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EAVY FIRING REPORTED

nbardment of Port Arthur in Progress Once More

pated in St. Petersburg That Fight- on Sea and Land Will Break Out Any Moment

Petersburg, April 13.—According graphic advices received by the i from its correspondent at Liao a bombardment of Port Arthur fight on the Yalu are expected tarily.

Foo, April 13, 11 a. m.—A corres- t of the Associated Press at Teng forty miles northwest of here, phs as follows: "Sounds of heavy were heard at half past 6 o'clock dnesday morning. The firing y was being done between here rt Arthur. It is believed at Teng hat the long expected sea fight the Miaotao islands has taken The Japanese battleship Asahi, an admiral's flag, was seen off o yesterday going to the west, ere is no doubt that the remain- the Japanese fleet was in the vi- of Port Arthur. The Russian as also seen outside Port Arthur ay."

Foo, April 13, noon.—The captain steamer Lockshan, which arriv- e today from New Chwang re- hat he heard heavy firing be- 5 and 7 o'clock this morning sday) in the direction of Port The firing was continuous but s were visible. From the diec- sound he judges that there was g at the entrance of Port Arthur. ckshan was the last foreign ves- leave New Chwang, sailing at me time as the British gunboat e at 1 o'clock yesterday after-

KEN BY SURPRISE.

nese Scouts Are Shot Down, Bayonetted or Drowned.

Petersburg, April 12.—General atkin reports that General Kras- on April the 8th, ordered a de- nt of sharpshooters to cross the nk of Yalu opposite Wiju. They on the island of Samalind and ed a patrol of fifty Japanese Nearly all the Japanese were bayonetted or drowned. The Rus- sustained no losses.

eral Kouropatkin's report to the r of the annihiliation of the Jap- detachments on the Yalu river matter of general satisfaction in circles. Again, in the view of thorities, the Russian soldier has his superiority in strategy and manner of attack which left no for a single enemy to escape. feature of the message which is easing to the authorities is the ac- f the Koreans in revealing to the se the presence of the Russians ngampho and the belief prevails he Koreans are not so unfriendly Japanese as has been announced. nts such as that at Yongampho te that the view held of the Ko- ttitude is a mistaken one.

TO OPPOSE CROSSING.

ns Strongly Entrenched on Man- churian Side of Yalu.

nl, April 12, 4:30 p. m.—Japanese s from northern Korea state that ussians have strongly fortified Tien Cheng, a walled town on anchurian side of the Yalu river, ten miles north of Antung. s estimated that there are 20,000 ns of all arms at Antung ready pose the Japanese crossing. b Hays has returned here from a ey to Anju thence to the American at Unsan and thence north to alu river. He reports that he re- hospitable treatment from Jap- and compliments the equipment Japanese field forces, the effec- ss of their pontoon bridges at and their transport organizations. anese minister Hayashi is urging orean foreign office not to permit ern perfects to leave their posts, ing that their absence would in- the existing feeling of unrest.

MAIL ADVICES.

f Terrible Brutalities Perpetrated By Russian Soldiers.

(Special to The Daily News.)

toria, April 12.—While civiliza- might find excuse for the Japan- id they revert to acts of barbar- hile fired by the lust of war, it ficient to shock the calm of nations d Russia the offender in this re- as evidenced in the graphic re- of her soldiers' inhumanities ht by the just arrived mail steam- ctoria. While the Japanese em- ze the completeness of their na- emancipation by strictest obser- of the humanities of the code. an seamen now receiving medical ment at Saseho are themselves au- y for the statement that the com- ers of the Russian torpedo craft, fought with the Japanese destroy- n March 10th, called all their men ck previous to the fight and admon- them not to consider the enemy, to fight them as would the Turks or the Chinese; in plain words to ignore the decencies of warfare as prescribed by the merciful Geneva convention. The spirit of aroused and brutal barbarism is evidenced by the Russian troops in the Yalu valley, who are authoritively stated to be plundering the inhabitants shamelessly and outraging the native women without suggestion of protest or punishment from their officers. The Koreans in that quarter who happen to have the "top knots" are regarded as Japanese or spies, and there is small distinction made apparently; they are all maltreated and not infrequently killed. At Vladivostock the Russian police have offered prizes to those who furnish information of the whereabouts of any Japanese, with a contra proclamation of direst penalties for those who conceal any of the hated Japanese. The result is the most cruel man hunting that has ever had its counterpart in modern war. The acme of inhumanity in current barbarism appears to have been reached at Wonsan where on March 23rd the Russian troops arrested three Japanese, these men, non-combatants and divers by profession had been concealed by a friendly Korean in two large ovens, but an informer disclosed their hiding place and the Russians gleefully kindled the fires and literally roasted the unfortunate victims of their fiendishness to death.

