cabinet has resigned.

CANADIAN CELEBRITIES
HON. CLIFFORD SIFTON

Portentous figures in history and star contemporaries afford scope for writing, but the man who, although he may be journeying upwards, has not yet reached the laurel-crowned summit, is not the kind of man it is easy to write about. The hon. Clifford Sifton is ,however, a man of action, and has been a Canadian celebrity for seven years. Prior to 1896 the public of Canada had never heard of Mr. Sifton, although to the public of the province of Manitoba he was well known. The people of Manitoba hardly realize, perhaps, that the leading men in their local politics are not known elsewhere, but it is nevertheless a fact. To some of us at Ottawa who read the diplomatic correspondence on the school question between the dominion authorities and the Manitoba government, Clifford Sifton, the author of the Manitoba end of it, stood revealed as an astute and able writer of state papers. He was the attorney-general of Manitoba at the time and also had charge of the department of education.

The hostility of Joseph Martin, M.P. P., to Mr. Sifton has been so marked that perhaps it would be interesting to give here the origin of that hostility, which culminated in 1896. Mr. Martin was Mr. Greenway's attorney-general from 1888 to 1891. Mr. Sifton, a practising barrister in the prairie town of Brandon, was elected to the Manitoba legislature for North Brandon in 1888, so that in 1891 he had been a member of that house for three years. Mr. Martin, drafting all the bills and doing much of the work of the Greenway administration, thought he ought to be premier, and, it is said, displayed a decided disloyalty towards his chief. Not being able to get his colleagues to act with him, he thought to force Mr. Greenway's hand by resigning, believing that in a legislature which contained only three or four lawyers the premier could not get another attorney-general, and would be compelled to open negotiations with him. Mr. Greenway, however, had seen Clifford Sifton during the three years he was in the house, display considerable ability in debate, and, what was more, such other talents as made him a natural leader in the house. He, therefore, asked Mr. Sifton to become attorney-general, and it was Mr. Sifton's acceptance of that office which gave Mr. Martin his first setback and killed his programme of bringing Mr. Greenway to his knees. To complete this incident it might be added that the offer of the position of minister of the interior to Mr. Sifton by sir Wilfrid Laurier in 1896, at a time when Mr. Martin was looking for a portfolio, again placed Mr. Sifton across his ambitious path, and he could no longer speak of that gentleman with calmness or patience.

Mr. Greenway came to lean upon Mr. Sifton as the real executive force in the government, and also as the organizing energy of the party at general elections. It was Mr. Sifton who led the liberal party in Manitobo to victory at the general elections of 1892 and January, 1896. The reason why the western members of parliament in both the house of commons and the senate make themselves felt is largely because of that western energy which we hear so much about, but cannot describe. It is indigenous to Manitoba and the territories. The moment it passes the Rocky mountains, and gets into the valley of the Fraser, and flows to the Pacific coast ,it dies. It is a current of electricity which takes entire possession of the individual and makes him a hustler. After a large banquet given in honor of Mr. Sifton on one occasion, when scores of men were trying to get their coats and hats from a little room that would only hold ten, Mr. Sifton replied to a gentleman who offered to get him his coat and hat, "Oh, never mind; I will hustle for myself." So Mr. Sifton is a hustler, and this great force applied to a particular object is overmastering. A minister of the crown, who is not only willing but eager to get into a crowd and shoulder his own way, is in no danger of being left from any sense of having attained an altitude too lofty for contact with common people, such as one of his predecessors is said to have done.

There is nothing romantic, but everything that is strenuous about Mr. Sifton's career. He unfolds no great thoughts clothed in choice language, but he is a student of men, making the mistakes which all who pride themselves on this faculty occasionally make. He is a vigorous, practical speaker. He deals in no adumbrated figures of speech ,but grips hold of a subject with earnestness and intenseness, strips it of any sophistry, and exposes it naked to the gaze of his audience.

The quality of courage, which is indispensable to the successful politician, is not lacking in the minister of the interior. He is always ready to take up a challenge. Perhaps this was best illustrated in the famous duel between sir Hibbert Tupper and himself, when the former, on the way to Ottawa from the coast, gave out publicly that he would stop at Brandon, and, before Mr. Sifton's own constituents, charge him with corruption. This of itself required no small degree of courage, and displayed some of that old Hessian fighting blood which ran in the veins of sir Hibbert's ancestors. Mr. Sifton was in the southern part of the province, and had an important programme of meetings, to cancel which entailed considerable risk. He at once, however, accepted the challenge, and the two men appeared on the same platform before an audience of 6,000 persons, who were crowded into the skating rink. Probably one-half were supporters of Mr. Sifton and the other half opponents. As is well known, the meeting turned out disastrously for sir Hibbert Tupper, partly because he repeated charges which his father, sir Charles Tupper, had recanted in the celebrated Philip letter, which was sprung on the audience for the first time that night, and which simply paralyzed the enemy. It was claimed that Mr. Sifton's majority of over 600 in the election which followed a few days later could be accounted for by the results of this meeting, as hundreds of farmers drove into the meeting, and said they would decide after the proceedings were over whether Mr. Sifton was guilty of the charges brought against him or not. Mr. Hugh John Macdonald was Mr. Sifton's opponent, and thus in the greatest fight of his life he was battling with two of the historic political names in Canada, Macdonald and Tupper. He encountered the prestige and popularity of Macdonald and the influence of Tupper, and swept everything before him. Of course, the magnificent organization which Mr. Sifton had in that election was a factor in the result; yet there are few men who would willingly go through such an ordeal. Brandon was a conservative constituency, and Mr. Joseph Martin had been defeated there when it was called Selkirk.

There are many interesting incidents in the career of the minister, but there is only space to mention a few and to try and make them illustrate his character. Hi sexecutive ability and enormous strength were surprisingly illustrated by his reformation of the department of the interior immediately after he took office. He found nearly everything in arrears, some things in a mess, and cases innumerable waiting for years for disposal. He took hold in November, 1897, and left for Skagway in September of the following year, having reorganized and reformed the department and disposed of all the arrears. He was able to say that he had not left a single item of arrears in the whole department, except one, and that was a very large question, the issue of patents for the C. P. R. land grant.

Perhaps a small incident at Skagway will help to show his quickness of decision and rapidity of action. The tide which comes in from the Pacific through the Lynn canal rises and falls about 20 feet. At that time the enormous wharf which was being built out a quarter of a mile for the accommodation of steamers was not completed, and was only painked out a short distance. The government steamer was anchored out in the harbor, and the minister, having finished some work on shore, was standing talking with a small group at the approach to the wharf, when a cry went up that the tide was going out and that the sailors couldn't hold the boat to the shore. It was seen that the tide was racing out at a furious pace, and the sailors were endeavoring to hold the boat aaginst the supports of the wharf for a few moments. Mr. Sifton looked round, saw a coil of rope, and called to a man to take it and tie it to the centre of one of the beams on the bridge, which was done, and the other end of the rope dangled free, but short of the surface of the water by about nine or ten feet. He then beckoned the sailors to try and bring the boat underneath the rope, which they succeeded in doing, but yelled up that they could only hold it there a few seconds. Justice McGuire, who was with the minister, was invited by him to descend and jump into the boat, but the judge said, "No thank you," and without an instant's hesitation Mr. Sifton straddled the beam, seized hold of the rope, threw himself off, and lowered himself hand-over-hand as far as the rope went, and then let go. It was a question whether the boat could be held right under the rope, but fortunately it was, and the minister landed in safety, and laughingly shouted up to the judge that it was quite easy and they would hold the boat a minute longer for him, but his lordship did not think that it comported with the dignity of the bench, and came aboard later by another boat.

The allotted space does not permit of any reference to the many events of Mr. Sifton's political career. He is now in London, acting as British agent for his majesty's government in the Alaskan boundary arbitration. His home, on Metcalfe street, in Ottawa, is always open to his western friends. He is fortunate in his domestic surroundings, and, on one public occasion, in the presence of Mrs. Sifton, told his audience that he was indebted to his wife for suggestions in regard to political questions, which sometimes enabled him to avoid mistakes.—The Canadian Magazine .

DICTATES OF FASHION.

The Kangaroo Walk and the Gibson Shoulders are Doomed.

The Kangaroo walk says the president of the National Dressmakers' association, and the Gibson shoulders, are doomed. Peekaboo waists, high heels, and peroxide hair are also marked for banishment. This is radical indeed, says Colliers. We knew that body and figure, as Barabara says, are very different things, but we had small hope that "figure" was to be displaced so soon. If all women had beautiful forms it might be easy to return to nature, but so many, like the author of "Don Juan" "hate a dumpy woman," that the corset and the high-heeled shoe seem necessary to make all women look alike. Of course, under the reign of whalebone and French heels the female form has not been divine, or even human, but it has been something which, like unions in trade, kept those most bountifully dowered by nature from leaving the less fortunate behind. To a man's mind Gibson shoulders, however, seem to be unfairly included by the boss dressmaker. What have he and his association to do with Gibson shoulders? The male would not suppose these shoulders were the product of sartarial art. They were, to his mind, begun by nature and perfected by the artist, and it would seem to need more than a band of dressmakers to keep those girls who have Gibson shoulders from using them. Nature notoriously initiates the successful artist. After the Greek goddesses were chiselled, Athenian forms improved. Since Mr. Gibson was established, women have become taller, with shoulders more majestically drawn. If the Dressmaker's association had attacked Mr. Gibson's waists, we should have written this article about some other topic but to select his shoulders showed an altogether mistaken view of art and nature. Perhaps, however, it spoke the feminine dialect, and meant tucks in the shoulders of shirtwaists. If so, we consent. As to peroxide hair, what would the stage do without it? The supply of blondes is steadily inadequate to the demand. To the kangaroo walk, especially if it could depart accompanied by the whalebone waist, a cheerful farewell.