The death of eleven Russian troopers and the wounding of eight others at a place twenty-two kilometers from Mukden at first credited to a Japanese outpost is now attributed to the destruction of the railway at that point by Chinese banditti. A train not advised of the break was overturned at the spot with the fatalities recorded, the wounded reported being all fatally injured and no account being taken of the less seriously hurt.

The leaders of five thousand Chinese guerrillas near Ta Shih Shia have informed British officers that the banditti are all sworn to assist the Japanese, as the people of reform, and that active alliances will be perfected so soon as the Japanese reach Manchuria. Meanwhile they continue to harass the Russians at every opportunity. The reports of the Chinese indicate that small pox has now broken out with awful virulence at Port Arthur and is doing more execution than could Japanese shells. The medical staff, it is claimed, is utterly incapable.

A story of a cruel hoax comes from Saiwaicho Itchome, Odawara, where prompted by malice or unthinking mischief, some one started a report derogatory to the pastor of the Hawist church, one Usui Chinj. He it appears had been collecting money for the Japanese soldiers relief fund and the libel upon him was that he was at heart pro-Russian and meant to divert the fund secured for the benefit of Russian soldiers. It takes but a spark to cause a conflagration in war time. The result was that pastor Chinj was hooted and jeered, compelled to suffer violent indignities, and on the night of March 22nd a mob of Japanese stoned the church, broke down its gates and ruined the surrounding shrubbery, compelling the pastor to flee for his life. This incident, together with the unjust aspersion of his loyalty, proved too much for his reason and when found by the police on the 23rd he was a raving madman. Several arrests have been made in this connection.

In discussing the suggestion of the foreign press, that in the event of victory, the Japanese will become unbearable in their insolence of success and a menace to the peace of the world through aroused military ambition, the Yokohama Advertiser voices the sentiment of the Anglo-Japanese press in saying that the history of nations, more particularly that of the United States transformed by the Spanish war from the world's peace maker to an inordinately jingoistic, grasping power, somewhat justifies the fear. It is held, however, that Japanese training for centuries precludes the possibility of her similar degeneration. The underlying passion of her people is for industrial pursuits and the cultivation of the refined arts of peace. Her every move in China and in Korea has been for the development of commerce and industry nor is she unlikely to forego under any circumstances her first ambitions to be left in undisturbed enjoyment of her home, her people and her neighbors, unmolested in their struggle for progress and higher civilization.

RUSSIANS' FATAL MISTAKE.

London, April 13.—The Times New Chwang correspondent, cabling under date of April 11th, says: "Last night a pilot's flag was mistaken for the lights of a Japanese fleet, and the Russians fired and sank the junk with 35 hands, besides killing three persons and wounding seven in another junk. The native population is panic stricken and leaving the town."

GAY TIMES AT VLADIVOSTOCK.

Vladivostock, April 12.—Vladivostock and surrounding country have been swept by a heavy storm which crippled the telegraph lines and destroyed buildings. The telegraph lines have been repaired. Easter was gaily celebrated here. The citizens exchanged pieces of shells fired during the bombardment. The commandant has ordered military music every evening. There are daily performances at the theatres.

NEW CHAWANG CLOSED.

New Chwang, April 12.—The British gunboat Espiegle left here today. The commerce of the port is closed, the last of the merchant steamers leaving today.

CHRISTIANSON SUCCUMBS.

(Special to The Daily News.)

Greenwood, April 12.—Peter Christianson who was so seriously injurred at the B. C. Copper company's smelting plant on Sunday morning last, died at the hospital this morning. It was feared from the beginning that he could not possibly recover. (Earlier reports of accident appears on page 3 of this issue.)

MONTREAL FLOOD SITUATION.

River is Rising and Unless Ice Gives Way Soon There Will be Trouble.

Montreal, April 12.—While the ice in the river below Montreal has pretty well passed down there is considerable left above the city, while that in front still remains solid. The authorities continue anxious lest there be a flood. Since noon the water has been rising and if it continues to do si it will only be a question as to whether it will get high enough to do damage before the ice gives away. Verdum is still partially flooded but conditions there are much better than on Sunday and Monday. Below the city Vlauville is the worst flooded section, the locomotive works being cut off from the remainder of the place. The transmission lines of the Shawnigan Water and Power Co. have been carried away by ice and the Montreal Light, Heat and Power company is without its usual supply from that source. As it has large reserves from its other source of supply, no inconvenience is being experienced.

TROUBLE IN NICARAGUA

BRITAIN MAY HAVE TO ADMINISTER DISCIPLINE.

TREATY AGREEMENTS NOT BEING FAITHFULLY OBSERVED.

Washington, April 12.—Friction, it is learned, is again developing betwen Great Britain and Nicaragua over the Mosquito coast, which since the early sixties has been a matter of contention between the London government and the central American republic. The Associated Press is informed that the London authorities will once more protest against any violation of the treaty of 1860, by the terms of which her Britannic majesty agreed to recognise the sovereignty of Nicaragua over the country hitherto claimed by the Mosquito Indians. The British protectorate over this territory ceased, and in return Nicaragua pledged itself to assign the Mosquito reservation to the Indians and grant them certain rights of local autonomy. With the ratification of the Hay-Bunau Varilla canal treaty the London authorities believe that the time is auspicious to settle the question with Nicagagua. Acordingly the London government has informally mentioned its intention to the American state department and has prepared to convey formal official assurances that it has no intention of asserting any right of sovereignty. The sole wish of the British government, it is stated, is to bring Nicaragua to a realization of treaty obligations. A number of Mosquito Indians have arrived in Jamaica recently with complaints of harsh treatment at the hands of the Nicaraguans. As far as the state department is concerned it is said the purpose of the British government is thoroughly understood. Significance is attached to a despatch received today from Jamaica that the British warship Retribution has left for Bluefields to settle the dispute between the Nicaraguan authorities and the Cayun turtle fishermen and also to arrange for the release of the schooners seized by the Nicaraguan government and of the crews that had been imprisoned at Gracias Adois.

There appears at present no possibility of the United States concerning itself in the controversy. Great Britain formerly held protectorate over Greytown and the Mosquito coast. The disputes with Nicaragua date back over half a century.

LEAD BOUNTY CHEQUES

FIRST PAYMENT MADE TO THE MINE OWNERS.

LUCKY CLAIMANTS WHO WILL GET CASH TODAY.

Very opportunely, a batch of cheques in payment of the lead bounty granted by the dominion government to the silver-lead miners of the Kootenays arrived in this city yesterday and are now in the hands of G. O. Buchanan, the official administrator, for distribution.

This is the first payment made to the mine owners under the Bounty Act passed at the last session of the dominion house.

The following is a complete list of the twenty-one lucky claimants who will get their cash today:

The Sovereign mine, Highland, Whitewater, Enterprise, Sullivan, Rambler-Cariboo, Black Prince, Wilcox, Silver Cup, Bluebird, Red Fox Nepawa, Mercury, Idaho, Alamo, Ymir, Payne, North Star, Province, Bosun, Pontiac, and Marion mines.

Mr. Buchanan will spend today at the Strathcona.

FLOOD AT SMITHS FALLS

Smiths Falls, Ont., April 12.—The Rideau river has been in flood since Sunday and has done considerable damage to Smiths Falls' industries. A dam was broken and torrents of water have damaged foundations of some buildings.

Merrickville, Ont., April 12.—The breaking of a dam at Smiths Falls has caused a lot of damage here. There is great danger that the north shore pier under the steel bridge may be carried away which would cause disastrous results.

ASKING TOO MUCH.

Toronto, April 12.—T. C. Robinette, K. C., sent to the minister of justice at Ottawa today an application for the release of persons sentenced on Saturday for ballot box stuffing. Pardon or release under ticket-of-leave is asked for.

DROWNED HERSELF.

Richmond, Que., April 12.—Mrs. Crooke, of Melbourne, who has been in poor health for some time, and was formerly confined to an insane asylum, but returned home recently, committed suicide this morning by throwing herself into St. Francis river, She leaves a large family.

NEW BRUNSWICK BUDGET.

Fredericton, N. B., April 12.—The budget speech was delivered in the local legislature last night by attorney-general Pugsley in the absence of premier Tweedie, who is ill.

ENDORSE LEAD MEMORIAL

The Associated Boards of Trade Unanimously Approve

Also Advised That an Expert Report on the Zinc Resources of British Columbia Be Obtained.

The executive council of the Associated Boards of Trade of eastern British Columbia, in session at the local board of trade rooms last evening, endorsed the memorial of the Associated Silver-Lead Mines and the smelters, to the dominion government asking that the lead bounty be applied for a limited time on certain exported lead ores; approved of the request to appoint an expert to examine and report on the zinc resources of the province, and the best method for treating same; advised the co-operation of the Canadian government with that of the United States in investigating the proposed improvement of the Kootenay river, and approved of the request to the dominion government to remit the duty upon hydro-fluo-silicic acid when used in the process of lead refining.