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

BALFOUR ON FREE TRADE

CONCLUSIONS ARRIVED AT IN PREMIER'S PAMPHLET.

COMMERCIAL LIBERTY MUST BE REGAINED.

The English newspapers with details of Mr. Balfour's pamphlet, "Economic Notes on Insular Free Trade," have just been received. A pamphlet by the prime minister of Great Britain on the greatest public issue of the day is so notable an event that much interest attaches to it all over the Empire. In a short preface to this remarkable pamphlet, dated from Downing street Mr. Balfour explains that these notes were originally circulated to his colleagues early in August last and are now published, with a few slight alterations in order to give an opportunity to a larger circle of readers to study the argument they contain.

The British prime minister goes most exhaustively into the history of the English free trade in the past and to the commercial position Great Britain finds herself in at the present day.

Referring to the existing state of affairs Mr. Balfour asks: "In circumstances so little forseen we are driven back to ask whether a fiscal system suited to a free trade nation in a world of free traders remains suited in every detail to a free trade nation in a world of protectionists."

In answering this question Mr. Balfour explains the nature of the injury which may be inflicted on a free trade nation by the protective policy of its neighbors, and he propounds three cases. The first is a small island of limited productive capacity, which grows and manufactures nothing that cannot be produced elsewhere with the aid of protection. Such an island would be completely ruined. The case resembles that of St. Vincent, which could produce nothing but sugar that could be sold only at a loss under the system of bounties. The second case is that of a vast island, enjoying great resources and many varieties of climate. It would be injured to some extent and for a time by dimunition of exports in consequence of foreign tariffs, but would not suffer seriously in the long run. "Domestic free trade would be enough." The third case comes between the others. It is that of an island possessing mineral resources, capital, and labor but no special monopoly. Being unable to provide its own food supplies, it becomes dependent on outside sources to feed the increasing population caused by free trade and industrial expansion. Such an island, confronted by universally hostile and increasing tariffs would be much worse off than if it had never adopted free trade at all. "From the very nature of the case, free trade requires open markets somewhere." The island would be compelled to look about, find the weakest spots in the protective wall, and adapt its industries accordingly; and every change would involve an economic loss. When this failed it would be compelled to lower prices till they would no longer support the existing population.

This hypothetical case resembles that of Great Britain. Why then have not these evils befallen Britain? Mr. Balfour gives three reasons:

"(a) Foreign countries owe us a great deal of money, which they pay by means of imports into the United Kingdom.

"(b) Large areas remain which are not protected at all.

"(c) Existing protected areas are not completely protected."

He examines each of these propositions in turn.

With regard to the first he points out that it is better for capital owned by the inhabitants of a country to be earning profit at home than abroad, and that the expatriation of capital is encouraged by foreign tariffs. It is assumed by the free trade argument that when a British manufacturer is seriously injured by foreign protection he transfers his capital to some other and more profitable business; but there is an alternative. He may keep his business and transfer that to another country.

Passing on to the second point, Mr. Balfour reminds us that there are still large portions of the earth's surface where protective tariffs are still unknown. In by far the most important of these our open markets depend in the last report upon our military power, without which both diplomatic and territorial rights would disappear.

"When we reflect how necessary these markets are to the full success of insular free trade, and remember how in many cases they have been originally won and how in all cases they are now maintained, I marvel that small armaments, small responsibilities, a small empire and a large external trade should ever have been considered as harmonious elements in our political ideal.

Further there is no probability of increase in the non—protective areas and Englishmen must therefore look to the development of their wealth for improved opportunities in trade.

The third reason is that tariffs are not absolutely prohibitive all around, though in some countries and some classes of goods they are and the tendency is that direction. British export trade which should have grown with British growth, has not done so; it may have increased, but the rate of increase has "seriously diminished."

"National industries have not been allowed to become mutually supplementary they have been compeled to become mutually exclusive."

And Mr. Balfour finds no consolation in the argument that the home market is gaining what the foreign market is losing and that the stagnation of our staple industries is made up for by the variety of things we now manufacture for foreign markets. These are precisely the signs of that struggle he has depicted the free trade nation driven to in its attempts to find a market. They are the consequences of protection and must involve an economic loss.

"It would be impossible to hold a version of the free trade theory so perverse as one which assumed that, while any artificial diversion of industry due to home protection must necessarily be pernicious, the foreign protectionist accidentally confers upon us a benefit which we cannot confer upon ourselves!"

Mr. Balfour then proceeds to examine our export returns, and finds that they confirm the unsatisfactory conclusions suggested by theory. Nor does he see any indications of improvement to be expected. After discussing the theory and practice of "dumping," he asks "the optimist to study tendencies—the dynamics, not the statics, of trade and manufactures." The premier's conclusions are as follows:

"We are bound to seek for some mitigation; and that only in one direction can we hope to find it."

"The source of all the difficulty being protective tariffs imposed by fiscal independent communities, it is plain that we can secure no concessions in that direction of a freer exchange, except by negotiation, and that our negotiators can but appeal to self-interest or, in the case of our colonies, to self-interest and sentiment combined."

"Now, on the free trade theory, self-interest should have prevented these tariffs being originally imposed. But it did not and if argument failed before powerful vested interests were created it is hardly likely to be effective now."

"The only alternative is to do to foreign nations what they always do to each other, and instead of appealing to economic theories in which they wholly disbelieve to use fiscal inducements which they thoroughly understand. We, and we alone, among the nations are unable to employ this means of persuasion, not because in our hand it need be ineffectual, but because in obedience to 'principle,' we have deliberately thrown it away."

"The 'principle' to which we pay this strange incongruous tribute is, of course the principle of 'free trade.'. But what a curious view of free trade it implies. The objects which these fiscal inducements are intended to attain is increased free trade and nothing else; yet simply because the 'fiscal inducement' may, if it fails of its effect, but not otherwise, involve duties not required for revenue purposes, or in certain cases even carry with it some element of protection to home industries, we are to turn away from it as from an accursed thing."

"This seems to me, and has always seemed to me, extraordinarily foolish. It is certainly quite inconsistent with rational free trade. There is one, and only one, standard by which we can measure the free trade merits of any policy, and that is the degree to which it promotes free trade. This to be sure is as near a tautology as anything well can be ,yet seemingly there are free traders to whom it presents itself as heresy, if not as paradox, if they regard the maxim 'thou shalt not tax except for revenue' not as the concise description of a fiscal ideal, but as a moral imperative of binding force. In their judgment it admits of no qualification or exception. It is, in school jargon, 'universal' and 'necessary,' and could you prove to them that by risking the imposition of the most trifling protective tariff at home, it was possible to secure the relaxation of the protective tariffs abroad, they would only answer that we must not do evil that good may come of it!"

"This attitude of mind seems to me absurd. I hold myself to be in harmony with the true spirit of free trade when I plead for freedom to negotiate that freedom of exchange may be increased. This freedom to negotiate, like all other freedoms, may of course be abused. But are we therefore in a mood of irrational modesty to declare ourselves unfitted to enjoy it? I think myself that it ought not to be difficult to devise a method of turning it to most useful account. But were I proved to be wrong, my opinion on the fundamental question would remain unchanged. Where we fail others may succeed. It cannot be right for a country with free trade ideals to enter into competition with protectionist rivals, self-deprived of the only instrument by which their policy can conceivably be modified. The first and most essential of our national efforts should be to get rid of the bonds in which we have gratuitously entangled ourselves. The precise manner in which we should use our regained liberty is an important, yet after all only a secondary issue. What is fundamental is that our liberty should be regained."

FINICAL PRONOUNCIATION

FASTIDIOUSNESS A SURE SIGN OF VULGARITY.

THE END AIMED AT SHOULD BE SIMPLICITY.

I wish in this article to say something which has for long been in my mind on faulty pronunciation. I do not mean the slips and errors in pronunciation to which certain persons fall into owing to locality and to some other causes. But I shall not say a word on mistakes attributable to defective education; for to hold such as these up to ridicule would not only be in very bad taste, but in the highest degree snobbish. Not that I mean provincialisms, which, indeed, if toned down in the lips of educated persons, are agreeable, and give a pleasant play of light and shade to our English speaking. Only, an exception must always be made against two of them, both of which belong to the south of England. While the provincialisms of the north indicate an excess of vocal vigor—a good fault—those of the south have no redeeming quality, and give the impression of a dawdling, anaemic debility. The two I refer to now are those which turn long "a" into long "i," and long "i" into the dipthong "oi." The first is supposed to be especially Cockney, and Louis Stevenson uses it with supreme artistic effect in Ebb Tide, in making his Cockney pirate, as he was rowing ashore in the south seas to kill Attwater—unless, as was more likely, and as, in fact, happened, Attwater should kill him—chant slowly and drearily, "This is the way the tylor (tailor) goes, the tylor goes, the tylor goes." And would not anyone choose the most tempestuous weather rather than a "foin" day?