President G. O. Buchanan, of Kaslo, called the meeting to order at 8 o'clock, and asked secretary A. B. Mackenzie, of Rossland to call the roll. The following boards were found to be present, their representatives being as follows;

J. S. C. Fraser, president of the Rossland board of trade, Rossland; J. P. Byers, president of the Trail board of trade, Trail; J. M. Lay, president of the Nelson board of trade, Nelson; John L. Retallack, in the place of G. O. Buchanan, president of the Kaslo board of trade, in the chair, Kaslo; T. G. Procter, accredited representative of the Fort Steele board of trade, Fort Steele; G. T. Rogers, president of the Cranbrook board of trade, Cranbrook; A. P. Macdohald, president of the Moyie board of trade, Moyie.

The chairman explained the cause of calling the executive together and read his letter sent to all the affiliated boards setting forth the objects of the meeting. Referring to the first matter to be discussed Mr. Buchanan said that owing to his official position he desired to vacate the chair during the discussion on the joint memorial of the lead miners and the smelters to the dominion government, and he further added that he did not propose to join in the discussion or take any part in the deliberations on this subject.

At the request of Mr. Buchanan, J. M. Lay, president of the Nelson board of trade took the chair pro tem. Mr. Lay said that what was wanted was an expression of opinion from the executive on the memorial of the miners and smelters which had been before the public for some time and which had been endorsed practically all the boards of trade in east Kootenay. It was desired to ascertain if there was any opposition, and if so to give an opportunity to those opposing the proposition to voice their sentiments.

John L. Retallack said the matter had been so fully gone into both at board meetings and in the press, that it would be idle to go into all the details of the matter again. He would be glad to answer any questions that might be asked, and added that Mr. Galliher had wired that he particularly wanted to know if the Associated Boards of Trade were prepared to support the memorial. Speaking for the Kaslo board, Mr. Retallack said they had unanimously endorsed the proposition.

T. G. Procter, representing Fort Steele board, said that body had instructed him to aprove the matter. The board had already endorsed the memorial and so advised Mr. Galliher.

J. S. C. Fraser, president of the Rossland board, state that after careful consideration of the matter, the board had warmly endorsed the proposition and he was directed to so state.

A. P. Macdonald, president of the Moyie board, said that Moyie was greatly interested in the matter. They had felt the depression caused by the closing down of the St. Eugene mine. The town had prospered when the mine was working but when the close down came many people had to leave the camp and those who had stayed on had done so at great personal sacrifice, hoping for better times. His board fully endorsed the joint arrangement arrived at and he hoped the government would act quickly in the matter. Action could not be taken in a day too soon for the residents of Moyie, The people of the camp were with the movement heart and hand.

J. P. Byers, Trail, said the people of the smelter city supported the arrangement, and so did the board of trade. It was a temporary expedient and if it resulted in reviving the silver-lead industry of the Kootenays, as it was thought it would, it should receive the hearty and unanimous support of the associated boards of trade.

G. T. Rogers, Cranbrook, said his board of trade were unanimous in supporting and endorsing the arrangement arrived at.

J. M. Lay—The Nelson board is already on record in the matter as heartily endorsing the memorial as a temporary measure.

The following resolution was then proposed by J. P. Byers, seconded by T. G. Procter, and unanimously carried:

"Whereas, the bounty granted by the dominion government has so stimulated the development of our lead mines that the immediate available production therefrom will exceed the capacity of our Canadian smelters to treat, for a limited period on an economical basis of smelting, refining and marketing, and now therefore;

"Be it resolved, that the Associated Boards of Trade of eastern British Columbia, in convocation assembled, do hereby endorse the memorial of the Associated Silver-Lead Mines and the smelters of British Columbia, recently forwarded to tht dominion government."

Mr. Buchanan then took the chair, and asked for discussion on the proposition of obtaining public aid for the zinc industry.

Alfred C. Garde's letter to John L. Retallack, setting forth the views of the Associated Silver-Lead Mines of B. C. on the zinc situation at the present time was then read as well as the resolution adopted which urged that "the special committee appointed be instructed to memorialize the dominion government to engage a high authority on zinc and its treatment (such an one as Walter Renton Ingalls, of Boston, Mass.) to investigate and report on the zinc orts of the Kootenays."

At Mr. Fraser's request the chairman read a resolution passed at the last annual convention of the Associated Boards of Trade, subject to the approval of the local boards, that the dominion government be requested to encourage the production of zinc in British Columbia "by the payment of a bounty or otherwise." Mr. Buchanan added that the miners had asked for a bounty, but had petitioned that an expert report be obtained. The bounty proposition had been subsequently endorsed by the Rossland and Fort Steele boards. Cranbrook and Kaslo boards had refused to endorse the request; Nelson board had asked for further information, and the other affiliated boards had not replied.

Mr. Fraser appealed to by-law 85, and asked if the boards not replying did not by so doing assent to the proposition under the terms of the by-law which so provided.

The chairman said the bounty motion was one of which no notice had been given, was passed in convention and not at a meeting of the executive, whereas the by-law quoted expressly applied to resolutions approved by the executive. In the latter case when boards were notified their assent was taken for granted unless they notified to the contrary. In the present instance he had ruled that as the boards had been expressly called upon to endorse the zinc bounty resolution and had not done so that the original resolution was lost.

Mr. Retallack said that the request for a zinc bounty was premature. Speaking for the lead miners, he said they felt it would be unreasonable to ask the government for a bounty at the present time. It would have to be on raw material and there were no zinc smelters in Canada. What those who were chiefly interested in zinc producing properties wanted, was an expert report on the whole question including that of treatment.

Mr. Lay agreed with the last speaker, It was evidently necessary to ascertain first of all from a capable expert what the zinc resources of the province were and what was the best mode of treatment. To ask for a bounty just now would not be wise and the mining men did not want it.

Mr. Procter—Not at this time. Let us press on the lead bounty matter and ask for a special report on zinc as the mining men suggest.

The chairman having ruled that the bounty resolution at the last convention was lost, Mr. Fraser appealed from the decision to the meeting, but tht meeting on a vote sustained the chairman's ruling.

Mr. Fraser said that he wanted particularly to see all the ores of British Columbia treated in the province and he thought that if a bounty for zinc was granted this would result in the erection of zinc plants. He urged strongly that every effort should be made to encourage the treatment of our own ores in our own province. He asked that a bounty for zinc be asked for in any resolution agreed upon.

Mr. Retallack pointed out that the zinc question was not on all fours with that of lead. There was no duty on zinc, there was on lead. The chief question with the zinc men was, can we produce the character of material that is demanded by American and Europtan plants? Just what ores are wanted in Europe there was a good deal of doubt about. We did know what the American plants required, and what the miners asked now was an inquirey into the general character of our zinc ores. The treament of zinc ores was not uniform like that of lead, and we require more light on the subject. If a bonus was to be granted it must go either to the producer or to the smeltermen. The mining men had under the circumstances stated that they did not want a bonus at the present time, but rather a special expert report which would be of great benefit to the industry at large.

Mr. Retallack, seconded by Mr. Procter, moved that the resolution of the Associated Silver-Lead Mines asking for an expert rtport on zinc resources of British Columbia and the best mode of treatment, be endorsed and this was carried, after Mr. Fraser's amendment to also ask for a bounty was voted down.

The chairman then brought up the question of the reclamation of lands lying along the Kootenay river. He said that the senate of the United States had appropriated $10,000 for the purpose of investigating the matter of regulating the overflow of Kootenay river, This had been done in the expectation of Canada joining in the investigation. That the Kaslo board of trade had gone into the matter and had recommended the following: "That the government of Canada be memorialized to respond favorably to any invitation that may come to them from the United States, and that they join in such investigation as shall permanently set at rest the question as to he feasibility of any scheme for the regulation of the Kootenay river floods, with a view of co-operation in the necessary work if its practicability is established."

Mr. Procter in moving a resolution endorsing the Kaslo one, said that the overflowed lands from Bonners' Ferry up were very valuable if the flooding could be prevented, and on Mr. Retallack seconding the resolution, it was unanimously agreed to.

Mr. Fraser seconded by Mr. Byers, moved the endorsation of the Rossland board's memorial to the dominion government asking that the duty on hydro-fluosilicic acid required for lead refining at the Trail smelter be remitted.

Mr. Fraser said the acid was not made in Canada and no one wanted to make it.

Mr. Retallack laughingly suggested that as the acid was an exceedingly dangerous compound its use be restricted entirely to the Trail works.

Mr. Fraser's resolution having carried unanimously and there being no further business before the council, the meeting adjourned.

WILL USE WATER POWER.

Manager Barnhart Will Save About $40 a Day at the Ymir Mine.

(Special to The Daily News.)

Ymir, April 12.—G. H. Barnhart, manager of the Ymir mine, reports that 50 stamps are now running, 40 of these being operated exclusively by water power. Tomorrow the expectation is that the entire 50 stamps will be run by water power. This means a saving of over $40 per day as when steam is used about 15 cords of wood is used each day.

A Howe truss bridge is being erected over the Salmon river under the direction of Dougal Cameron. The bridge when completed will be 93 1-2 feet in length and up-to-date in every particular.

Born in this city Sunday, April 12th, to the wife of James M. Little, a daughter.

Born in this city Monday, April 11th, to the wife of Allan Forrester, a daughter.