The defect I wish to point out is that of finical pronunciation, an excessive nicety, which often, like "vaulting ambition overleaping itself," falls into mistakes, or comes a cropper on the other side. It sometimes arises from humility, or from a nervous fear of going wrong and making exhibition of oneself. But very often it springs from affectation or from an unreal and pretentious culture. Ruskin has said that a fastidiousness in pronunciation is a sure sign of vulgarity. I say nothing, but give my authority and pass on, merely noting that on what is and what is not vulgarity Ruskin ought surely to be a judge. But I am reminded of a story told of that great scholar, Dr. Parr. Someone who was not a scholar, in conversation with him on one occasion, would pronounce Alexandria as Alexan-dry-a, making the "i" long, and certainly in Greek the penultimate syllable is "ei." The man remarking in explanation, "I think you scholars so pronounce it, Dr. Parr?" "Yes," Dr. Parr answered, "We scholars may be allowed to say Alexan-dry-a, but if I were you I would continue to say Alexandria." But even scholars will not, unless they are pedants, depart from the ordinary, though erroneous, pronunciation of classical words when their pronunciation has been thoroughly established. Nothing is thereby gained; for it is not a gain but a loss to make oneself disagreeable to one's hearers by calling attention to our own superiority It is worse than being disagreeable when that superiority does not exist and when the supposed cultured pronunciation is copied from somebody else.

For some reason or other, this unedifying exhibition is not seldom, nowadays, made in the pulpit in the pronunciation of Greek names. How should "Deuteronomy" be pronounced? Everybody knows what the common pronunciation is, and as it is so very common, and has been so long established, it ought surely, on the principle of possession being nine-tenths of the law, to be left undisturbed. But some preachers say Deutero-no-my, making the "o" before "m" long, and often, to call attention to the fact that they are doing so, making it very long. But, whatever be the correct pronunciation, that is a wrong one. For the "o" here is in Greed undoubtedly short. Others say Deutero-nom-y, making the "o" short, certainly, but placing the accent of the word upon the "nom." This, though decidedly nearer the truth than the former, is also wrong. To be quite correct, the last syllable but one should be certainly made short, but the accent should be placed on the first syllable, "Deu," and the word pronounced Deuteron-omy. But why not follow the ordinary usage? No one tries, or very rarely, to give the exact Hebrew pronunciation of Hebrew names. Would it, for instance, be delightful or appetizing to hear a preacher announce for his subject "The friendship of Dahveed and I-o-nah-than?" This, though strictly accurate, is a fair approximation to the Hebrew sounds.

Still, there might surely be adopted in a certain class of words a greater degree of uniformity in their pronunciation. Those I refer to are scientific terms, nearly always Greek, and are made by putting two Greek words together usually after filing off their ends, or, with or without filing ,uniting them by means of an "o," so that the tongue may glide smoothly over the points of junction, as in "geography." Would it not be better to pronounce these words all in the same way, and that way of such a kind as would be more euphonious, and also serve to reveal the two words of which the Anglicized Greek term is made up? If I have objected to something like this in what I have just said, it is because in the examples given nothing is gained by the real or affected original sounds, but something is lost. In the present instances there would be the three-fold gain of (1) uniformity, (2) euphony, and (3) revelation of origin. The word "photograph" is all right, but why in "photographer" and "photography" put the "g" on to the end of the second syllable, and also why place the accent on that syllable? Would not this be an improvement?

Pho'-to-graph, pho'-to-grapher, pho'-to-graph-y.

So with all or nearly all similar words. "Photometer" is a bad instance, as, pronounced pho-tom-e-ter, the "tom" hides or blurs the derivation, while the sound of "tom" falls on the ear like a hailstone. But "pho'-to-meter" would both clearly express the derivation and the meaning, with the additional advantage that "tom" ceases to be a hailstone and falls "soft as the fleeces of descending snow." "Microscopist," as usually pronounced "mi-cros'-co-pist," is a horror of articulation, besides concealing the plain meaning and derivation of the word. But if we say "micro" and then "scopist," taking care to place the stress on the first syllable, we get easiness, pleasantness, and commonsense. There are hosts of others, but none quite so terrible as "microscopist" as it is commonly pronounced, or tried to be pronounced. For it reigns in a sort of pinched, rheumatic, splendid isolation, "high on a throne of royal state . . . by merit raised to that bad eminence."

In conclusion, the end aimed at ought to be simplicity, and the rules for the purpose should not be pedantic, nor should they insist upon our bringing all similar words, and especially those whose pronunciation has become a fixture in our English life, under one and the same law. They cannot all be made to toe the line.—Verax, in the London Daily Mail.

MILLIONAIRES ON TRIAL.

The trial of A. J. Cassatt, John D. Crimmins, Leslie D. Ward, E. F. C. Young, and other managing directors and officers of the North Jersey Street Railway company, in Newark, New Jersey, recently, was watched with considerable interest by the papers, in the hope that it would throw some light on the responsibility of the directors and high officials of transportation companies for what are ordinarily termed accidents. Last winter, it will be remembered, nine school children were killed in a collision between a trolley car and a passenger train in Newark, and the eleven managing directors and officers of the trolley road were indicted for manslaughter by the grand jury, on the ground that they had not provided sufficient safeguards against such an accident. The ill fated trolley car, it seems, was approaching the railroad crossing on a steep down grade, and although the motorman applied his brake, the wheels slid along the rails, which were covered with ice, and the car ran through the gate at the crossing and was struck by the train. The prosecution set up the claim that the officers and directors were criminally negligent in not installing a derailing device which had been in contemplation; but the defence argued that the accident would have been prevented by the use of sand on the rails, a safeguard provided by the company's rules, but neglected by the employees on this occasion. Three of the highest judges in New Jersey were on the bench and they took the latter view and instructed the jury to bring in a verdict of acquittal on the ground that the officers and directors had made sufficient provision against accident, if properly observed. The jury brought in a verdict as directed, and the foreman said later that he had talked with all the members of the jury and found that they would have brought in such a verdict without direction.

Some of the press remarked during the trial that the conviction of these magnates would result in more care and a higher degree of efficacy on other roads throughout the country, and the New York Herald believes that by the freeing of everybody from responsibility "there is a premium put upon indifference and neglect."

The Brooklyn Times, however, regards the indictment and trial of these men as "an excellent example of twentieth century millionaire baiting," and the Philadelphia Ledger observes similarly:

"The indictment of these men upon a criminal charge was a flagrant piece of demagogy that deserved and has received the sternest possible rebuke. The directors of this road were rich and influential, and it was thought a fine thing to 'make them smart,' and at least to subject them to inconvenience and humiliation by arraigning them upon a criminal charge, however preposterous it might be. There was nothing of the spirit of law or of justice in the proceeding. It was an appeal to the spirit of anarchy, the spirit of the mob that seeks vengeance on those who have prospered in the world."

THE LEAD TRUST'S CINCH

CONTROLS THE SITUATION IN THE UNITED STATES.

HISTORY OF THE DEAL THAT IS NOW FINISHED.

After seven years of ceaseless struggle for supremacy between the Coeur d'Alene mine owners and the gigantic American Smelting & Refining Co., commonly called the smelter trust, and the National Lead Co., commonly called the lead trust, the Coeur d'Alenes have finally succumbed to the trust and there is no shred of independence left to the mine owners of the famous Idaho camp.

A history of the struggle which has been going on for years, would read like a tale by Jules Verne or Robert Barr. It has been a fight, on the one hand, for an unrestricted production, and, on the other, for an absolute control of the lead market of the United States. It has been a struggle of giants in the financial world in which the trust has won out and the producers have finally had to lay down.

In many respects the first has resembled the struggle of the independent oil producers of Pennsylvania against the grasp of the Standard, and in this one as in the petroleum war, John D. Rockefeller was the moving spirit. It is to his genius that the success of the American smelting trust must be ascribed, and it may be said right here that next to the Standard Oil the American smelting trust is now the most powerful industrial corporation in the United States, not even excepting Morgan's gigantic steel trust, the Amalgamated Copper Co., or the Packers' Association of Chicago.

The history of the fight extends over many years. It was back in the early 90's that Rockefeller and the "Standard crowd" as they are called all over the western states, first turned their attention to lead smelting. There was at that time a whole string of independent smelters scattered all over the United States. Outside of these the Guggenheim people had the only heavy smelting concern, and their works were nearly all in the south and southwest. Besides that, Guggenheims owned immense smelters in Mexico, Chili and Peru, but that was of no concern to the Standard people. The East Helena, Aurora and Denver plants were all working, but they were comparatively small and easily controlled.

The first move of the trust was to get tariff legislation practically prohibiting the importation of lead and lead ores from foreign countries such as Spain, Mexico and South America were capable of flooding the United States market. The first duty placed was 1 1-2 cents on pig lead and 3-4 of a cent on lead ore, which was sufficient to keep out the Spanish and South American lead, but a new difficulty was met with when the soft lead mines of Mexico were opened up and the rich silver-lead ore of British Columbia entered into the controversy. The Mexican lead, on account of the fact that it could be cheaply mined and was free smelting, became a very grave menace to the trust and the high values in silver present in the argentiferous ore of British Columbia made it possible for the galena of the Slocan to go over the tariff wall and bother the trust—not so much in either case on account of the amount of lead unloaded on the United States market as because it permitted independent smelters to continue in operation. Consequently, in 1897, after a lobby in Washington, which must have put dividends into the pockets of some of the senator Sorghums, the tariff was raised to 2 1-8 cents on pig lead and 1 1-2 cents on lead in ore. Even this did not stop British Columbia lead ore from coming into the United States and keeping the independent stacks in blast but ways and means were found of knocking out the Slocan, as will be seen later on.

Following the levying of the tariff case a systematic plan of acquisition; where smelters could be bought at a reasonable price, they were bought, invariably by parties whose backing was a mystery at the time, but they eventually became the property of the trust.

Where the owners refused to come in, the assistance of the railroads was requisitioned and the obdurate ones were "busted" in the same way that the Standard put its rivals out of business twenty years before. The Guggenheim concern was the only one which was too big for the trust, but even that finally came in on an amalgamation basis in which, by the way, Guggenheims got none the worse of the deal, as they got a high price in stock and cash for their United States smelters, and still retain their Mexican and South American mining and smelting interests.

Finally, about 1899, the trust had it narrowed down so that only the Selby, Everett and Tacoma smelters stood outside the combine ,and of these, strange to say, the Tacoma works was the personal property of John D. Rockefeller and Pratt, the president and vice-president of the Standard Oil Co.

But up to this time they had no control over the producers. Rockefeller bought the Bunker Hill and Sullivan mine, then the biggest producer in the Coeur d'Alenes, and handled the ore at Tacoma, but the other mines there were free; in fact they had something of a cinch. The Coeur d'Alenes mines produced about 75 per cent of the lead of the United States, and the mines were all in the hands of independent concerns, which in the most of cases were immensely wealthy. On several occasions the trust threatened to raise the treatment price or lower the settlement price, but the miners formed an association and stood pat. They simply threatened to suspend operations and cease producing until they had time to build a smelter of their own.

As a consequence of this stand by the mine owners, the trust soon found itself in a bad fix. As the miners refused to curtail production and the trust was practically compelled to buy all the ore offering, the trust found itself in July, 1900, with a surplus of 60,000 tons on its hands. Having set an arbitrary price of $4.50 a hundred in New York for pig lead and having bought and settled for Coeur d'Alene lead at that basis, they were unable to lower the price and thereby broaden the market. Nothing but a curtailment of production would do.

Finally, after a long series of negotiations, the miners consented to a curtailment to 50 per cent of their capacity. This was the first mistake the miners made, and it was fatal. As soon as the trust had unloaded its surplus it was free to cut the market price, and it did. The New York quotation was cut from $4.50 to $4 a hundred. And, furthermore, the trust turned to Colorado and Utah for a large part of its supply. In these states the mine owners had no organization, and the trust paid them only $2.50 to $2.75 a hundred for lead in ore, whereas the Coeur d'Alenes were getting $3.50. This gave the trust the top hand and they did not hesitate to take advantage of it. On January 1st, 1901, they cut the settlement price from $3.50 to $3 a hundred, but permitted a 75 per cent production.

The next move was to shut out the Canadian and Mexican ore. Their system of doing this was simplicity itself. They merely withdrew their buyers from this side of the line. This left only the Trail, Nelson, Everett and Selby smelters to buy Kootenay ore, and both smelters on the American side were permitted to do so only upon condition that the lead should be treated in bond and exported. The effect of this move on mining in British Columbia forms one of the dark chapters of the Kootenay's history.

The only move now left was to get control of the Idaho production. To do this they took into the ring a couple of the heaviest producers, Charlie Sweeney, owner of the Empire State-Idaho, and Campbell of the Tiger-Poorman. With the assistance of the Standard crowd they incorporated a $30,000,000 corporation known as the Federal Mining & Smelting Co., which absorbed the Everett smelter and the Empire State-Idaho and the Tiger-Poorman mines. In a very short time practically all the other Coeur d'Alene mines except Ed Boice's Mammoth, the Last Chance, and W. A. Clarke's Sunset Peak, properties were acquired, and these will eventually come in in due time or be forced to suspend operations. The Federal company completed its work about two months ago, after which the final absorption is merely a matter of detail. It is not at all probable that the trust will openly take over the mines, as this would put the American Smelting & Refining Co. in contempt of Roosevelt's anti-trust law, but they have already taken over the Everett smelter and the Wallace sampler, leaving the Federal company the ownership of the mines only.

Read in the light of this information the following dispatch from New York reads like the finis to independent lead mining and smelting in the states, except with some comparatively small concerns in Missouri toward which the trust has not yet turned its attention:

"Charles Sweeny has sold for the Federal Mining & Smelting Co. the Everett smelter, with over $30,000 worth of ore on hand, the Monte Cristo mines to the American Smelting & Refining Co., at a price exceeding a million dollars. This is more than the Federal Co. paid for these properties, and adds this much money to the funds in the treasury of the Federal company."

CANADA'S RACE FOR TRADE

MONTREAL HAS CAPTURED THE GRAIN BUSINESS.

NEW YORK GETTING READY FOR A GREAT FIGHT.

There was a time when the city of New York might be suspected of feeling that its part in the making of an export trade in western grain was about as ssential as that of the growers. It may have doubted wehther shippers could profitably carry on an export trade if they had to pass their wheat and corn through any other ocean port. There was no other that could be ranked as a rival. The grain trade tended to New York because that port was the centre of gravity for the foreign trade of the country as a whole. Because it was the general emporium of the country, there were more vessels to be found there than elsewhere. The opening of the Erie canal seemed to fix the course of the grain movement on this side of the lakes, and make New York the necessary terminal point for it on the Atlantic coast. That waterway tapped the natural route, the lake system, to which route the granger roads were leading. So New York's advantage was cheapness. The port was the gateway of that route which offered the lowest freight rates both from the interior and across the sea. On the through waterway from Chicago the cost of transportation was low, and the competition of the vessels and barges forced rates on the parallel railways to the same level. And the greater number of vessels frequenting New York harbor made competition in ocean freights also in favor of the shipper.

But New York could not keep the supremacy that it came to regard as vested in its port. It had had no monopoly of growth, and therefore could have none of trade. Railways like the Illinois Central, the Union Pacific, and the Atchison deflected some of the grain to the ports of Mexico. Canadian roads like the Grand Trunk Railway and the Canada Atlantic turned a large proportion of it through the ports of Montreal and Portland. Vessels on the St. Lawrence route also got in the way of handling a heavy tonnage. The wheat of Western Canada, which used to go almost wholly by the Buffalo-New York route, went chiefly by other outlets both this year and last year. Of the 19,000,000 bushels of Manitoba wheat shipped from Fort William and Port Arthur this season up to the end of last month, only 5,000,000 bushels went, via Buffalo and New York. In carrying grain from the Western States Canadian routes have also captured much of the business that used to fall to routes converging in New York. That port has had the mortification of seeing its grain trade surpased by that of Montreal. At all events the traffic in wheat and corn no longer centres in New York, but is dissipated through a number of ports, those of Canada getting their share. One cause given for the expansion in Montreal's grain shipments is the removal of the canal tolls. Undoubtedly another is the increased competition of ocean steamships brought about largely by the purchase of the Elder Dempster vessels by the Canadian Pacific Railway Company. Certainly Montreal has now advantages of the same kind as New York once enjoyed almost exclusively—low freight rates both from the interior and oversea.

To get back its grain trade, which has been waning for years, New York proposes certain adjustments. The grand remedy in its opinion is the enlarging of the Erie Canad from a ditch for small barges into a 21-foot passage for 5,000 ton barges. It is proposed that the state of New Yrk spend $101,000,000 to so improve the canal for the benefit of New York city. Of course, the deeping and widening cannot be done all at once. It will take a few years to do a hundred million dollars' worth of work on the canal, and, to begin with, it is not certain that the state will decide to have the work done. So there is need of some immediate measures for the recovery of the grain trade. The suggestion was made to the railway companies operating lines paralleling with the canal that they cut their rates. There was some reluctance to act on this suggestion. For one reason the roads have nearly all they can do handling freight of a higher grade than grain, and local business, on which the profits are larger even than those yielded by the present rates on grain. For another reason, they are not particularly inclined to oblige New York. That city is doing all it can to destroy their business by agitating for a monster canal. It tells them in effect that in a few years it will have a canal of such efficiency that almost the whole grain traffic can be moved through it at rates far below those now current, and it requests the railways to reduce the rates in the meantime.

However, the Trunk Line Association considered the matter, and decided to cut the rate from Buffalo to New York one cent. a bushel. Wheat, which was carried at 5c between the two points, will now be carried at 4c. But this change applies only to grain tendered between the 15th of September and the 15th of October. It was made, not to oblige New York, but to meet the rate via Montreal. It means that the roads of the Trunk Line Association have some spare grain-carrying capacity, and are not willing to see quite all the traffic go by the St. Lawrence and Gulf outlets. Yet New York is not satisfied. It thinks the railways should make still lower rates. They decline to do so, but kindly suggest that the steamship lines accommodate the port. These lines are now carrying the grain for 3c. This, the steamship lines say, is an unprofitable rate. But the railway people cannot be made to see that 3c, will not pay the vessel quite as well for carrying the grain 3,000 miles as 4c. will pay themselves for carrying it 300. The steamship men ask why they should keep so far below the rates quoted from Montreal, which they represent to be 4c. As a matter of fact, the ocean rate from Montreal to Liverpool is little more than that from New York, being 3 1-4c. From the upper lake ports—Fort William and Chicago—the rate to Montreal is quoted at about 4c. But through rates much below the sum of the lake and ocean freights quoted have been given. Grain has been carried from Chicago to Liverpool this summer at an exceptional rate, as low as 5 1-2c. a bushel. From Chicago via New York the total rate is 9c., although this rate may in some cases be shaded. Montreal has an advantage of fully a cent and a half over New York.