Dr. Duncan of the Ymir general hospital, whose yearly contract expires on June 30th, 1904, has resigned. Dr. Duncan has been in the employ of the Ymir general hospital for three years and has always worked for the good and welfare of the hospital and its many patrons, and on his departure will have the best wishes of the hospital board. A resolution to the above effect has been adopted by the board, composed of Messrs. A. Burgess, Joseph Leahy and W. B. McIsaac.

FATAL SLIDE ON C. P. R.

TRAINMASTER DOWNIE KILLED IN ALBERT CANYON.

SUPT. KILPATRICK NARROWLY ESCAPES LIKE FATE.

Revelstoke, April 12.—A work train engaged in clearing a slide in Albert canyon last night was struck by a snow slide and swept off the track and over the embankment, a distance of some eighty feet.

Trainmaster T. Downie, machinist Dodd and two Japanese laborers were caught in the slide and hurled to instant death. Their bodies have since been recovered.

Superintendent Kilpatrick's private car was attached to the train and it, too, was completely wrecked. Superintendent Kilpatrick was in the car at the time and had an almost miraculous escape. He sustained some nasty cuts on the face, but otherwise was not seriously hurt.

The remains of the late T. Downie will be sent east for interment. Machinist Dodd is to be buried in Kamloops.

Today's south bound train is still here, a bridge being damaged and the road impassable. West bound passengers will be sent round by the Crow's Nest line.

(The late Thomas Downie, or "T. D." as he was best known to a host of friends throughout the province, had been for a long time in the employ of the C. P. R. Up to last fall, for several years he had been chief dispatcher at Revelstoke. When Geo. F. Risteen resigned the position of trainmaster the later part of last year "T. D." succeeded him. Deceased was a brother of William Downie, formerly superintendent of the Kootenay division.

Dodd, the machinist, whose death is also reported, was a son of William Dodd, of Yale.)

A BARRERVILLE MURDER

INDIAN SAUL AND HIS WIFE NOW UNDER ARREST

CHARGED WITH CAUSING DEATH OF JAMES A. KELLY.

(Special to The Daily News.)

Kamloops, April 12.—News was received here today that on the morning of April 1st James A. Kelly, of Barkerville, was found in his cabin lying in a comatose state, suffering from injuries which baffled detection until after death, which took place on the evening of the third.

An inquest was held next day and the jury not being satisfied as to the cause of death demanded a postmortem.

The autopsy showed that a heavy blow from a bludgeon had been dealt just behind the right ear, fracturing the skull but not breaking the scalp. The occupants of the cabin, an Indian named Saul and his wife, were examined and told conflicting stories. The man denied all knowledge of the affair, while his wife admitted hitting the deceased three blows with a wood club. The jury found a verdict of wilful murder against both and they were committed for trial.

Ashcroft, B. C., April 12.—Indian Saul and his wife were brought from Barkerville tonight by constable Walker, charged with the murder of James Kelly, on the night of April 1st. Kelly was found in the Indians' cabin Friday morning, April 1st, in an unconsicious condition. Medical aid was summoned and he lived for 60 hours but did not regain consciousness. The Indian and his wife had left Barkerville early in the morning and were arrested at Stanley. Their stories do not agree. The coroner's jury charged them both with the murder.

QUEBEC BOXING FATALITY.

Quebec, April 12.—The coroner's jury have brought in a verdict that Louis Drolet's death resulted from hemorrhage caused by blows on the head received from George Wagner in a boxing bout, but Wagner did not deliver the blows with malicious intent, Wagner, however, will have to appear before a police magistrate for preliminary examination.

HOCKEYIST HELD-UP.

Winnipeg, April 12.—Bennet, a well known hockeyist of Brandon, was robbed of one thousand dollars while on his way to the bank today.

THE END OF THEIR WOOING.

Batavia, N. Y., April 12.—Clyde Ore today fatally shot Addie Blossom and then killed himself with a revolver. The couple were engaged to be married, but the match was broken off by the girl's parents.

STABBED THE PREMIER

Anarchist's Attempt to Murder Spain's Prime Minister

Assault Mode as Maura Was About to Enter His Carriage--Wound Inflicted is Not Serious--Assailant Captured

Madrid, April 12.—Word has been received here that a murderous assault was made upon premier Maura at Barcelona today and that the premier sustained a severe wound as a result of the assault. Details of the affair have not yet come to hand. Maura was in attendance upon king Alfonso, who is now visiting in Barcelona.

Barcelona, April 12.—Late tonight a semi-official report of the attack on premier Maura was issued, according to which the assailant held concealed a kitchen knife with which he stabbed the premier, but the force of the blow was broken and its direction diverted by the heavy lace on the minister's coat. A doctor attached to king Alfonso's suite examined the permier and prescribed a few hours rest. His majesty sent a messenger to enquire concerning the attack and as to the permier's condition.