THE DUTY OF LIBERALS.

Must Fight Tory Intrigue to the Last Ditch.—McBride Must Be Turned Out.

The victory for liberalism in British Columbia on Saturday was a marvellous one, all things considered. But the work of reform is just begun. McBride is in, and he will stay in until he is kicked out. All manner of intrigue will be set afoot in an attempt to defeat the obvious will of the people.

The representatives of the liberal party must get together, select their leader and prepare to fight the government from sunrise to sunset. Any elements that combine with the government in an attempt to set at defiance the mandate of the electorate will be condemned with the government.

No doubt the premier thinks, from his experience in public affairs in British Columbia, that it will be an easy task to get together a winning combination. The final returns may remove all hope of that. If the final returns are not convincing, then the task will fall to the liberal party. Every minister put up for re-election must be fought to the last ditch. The premier must be made to comply to the letter with the requirements of the constitution. It is not easy to see how he is going to fill up his government unless he makes it unanimous with a complete bench of lawyers. Victoria having rejected the one representative of the island in the ministry, has sinned beyond forgiveness, and all the rest of the district must be made to do penance.

If the additions the elections have made to the liberal party are as strong in point of ability, integrity and honesty of purpose as the old guard, there will be but little peace for McBride and his combination of hybrids.—Victoria Times.

CASCADE Beer in pints and quarts.

OTTAWA'S POPULATION.

Ottawa, Oct. 8.—According to the annual statement Ottawa's assessment is $32,564,335, and its population 61,597. The increase in the former is $3,201,840, and in the latter 446.

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MISS MERRIELLE G. PATTON

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One Night Only

Thursday, Oct. 15

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NEW YORK FASHION LETTER

New York, Oct. 10.—Fashionable interest centers largely in new skirts just now, for the way new autumn fabrics are being gobbled up in smart new models is alarming. It is stated on high authority, to use a political form of speech, that twenty gores to the skirt will not be an unusual allowance this season and if one must judge by the stiffenings of various sorts that are shown in the hems of new skirts, it is safe to say that the day of crinolines has returned.

There are two logical arguments against the very wide skirt; the first being its unbecomingness to full figures and the other its unreasonable expense. Since the fulness is disposed of about the hips by tucks and plaitings of various forms, the first objection is somewhat outdistanced, but there is hardly any way of bridging the second and the woman who wishes to be fashionable as far as her gowns are concerned must economize in another direction.

If possible hips fit more closely than ever, but from this point all the new skirts are hung with such amplitude that a stiffening of some kind around the bottom is a necessity. A pretty design is shown in metal grey homespun intermixed with black. The yoke, an extremely simple affair, is stitched in applique effect over the inverted plaits which take up the fulness of the skirt. With the exception of several rows of stitching three handsome metal buttons placed at regular intervals between the stitching, constitute the only trimming.

A natty little Eton is worn with the skirt. It is plaited also and finished with a deep velvet girdle ornamented with steel buttons. The collar shows something new in cut; it is cut away irregularly at the shoulders to simulate an epaulette effect and the epaulettes are buttoned to the top of the sleeves with smaller buttons matching those upon the skirt and jacket. A trim little camel's hair hat completes the costume. It is grey in color, bearing a band of tiny pink flowers about the crown, with just enough foliage to give tone to the grey and pink color scheme.

Another costume of which the skirt is the distinguishing feature has a yoke effect over the hips also, but this is gained by stitching bands of the subdued red broadcloth above a plain, but very deep graduating flounce of the same material. There are two of these bands and inserted between them is a strip of soft cream lace with the designs worked out with black silk threads.

The jacket has two ripples below the belt-line stitched with very narrow bands of cloth. Wider bands are remarked above the waistline and quite an elaborate shoulder effect of lace stitched with cloth bands decorated the jacket. Revers of red silk trimmed with black buttons turn back over the lace while the vest is of shirred chiffon in cream white. The sleeves are closely tucked from shoulder to elbow; from this point they are full and gathered into a rather deep cuff, close fitting and trimmed with buttons and lace.

The kilt skirt is pretty if worn by a tall graceful woman; otherwise it can scarcely be considered a success, although worn indiscriminately. Next to this the box plaited skirt is the most difficult to wear. The great secret of its becomingness, however, lies in the making, for so many women try to economize on it that they do not arrange the plaits in the double, hence they pull and look out of gear.

The skirts of evening gowns will be shirred and gathered principally. If the shirring extends below the hips, it will not be often, for the girlish effect gained by a skirt hanging in graceful folds from belt to hem is too pretty to interrupt by intermediary confinements. When the material employed for the gown is very thin a narrow inner lining will be necessary in addition to the drop skirt and for this nothing is better than canvass which comes in a variety of weights and colors.

The red-blue shades are asserting themselves rather vigorously and promise to be among the smartest of the season's colorings. They are variously called fuchsia and dahlia and are prettiest in broadcloths, velvets and the lustrous satins. The latter make indescribably beautiful linings for diaphanous fabrics of the same tone.

A charming example is shown in a fuchsia red chiffon evening gown, with fluffy shirred skirt. The bodice is contrived into numerous puffings that run riot with tiny bands of soft yellow lace worked with red and gold. The puffs of the skirt are headed by ribbon knotted and caught at intervals with silk American beauty roses.

The decolletage is outlined in a similar fashion and drooping from each shoulder is a garland of the flowers. Another bodice in dahlia red tulle is intended for wear with separate skirts. It has a bib effect, accompanied by an early Victorian collar. The bib, coming from the collar entirely conceals the waist and is bordered with lace which appears again in frills on the rounded apron piece of the skirt.

Evening bodices show a great variety of ways of finishing the low cut neck. The square effect, by the way, is seldom, if ever seen nowadays. Everything is after the very low Dubarry pattern, or round St. Cecelia cut. A finish becoming to both old and young consists of folds of chiffon or soft satin, caught here and there with natural flowers, rosettes of velvet, or some tiny little insect patterned in costly lace. Another pretty way of completing the decolletage shows a band of embroidery in which the color of the gown is predominant under which appear myriad tiny ruffles of lace or chiffon or both. Borders of tiny ostrich plumes with lace frills and puffs of chiffon make an exquisite bodice trimming, but alas, are destined only for her whose riches are beyond the dream of avarice.

Many of the simplest evening and at home gowns are made without any trimming except a few wide tucks on the skirt and handsome lace collars with long stoles extending to the bottom of the skirt are worn with them. The smartest pelerines and collars this season are composed of two or three kinds of lace, for instance Duchesse, Honiton and Lierre and the combination is beautiful.

The all-lace bolero comes in nicely for bodices that have seen a season's service. The addition of a few velvet ribbon bows about the neck, front and sleeves makes all the difference in the world in the appearance of the waist and often it can be used for second best for another year after such treatment.

Many of the new tints are double-toned; for instance besides the red-blues there are the blue-greens and the mauve-greys. The novelty pannes come in a new color known as roseion. Whit is too convenient to be discarded for another season at least so one can invest in white gowns with impunity.

Princesse gowns are conspicuous among the smart new visiting toilettes. A charming design is developed in white mousseline de soie tastefully appliqued with black chantilly lace. It is plaited to fit the form and encircled with gauged bands. The skirt shows a lower flounce sewed in short groups of tucks while the sleeves come only to the elbow, where they are met by long suede gloves. Gauged bands and gathered frills finish the sleeves and a piping of white panne softens the effect of the black and white lace stocks.

MAUDE GRIFFIN.

SEPTEMBER DIVIDENDS.

Dividend payments in September, by 41 mining and metallurgical companies in the United States, amounted to $13,415,548. Of this total three copper mines, led by Calumet & Hecla, which in nine months has paid back its capitalization, have contributed $1,245,000. Twenty-three gold, silver and lead properties paid $1,091,451, the largest payers being Daly West and Silver King, of Utah, which yield 36 and 40 per cent. annually. The industrial dividends totalled $11,079,097, which have been paid principally by the combinations led by the United States Steel Corporation with $5,083,025, or 1 per cent quarterly on the common shares, and the Standard Oil Co. $4,850,000, or 5 per cent quarterly. It is interesting to add that California oil companies, with a comparatively small capitalization, are paying as high as 24 per cent per annum. Natural gas properties are yielding from 4 to 6 per cent, and chemical manufacturing concerns in which the public are shareholders, from 6 to 12 per cent per annum.

LINE UP!

Get in line with the best judges of cigars by purchasing the Morena and Interior cigars. For a good after dinner cigar we cordially recommend either a Morena or an Interior; for a comfortable, sweet smoke at any time of the day.

PAUL JOHNSON'S SMELTER.

Work Is Being Rapidly Pushed and Will Be Finished by Year's End.

Work on the smelter Paul Johnson is erecting for the Brown-Alaska company on Prince of Wales island, is being pushed, the intention being to have the works ready by the end of this year. A saw mill, with a capacity of 50,000 feet of lumber a day, was first put in, and while the timber required for the buildings was being cut, the grading was done. The blast furnace and the boilers are being manufactured by Moran Brothers, of Seattle, who have also sold the company a 350-ton barge to convey plant and material to the site. The furnace is 44 in. by 160 in. at tuyere line, and will have a daily treatment capacity of 400 to 450 tons, using hot blast heated in a separate heating furnace. The blast will be provided by a No. 8 Connersville blower, having a direct connected 150 horse power Reynolds-Corliss steam engine with girder frame. The furnace will be housed in a steel frame blast furnace building with sufficient space for a copper converter. Mechanical feeders, each half the length of the furnace, will be used. The three boilers will be each 150 horse power. The slag will not be granulated, but will be dumped hot, and two locomotives to draw slag trucks each weighing about four tons and holding five tons of slag, have been ordered. Coke will be taken up from Ladysmith, B. C., in a 3,000-ton hull, and will cost about $6 per ton delivered. The customary sample mill plant and appliances will also be put in. The establishment will be lighted by electricity, a 250-light dynamo being included in the equipment. Copper ore, chiefly pyrrhotite, with chalcopyrite and some iron pyrites, will be obtained from the companys' Mamie mine, a short distance from the smelter. There is in this mine an ore body about 41 feet wide, averaging about 6 per cent copper and $1 in gold and silver. Some 12 to 15 feet of the ore runs from 7 to 8 per cent copper.

HE LEARNED A GREAT TRUTH.

It is said of John Wesley that he once said to Mistress Wesley: "Why do you tell that child the same thing over and over again?" "John Wesley, because once telling is not enough." It is for this same reason that you are told again and again that Chamberlain's Cough Remedy cures colds and grip; that it counteracts any tendency of these diseases to result in pneumonia, and that it is pleasant and safe to take. For sale by all druggists and dealers.

CASCADE—the Beer that is Beer.

CHURCH SERVICES TODAY.

Anglican—St. Savour's church, corner of Ward and Silica streets. Eighteenth Sunday after Trinity, 8 a.m. holy communion; 11 a.m. morning prayer and holy communion; 2.30 p.m. Sunday school; 7.30 evensong. Rev. F. H. Graham, rector.

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 Althoff, priest.

Methodist Church—Corner of Silica and Josephine streets. Morning service at 11; evening service at 7.30; Sunday school at 2.30 p.m. In the absence of the pastor, Rev. George Turner, president of the Methodist conference will preach at both morning and evening services today.

Baptist Church—Stanley street. Morning 11 a.m.; evening service 7.30; Sunday school 2.30 p.m. Rev. J. Walker, of Victoria, will take charge of the church temporarily from this morning, preaching at both morning and evening services.

Presbyterian Church—St. Paul's, corner of Victoria and Kootenay streets, Rev. Dr. Wright, pastor. Services at 11 a.m., and 7.30 p.m.; Sunday school at 2.30 p.m.

Congregational—Emmanuel, corner Stanley and Silica streets. Rev. H. H. Holman, pastor. Morning service at 11; evening at 7.30; Sunday school after the morning service. Rev. Holman, the pastor, will preach at both services. The topic for the evening service will be: "My summer on a brick-yard."

Salvation Army—Barracks on Victoria street, west of Josephine. The following meetings will be held today: Knee drill, 7 a.m.; holiness meeting 11 a.m.; a praise meeting 3 p.m.; Salvation meeting, 8 p.m. The Scandinavian Mission church will hold services in Fraternity hall, Baker street today at 11 a.m. and 8 p.m. Rev. S. Arnquist will conduct the services. All welcome.

RAN A NAIL THROUGH HIS HAND.

While opening a box, J .C. Mount, of Three Mile Bay ,N. Y., ran a tenpenny nail through the fleshy part of his hand. "I thought at once of all the pain and soreness this would cause me," he says, "and immediately applied Chamberlain's Pain Balm and occasionally afterwards. To my surprise it removed all pain and soreness and the injured parts were soon healed." For sale by all druggists and dealers.

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

H. & M. BIRD

REAL ESTATE AND INSURANCE AGENTS

We beg to inform our Clients that we have moved our offices and are now doing business next to Emory & Walley's store on north side of Baker street.

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.

Logging Contractors

The undersigned are prepared to contract for three million feet of logs (more or less) spring delivery, at their mill Trout Lake, with responsible parties. Particulars on application.
CANADIAN TIMBER & SAWMILLS, LD.

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

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Grower and Importer of Plants, Seeds, Fruit and Ornamental Trees. Paenies, Azalias, Holland Bulbs, Camelias, Etc. Largest and choicest selection in British Columbia.
Agricultural Implements, Bee Hives, Honey, Spray Pumps, Fertilizers, Etc.
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WARD STREET, NELSON, B.C.

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.

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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.

Silver King Hotel

Under Old Management.

RATES $1 PER DAY AND UP

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Brewers of Fine Lager, Beer and Porter.

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Latimer Street - - - Nelson B. C

WANTED

For Duhamel School, a female teacher of experience. Apply
C. W. WEST, Secretary.
Nelson, B. C.

Mrs. Winter, holding certificates from the Royal Academy of Music of London, England, for pianoforte playing and singing, and pass and honor certificates from Trinity college for theory and scholarship from the London conservatorie for pianoforte and singing, will take in pupils for singing and piano. Address, Nelson postoffice.

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FISH AND POULTRY IN SEASON

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THE ONLY EUROPEAN HOTEL IN THE CITY — Centrally Located

ACCOMMODATION UP-TO-DATE
BRIGHT AND WELL VENTILATED ROOMS.
The meals served in the Cafe second to none.
Bar in connection with all the choicest wines, liquors and cigars.
Bus meets all trains and boats.

For Sale

A first class BAKERY Business—good paying concern—daily output 850 loaves, cakes, etc., extra. Satisfactory reasons will be given for wishing to dispose of the business. Will sell connection, fixtures, horses, rigs and rent building, or sell property with above. Full particulars of

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.

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 liquers and cigars.
THOMAS MADDEN, Proprietor.

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.

TREMONT HOUSE

EUROPEAN AND AMERICAN PLAN
MEALS 25c ROOMS FROM 25c TO $1.00

MALONE & TREGILLUS, Proprietors
Baker Street, Nelson.

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

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.

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

GREEN & CLEMENTS

Civil Engineers and Provincial Land Surveyors.
P. O. Box 145. 'Phone 501.
Cor. Kootenay and Victoria Sts. Nelson.

JOHN McLATCHIE,

DOMINION AND PROVINCIAL LAND SURVEYOR.
NELSON, B. C.

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

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NELSON SODA WATER FACTORY—M. M. Cummins, Lessee—Every known variety of soft drinks. P. O. Box 88, telephone No. 21, 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 23.

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 23.

WANTED

NELSON EMPLOYMENT AGENCY.—Wanted—Woman Cook, $60.00. Bushmen.

WANTED—Two pair No. 1 log makers, first class bushmen, none others wanted. Wages $3.00 per day. Board $1 per day. Extra for keeping saw. J. B. Winlaw.

WANTED—At Kootenay Lake General Hospital, a probationer nurse; for form of application apply to the Secretary.

WANTED—Immediately, nurse or mother's help. Apply evenings . Mrs. DuMoulin, Mill street.

TEACHER WANTED—For Beavermouth school, holding second or third class certificate. Male preferred. Apply to J. B. Saunders, Beavermouth, B. C.

WANTED—A reliable hardware clerk for mining town. Apply giving references to Hardware, care The Daily News.

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.

OLD CURIOSITY SHOP—If you want to buy or sell anything go to the Old Curiosity Shop. Always in stock a full line of Crockery, Furniture and Glassware.

FOR SALE—Cheap one 18 h. p. double cylinder hoisting engine, (Lidgerwood Type) with rope sheave wheel. Apply Reddin-Jackson Co., Rossland, B. C.

FOR SALE—Forty first class, laying hens, and about 24 pullets. Apply Rossland hotel, Vernon street.

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 Money & Co.'s. He is a resident of Nelson.

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.

NURSE

NURSE—Open to make engagements; maternity cases; do not mind light work. Communicate to A. B., News Office, Nelson, B. C.

FOR RENT

TO LET—Four furnished rooms and kitchen. Apply Elliot & Morrison, Cor Hall and Vernon streets.

A WIDOW, 34, wishes care of house and children in widower's household in town. Salary not so much an object as a comfortable home. Apply to M. P. Martin, Pleasant Valley, Armstrong, 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.

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For further particulars call on or address.
ROBERT IRVING, Manager, Kaslo
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REAL ESTATE—Lots. Warehouses. Offices. Apply A. V. MASON, Man. Sec. The Car Barn, Phone 162B.

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Through Palace and Tourist Sleepers, Dining and Buffet Smoking Library Cars.
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For rates, folders and full information regarding trips, call on or address any agent S. F. & N. Railway.
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Alaska, Japan, China, Hawai, Australia.

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E. J. COYLE, Vancouver.
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Continental Sailings of North German Lloyd, H. A. P. and Italian lines on application. Lowest rates on all lines.
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AND
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Tickets sold October 4-12 inclusive. Good to return until October 14th.
G. K. TACKABURY ,Agent.

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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. Office Baker Street opposite Queen's Hotel. Telephone 146B.

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PROPRIETOR AND MANAGER.

JUST AS GOOD

When an article is the very best of its kind, head and shoulders above its competitors, what a temptation to dealers to try and palm off something claimed to be just as good because it allows a better profit. When asked to buy any one of the inferior grades of Fountain Pens because it is just as good as the SWAN refuse it. There is no such thing in the market today as a Fountain Pen that equals the SWAN. It sells at $3 $4, $5, according to size. Money promptly refunded if it does not suit perfectly. We have all the other makes, you may try them all here, and satisfy yourself as to their respective merits.

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

PRICE OF METALS.

New York, Oct. 10.—Bar silver 59 3-4; electrolytic copper 13 1-8; amalgamated copper 36 1-2.