Joaquin Miguel Artao, the assailant, was employed as a domestice. He is an anarchist and when arrested attempted suicide by dashing his head against the wall. He was injured slightly.

According to another account the premier coolly drew the knife from his clothing and threw it on a seat in his carriage after which he entered the palace, walked upstairs and telephoned to minister of interior Guerra at Madrid, saying: "I've been stabbed. Don't be alarmed, the wound is not serious."

Premier Maura is very unpopular in Catalona owing to his firm attitude in suppressing labor disorders. The attack was made just after he had distributed 3,000 pesetas to the poor.

Various conflicting reports of what happened spread rapidly. It appears that premier Maura had just entered his carriage when the attempt on his life was made. He was able to alight without assistance and return to the council building. The king afterwards visited him there. The premier was able to converse by telephone with his wife at Madrid after which, on his physcians' imperative orders, he went to bed. Artao was examined and declared that he had no accomplices but he had acted on his own initiative because of his hatred of Maura's politics.

RAN INTO LARGE ROCKS.

Why the Northport Train Was Over Five Hours Late.

The Nelson and Fort Sheppard train, which should have got in at 7:30 last evening did not arrive at the lower depot till about 1 o'clock this morning. The Red Mountain train from Rossland was behind time and the Nelson and Fort Sheppard train waited for it and did not leave Northport until 4:30 p. m., when it should have left at 3 p. m. The train was a heavy one and lost considerable time on the way. A short distance to the west of the depot a large rock, projecting from the upper bank of a cut, struck the side of the locomotive and tore the steam cock from the cylinder and broke the step off the cab of the locomotive. The train was stopped and hammers procured and enough of the projecting rock broken away to allow the passage of the coaches.

The train then proceeded and when near the upper depot a rock that weighed about four tons was discovered on the track. The train was stopped and the train crew tried to move the rock, but could not budge it. The section crew was summoned and after they had tried to roll it over dynamite was procured and the charge placed under it and it was blown out of the way. Then the train moved on, arriving at the lower depot something over five hours behind scheduled time.

SUTHERLAND AT WINNIPEG

Winnipeg, April 12.—The duke of Sutherland and party arrived in this city on a special train between six and seven o'clock this morning. The duke stated his object in coming to western Canada was to secure a needed rest and to see the country's development. His grace is financially interested in the C. P. R. and is a strong supporter of Chamberlain's policy. He believes that Chamberlain's idea will prevail and that strong support will be given by the farming community of Britain to the proposals. His grace denied emphatically the correctness of reports that he would be governor general of Canada. There was no public function given in his honor here but Mr. Wm. Whyte entertained him to luncheon at the Manitoba club, the guests numbering ten. The party left this evening for the Pacific coast and will return to the city on the 25th, sailing for home on the Oceanic, May 4th.

STEAMER ASHORE.

New York, April 12.—The Pacific Mail Steamship company's steamer Colon is ashore near Acajutla, Salvador. All of the passengers were saved.

Baker St. HUDSON'S BAY COMPANY INCORPORATED 1670 NELSON

CARPETS

CARPETS CARPETS

Good wearing Tapestries reduced from 85c. to 60c. yard.
Better grade Tapestry reduced from $1.10 to 85c. yard.
Good patterns in Brussels reduced from $1.35 to $1 yard.
Crossley's Brussels reduced from $1.65 to $1.30 yard.
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Very fine Wilton Pile, reduced from $2.00 to $1.50 yard.
All wool Ingrain Carpets 55c. 75c. and $1.00 yard.
A good selection of Ready Made Squares in Brussels and Velvets.
A few good lines left in Wall Papers.
Picture Mouldings at less than cost.

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 $83,000,000.
HON. GEO. A. COX, President. B. E. WALKER, General Manager.
Savings Bank Department Deposits Received and Interest Allowed.
Nelson Branch. BRUCE HEATHCOTE, Manager.

$550 buys 100 acres, four miles south of Erie.

$600 will buy a 15-acre block of first-class fruit land at Creston. Land easily cleared. Soil black loam.

$3000 will buy one of the best fruit and vegetable ranches on Kootenay Lake, near Nelson. 3 acres in strawberries. 25 acres cleared. 54 acres in all.

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MINING AND REAL ESTATE BROKERS.

THE DAILY NEWS

Published at Nelson every morning, Except Monday, by F. J. DEANE

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UNION LABEL TYPOGRAPHICAL NELSON, B.C.

Sunlight Soap brightens and cleanses everything it washes. Quite as good for cleaning household utensils as washing clothes. 12B

OF VITAL CONCERN.

The future of the city of Nelson very largely depends upon the result of the application made to the Canadian Pacific railway officials for such a readjustment of freight tariffs as will permit of our merchants having an equal opportunity with the merchants of other distributing centers to supply the demands of the territory rightfully tributary to this point.