No London quotations are obtainable on Saturdays.

NELSON'S NEWS OF THE DAY

Miss R. Woodford, of Ferguson, arrived in Nelson yesterday on a few days' visit.

Mrs. D. J. Robertson and family, who have been spending the summer at Regina, returned yesterday to the city.

James A. Macdonald, of Fernie, arrived in the city last evening on his way home after a six weeks' visit in the east.

The Poplar Creek Gold Mines, Limited, has been incorporated under "the Companies' Act, 1897," as a limited company with a capital of $150,000, divided into 1,500,000 shares of ten cents each.

The sale of seats for the Sutherland-Patton entertainment in the opera house on the night of Thanksgiving day will open at McDonald's store Monday at 10 a.m. As this is a general holiday there will no doubt be a full house.

As an example of the rush of business in eastern factories local wholesalers state that they have received advices that several lines of staples are out of stock, and that it will be some time before any can be supplied. Among the lines that are out are blankets, no gray ones being available and few of the other colours.

A civil sittings of the supreme court will commence at Rossland on Tuesday next before chief justice Hunter. One of the principal cases to be disposed of is the fight of the Centre Star Mining company against the Rossland-Kootenay Mining company, in which the plaintiffs charge trespass in the underground workings and damage owing to the seepage of water.

A large number of ducks were received in the city yesterday from Kootenay Landing where they had been shot by one or other of the hunting parties now out. This last few days the ducks are said to be plentiful, and fair sport is being had. Grouse are still to be found close to town, and yesterday over a dozen birds were brought in which had been shot within two miles of Nelson.

J. J. Young, of Calgary, who has been at Spokane, accompanying the magnificent exhibit of Poplar creek ore, arrived in the city last evening on his way north. The ore, which captured first prize, excited great interest in all who saw it at Spokane and will undoubtedly result in many people coming up from the south to visit the new camp.

An English "mining expert" who was through the city a few days ago was shown some handsome specimens of specular hematite from Crawford Bay, and asked his opinion of them. He examined them and then said that it was one of the finest samples of galena that he had ever seen. He was then shown some molybdenium with which he was also much pleased, stating that it was the first time he had seen galena scattered through quartz.

At the urgent request of some of the residents of Poplar, president J. M. Lay of the board of trade and a deputation from the council of that body, yesterday called upon acting superintendent Lawrence of the C. P. R., Kootenay division, and presented a request that a railway warehouse be at once constructed at Poplar. At the present time, although a large amount of freight is received daily at Poplar there is not a storehouse of any kind in which to place it on its arrival. Mr. Lawrence promised Mr. Lay and the deputation that the matter would be taken up and attended to at once. A temporary warehouse will be constructed without further delay.

A first class entertainment will be given on Thanksgiving Day, Thursday next, at the Nelson opera house. Miss Edna Sutherland, Miss Merrielle G. Patton and C. Everette Warriner will make their first appearance on the Nelson stage on that occasion, and from the reports received of their success at the coast and eastern cities a treat should be in store for all lovers of music. The New York, Montreal, San Francisco and Boston papers all speak most flatteringly of the talents of all three of the performers. Miss Patton is said to possess one of the finest contralto voices ever heard in Canada, and Miss Sutherland is an artist of exceptional ability. Mr. Warriner is considered to be one of the best of mandolin players, and is besides, a musical composer of high order.

A. F. McMillan has returned from his Crawford Bay iron property, on which work has just been closed down for the winter, the snow now being over three feet deep in that vicinity. During the summer months about $1,600 worth of tunnel work was done besides two large crosscuts. The main tunnel in now in about seventy-six feet, on a lead of nine and a half feet. The property is eight miles from the lake by trail and is at an elevation of slightly over seven thousand feet. To work the property to advantage it will be necessary to instal an aerial tramway, by which the ore could be conveyed straight from the mine to the landing at the lake. By this method the distance could be shortened to five miles. The ore is a specular hematite.

An explosion of slag at the smelter last evening afforded a magnificent spectacle to those who happened to be looking in that direction when it happened. A couple of workmen who were in the vicinity of the slag when the explosion occurred, received some slight burns and had their clothing torn, but fortunately no one was seriously injured. A big slag pot had just been emptied of its glowing contents outside the furnace building, and by accident the slag rolled into a pool of rain water. The men who were close by realized what would happen before it reached the water and ran across the yard as quickly as possible. When they were about half way across there was a loud report and the fragments of molten glass were hurled over one hundred feet in the air, falling in a fiery rain.

D. L. Forbes, of Ferguson, arrived in the city yesterday from the north, to remain here for a couple of days. Two carloads of ore from the Silver Cup mine are now being run through the sampler at the smelter, and Mr. Forbes will remain in the city to witness the various trials of the ore. It is likely that steady shipments of Silver Cup ore will be made to the Nelson smelter during the winter, although when questioned regarding the probability of this Mr. Forbes said that he could not give any definite information at present. The almost constant rains experienced in the Lardeau have greatly interfered with the work at the big concentrator being erected for the Silver Cup ores, as freighting on the roads there is now a most difficult and expensive matter. The bad weather of the past summer has interfered greatly with prospecting in the hills in the vicinity of Trout Lake, although some good claims have been located, and many new leads opened up on the older properties.

THE ATHABASCA-VENUS.

The President's Visit—Mines and Mill Will Be Kept Busy.

George Gillies, of Toronto, president of the Athabasca-Venus Mining company, left town last evening after a stay of several days during which time he made a thorough survey of the companies' properties in company with A. H. Gracey, the manager.

Mr. Gillies expressed himself as being agreeably surprised at the condition of both the mines which turned out to be far more favorable than he anticipated.

"We have been paying more attention to development work than to getting out ore," said Mr. Gillies, "but we have been able to keep the mill going and have been milling from 700 to 800 tons per month. The results from the ore handled have been very satisfactory."

The development work on the two mines, Mr. Gillies said, had showed their real value to be much greater than had been previously supposed. On the Athabasca particularly, some promising new stopes had been opened up. "On the Athabasca," said Mr. Gillies, "we seem to have got out of the broken formation and into the true fissure vein which is carrying a very good quality of quartz. This was partially done by the old company, but we have now proved conclusively that the vein we are on is in its natural position."

There are between 40 and 50 men employed at the two mines and seven at the mill which has run without interruption now for over eleven months. It is expected that it will be possible from now on to run the mill at its full capacity of about 1,000 tons per month."

Mr. Gillies is the president of the Bolt and Forging company, which has a large plant near Toronto, Ont. He is also president of the Imperial Mining Syndicate, which originally owned and developed the Eva group at Camborne, now owned by the Calumet and B. C. Co.

EAST KOOTENAY COAL LANDS

Fort Steele, Oct. 10.—A coal expert from Montreal will inspect the coal areas on Fording river next week.

It is said that the Granby Smelting company is negotiating with Fernie people for the purchase of coal areas on Elk river and that an expert is now engaged in inspecting the property.

The new coal fields are located on Elk and Fording rivers about 30 or 40 miles north of the town of Michel, and embraces an area of over 175 square miles. The coal is of superior quality, will coke equal to the Fernie coal, and is excellent for steam purposes.

On Fording river, Fort Steele people have secured 87 locations and licenses have been granted to prospect 34 claims; applications are now pending for licenses to prospect the remaining 51 locations. It is reported that a large Montreal syndicate have secured an option on this bunch of claims and that an expert will inspect the property in the next ten days. The coal veins in this vicinity are said to have a total thickness of 60 feet, the largest single vein having a width of 30 feet.

Fernie people have located some 20 claims on the east side of Elk river, and 18 on the west side. Several seams of 16, 20 and 30 feet have been uncovered. It is this bunch of claims that the Granby people are trying to get hold of.

RECEIVED TODAY
A SHIPMENT OF
SWIFT'S FANCY PREMIUM BACON

Also a new line of Libby, McNeill & Libby's canned delicacies, in cluding Ox Tongue, Chipped Beef, Vienna Sausage, Brawn, Roast Mutton, Roast Beef, Club House Sausage, Concentrated Soups, Beef Loaf, Chicken Loaf, Ham Loaf, Etc., Etc.,
JUST WHAT YOU NEED FOR A HURRIED MEAL.

T. S. McPherson
Telephone call No. 10.

The Trail smelter company have secured licenses to prospect 42 locations on the east side of Elk river and the west side of Fording river.

All these locations are made on unreserved crown lands north of Block 4588, and though situated 30 miles north of the Crow's Nest railway, are practically an extension of the coal areas owned by the Crow's Nest Pass Coal company.

MAIL CLERKS APPRECIATIVE.

B. C. Postal Employees Thank Sir William Mulock For Favors Granted.

Vancouver, Oct. 10.—The following is a copy of a resolution forwarded to sir William Mulock by the railway mail clerks of British Columbia district, with his reply thereto.

At a meeting of the British Columbia branch of the Railway Mail Clerks' association of Canada, held at Vancouver, the following resolution was moved and unanimously carried:

"That we, the railway mail clerks of British Columbia district, having learned with satisfaction and great pleasure of the liberal provisions made for the betterment of the condition of the railway mail clerks in an act to amend the Postoffice Act, by the Hon. sir W. Mulock, K.C., M. G., M.P., postmaster-general of Canada, make this an occasion for expressing our sincere thanks and deep gratitude, and as a proof of our appreciation, we will, by continued good conduct and work, endeavor to make our branch of the service an honor to its founder, and a credit to the country in which we live.

"That a copy of this resolution be sent to our superintendent for trasmission to the honorable the postmaster-general.

"E. C. POWELL, President.
"J. B. ALLEN, Secretary."

Ottawa, Ontario.

Dear Mr. Armstrong,—I beg to acknowledge the receipt of your letter, forwarding to me the resolution of the mail clerks of British Columbia district, expressing their thanks for the passage of a recent amendment to the Post Office Act, whereby their position has been improved. It has been my privilege to observe the fidelity and efficiency displayed throughout the railway mail service and, therefore, it was a great pleasure to me to be of service by having the Postoffice Act amended so as to enable the department to properly reward so deserving a branch of the service. Yours sincerely, W. MULOCK.

B. M. Armstrong, Esq.,
Comptroller R. M. S.,
Ottawa, Ontario.

FORT STEELE MINING NOTES.

T. T. McVittie, P.L.S., was engaged last week in surveying the Tit for Tat group of mineral claims, situated on Wild Horse creek owned by D. Griffith.

N. Lehnen and J. C. Woods, iron experts from St. Paul, who were engaged in making an examination of the Bull river iron mines during the past week have returned to Fort Steele.

Harry Mather and A. C. Caldwell, prominent mining men of this district, are on a tour of inspection at the iron mines east of Dibble creek.

Some ten or twelve men have left Fort Syteele for Bull river. They will work on the big ditch now under construction by the Gold River Mining and Power Co.

John Larsen has a small force at work on the Tiger-Poorman group.

The directors of the Kintla Lake Oil Co. at a meeting last week ordered operations started again on the well, and drilling will be resumed as soon as the necessary arrangements can be made. The money has been raised, the only thing now necessary is to get the drillers and crew on the ground again. It is probable that two shifts will be put on, and the drill kept going day and night until it goes down as far as it can be put, or oil is struck.

INTERNATIONAL CONFERENCE

Paris, Oct. 10.—The international sanitary plague conference opened in Paris today and will be in session during the coming week. The conference is held under the auspices of the French government. The particular object is to revise and formulate into one text the findings of the two previous conferences, both of which were held at Venice.

Italy, Austria, Spain, Germany and nearly all the other countries of Europe have sent delegates to the congress. The United States if officially represented by assistant surgeon-general H. D. Geddings of the public health and marine hospital service.

SIR HENRY IRVING COMING.

London, Oct. 10.—Among the passengers on the Atlantic Transport liners Minneapolis, which sailed today for New York, were sir Henry Irving and his company, who are scheduled to open their American season the latter part of this month at the Broadway theatre, New York. In noting the departure of sir Henry the London papers today draw attention to the fact that this will be the first Irving tour of America without Miss Ellen Terry in the company, and her absence, it is stated, is to be universally deplored.

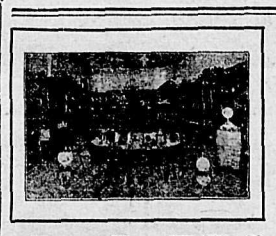
Mustgetup
TAKE NO CHANCES

Punctuality is one of the best bsuiness characteristics.
A man who is late in the morning is less valuable than one who who is always on time. These pleasant autumn mornings its so very easy to oversleep. One of these persistent alarm clocks will get you up on time. You may depend on it.

Patenaude Bros.
Watchmakers

BULBS
Calla Lillies
Hyacinths
Narcissus
Jonquils
Crocus, Etc
Small stock—going fast

Canada Drug & Book Co.



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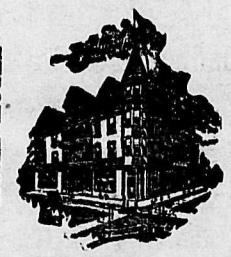
J. J. Walker The Leading Jeweler

HOTEL ARRIVALS.

HUME HOTEL — NELSON, B. C.



Hume—D. G. Forbes, R. Woodward, Ferguson; S. Black, Chicago; W. H. How, Macleod; W. H. Sill, Minneapolis; J. J. Young, Spokane; J. A. Macdonald, Fernie; H. L. Shepard, Spokane; C. E. Legg, Northport; G. L. Logan and wife, Arcola; A. A. Miller, Seattle; G. W. Lawson, W. M. Walker, Winnipeg.

THE STRATHCONA
(FORMERLY HOTEL PHAIR.)

Strathcona—T. M. Shields, Seattle; A. E. Rowland, Toronto; J. Y. Cole, Rossland; C. F. Thompson, Toronto; C. Sangster, Rossland; T. Simons, Helena, Mont.; Mr. and Mrs. C. T. Grantham, Miss Grantham, Miss Moody, Hamilton.

Grand Central—J. P. Harkinson, Spokane A. Anderson, Northport; W. Bradley, Miss Stewart, Ymir; G. H. Johnson, J. Ramsey, J. Stowin, Spokane; G. Knox, Kansas.

Tremont—C. Maclarn, Sandon; H. M. Perry, Sault Ste Marie; B. Nelson, Sandon; A. W. Fleitmont, J. Hall, Ymir; G. G. Martin, Spokane; J. D. Cameron, P. Haynes, H. E. Osborne, Vancouver.

Bartlett—J. Hamond, Salmo; E. Sisson, J. Christie, Ferguson; A. G. Brown, Venus mine; G. Shannon, Fernie; G. Miles, J. McCorvie, Medicine Hat.

Madden—W. B. Curtis, D. Munroe, A. Watts, J. Dole, W. Richards, Ferguson; E. H. Schultz and wife, R. Neil, Usk, Wash.; J. McFarland, Alberta; S. Fullerton, J. C. Ryan, Troy; C. McKenzie, Granite; L. M. Farrell and wife, J. W. Murphy, London.

FIFTEEN HUNDRED MEN FIRED

Vanderbilt Railway System Discharges Many Employes.

New York, Oct. 10.—Orders were issued today from New York whereby 15 per cent of the employees in the car shops, repair shops and round houses of the entire Vanderbilt railroad system will be informed on Monday that their services are no longer required. One thousand five hundred men will be thrown out of work with hardly a minute's notice and a saving of nearly $3,000 a day will be effected. The order embraces the New York Central shops at West Albany, as many more from Depew, N. Y., a hundred or more from Elkhart, Ind., and Collingwood, Ohio, where the Lake Shore has its shops and several scores from the Lake Erie shops at Lima, Ohio. This represents but a part of the cut down.

The action just taken by the Vanderbilt system of railronds is due to two things, said a high official of the New York Central railway tonight. "First, that the outlook at the present time demanded that retrenchment be made, and, second, that the condition of the rolling stock of the company is such that it can be made in the department which has charge of that with the least damage to effectiveness."

The same official said the order will affect the single men first.

MOVE FOR CHEAPER BOATS.

Lake Racing Union Want to Make Yachting a Less Expensive Sport.

Chicago, Oct. 10.—The proposed changes in the rules governing races for the Lipton cup in the 21 foot cabin class were discussed at a meeting of the council of the Yacht Racing Union of the Great Lakes today. Representatives of the Columbia Yacht club of Chicago, presented the adoption of restrictions which have governed the races in this class during the past season. The specifications proposed permit yachtsmen to build boats of the class mentioned at a cost much below that of boats built under the present specifications. The council is composed of three members each of the Lake Michigan association, the Inter-Lake association of Lake Erie, St. Clair and Detroit river, and the Lake Yacht Racing association of Lake Ontario.

MADAME MELBA'S TOUR.

New York, Oct. 1.—Mme. Melba, who arrived from Liverpool today by the Campania comes for a contract tour of ten weeks. During her stay in America, Mme. Melba will be heard in many of the principal cities. Her only appearance in New York will be with the Boston Symphony orchestra on December 10th.

BROKE OUT OF JAIL.

Salt Lake City, Oct. 10.—As a result of a well organized and partly successful attempt at a wholesale delivery of prisoners at the Utah state penitentiary last night one prisoner was killed and one guard was shot and wounded, three prisoners were found and two others under sentence escaped.

GREENWOOD ASSIZES CANCELLED

The court of assizes which was to have been held at Greenwood on Thursday next has been cancelled as appears by the notice in the last official gazette.

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

Fresh Eastern Select Oysters at the Nelson Cafe.

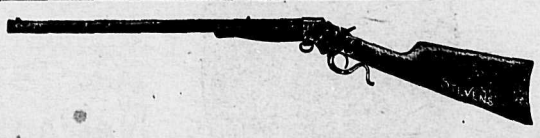
Last week in town of Madam Grapho; consult her now and have no cause for regret. Satisfaction guaranteed. Graphologist and Palmist. At Mrs. Riley's, Ward street. Fee $1.00

Shorthand and Business School, Victoria street, opposite City Library. All branches of Business Education taught thoroughly. Custom Typewriting, best work in the City. M. L. Rattray.

B & K Rolled Oats
The only substantial Breakfast Food on the Market
The Brackman-Ker Milling Co., Ltd.
MANUFACTURERS.

TO ARRIVE TODAY
And every Friday throughout the season, SMOKED HALIBUT, KIPPERS, SMOKED SALMON, BLOATERS.
This season's pack of Labrador Herrings and Mackerel are now in.
BELL TRADING CO.
PHONE 56

Perfect Satisfaction
That FLORENCE HOT BLAST is economical, and it will burn Crow's Nest Coal without Coking. There is a Wood Grate with it for burning wood.
FOR SALE BY
McLACHLAN BROS.



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Special values in Children's Hats and Bonnets.
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