There is only too great reason to fear that pressure is being brought to bear upon the railroad officials to sidetrack Nelson. The Wholesalers' Association and the board of trade are thoroughly alive to the gravity of the situation and will exert their utmost influence to prevent the calamity that threatens this community, for it will be nothing short of a calamity if the C.P.R. persist in discriminating against this city as it has done in the past.

It is quite unintelligible why the railroad corporation should assume such an hostile attitude towards Nelson. They have been generously treated by this community, they have large property interests here and no point in southern British Columbia offers better facilities for distribution of freight. The fact remains, however, that for some cause or other, Nelson is flagrantly discriminated against by the C. P. R. and it is up to the business men and property owners of the city now to forcibly impress upon that corporation that they do not propose to tolerate such treatment indefinitely.

There is a means of redress and it should be resorted to without much further delay. In fact it is imperative that action be taken promptly. The railroad corporation will present its new tariffs to the railway commission on or before May 1st, and unless Nelson's case be presented prior to the commission passing upon the railway company's tariffs the prospects of immediate relief will be slim indeed.

The Wholesalers' Association have made strong representations to the railroad company, insisting upon some immediate response to their reasonable requests. The association should receive the enthusiastic support of every business man and property owner in the city. If Nelson is to be sidetracked, and the C. P. R. can practically take the wholesale and jobbing business out of the hands of our merchants, the growth of Nelson will be seriously retarded if not permanently stopped.

Nelson is entitled to certain tariff advantages which today are being granted to Calgary to the distinct detriment of this city. Trade which rightfully belongs to British Columbia is being diverted to Alberta and Manitoba points. It is time our people took up the cry of British Columbia trade for British Columbia and impressed the railroad corporation with the sincerity of their intentions to fight this issue out to the bitter end.

AN UNMIXED EVIL.

The decision of Mr. justice Martin, of the supreme court, in the case of Morgan vs. Tanghe, which gives the placer rights of the Lucky Jack claim to the defendant in the case is causing a great deal of comment. This comment is not adverse to the judge, as his duty is to interpret the law as he finds it on the statute books, and no other course was open to him. Those who understand the equities of the mining business hold that such a law as the one which permits a prospector to file a placer claim where a lode claim already covers the ground is utterly wrong, illogical in principle and baneful in practice. Why such an enaction was placed on the statute books is difficult to conceive unless it was for the deliberate purpose of hampering the industry and causing litigation and strife.

It is very seldom that a mineral claim contains good placer ground and lodes of pay ore. Notwithstanding this those who desire to hamper some legitimate mining enterprise occasionally file placer locations on lode ground already staked as such and apparently for the simple purpose of annoying and hampering the lode miner so that he will be compelled to give the alleged placer miner something to get rid of him and his holdup tactics. It is contended by men who follow this baneful practice that a few yards of float in a hollow, or on a mountain side or on a flat, is sufficient to constitute in their eyes placer ground and that they are legally entitled to make placer locations where such conditions exist.

The legitimate lode miners now say, in view of the decision of Mr. justice Martin, that in order to properly protect themselves from the marauders who masquerade as placer miners they will be compelled to file placer locations themselves over their lode claims. This will involve additional expense for staking and filing and also for annual assessment work. They declare that this course, even though it involves additional expense, is far cheaper than to be harrassed by those whom they allege are but little better than blackmailers. That the placer miner is not sincere in his filings in West Kootenay is shown by the yield of placer gold in this large area which amounts to a trifling sum, while practically all of the values extracted comes from the lode mines.

The Provincial Mining Association has requested the McBride government to take action in this very important matter and to more clearly define the rights of lode and placer miners. The best way out of the difficulty, however, would be to entirely abrogate a law which permits lode and placer locations to be made on the same ground. This would be the simplest, most direct and only efficient method of getting rid of what is really an unmixed evil.

Hazelwood Ice Cream today at Macdonald's.

SCREEN DOORS AND WINDOWS

It is not too early to put on screen doors and windows. The ever busy fly is waking up these warm days.
We have screen doors in different grades, from the plain, substantial, kitchen door at $1.25 to the elaborate varnished front door at $3.
Adjustable window screens at 30 and 35 cents.

Ashdown Hardware Co.

P. BURNS & CO.
WHOLESALE AND RETAIL
MEAT MERCHANTS
HEAD OFFICE NELSON, B. C.
Branch Markets in Rossland, Trail, Nelson, Kaslo, Sandon, Three Forks, New Denver and Slocan City.
Orders by Mail to any Branch Will Have Prompt and Careful Attention

Tennis Goods

We have just opened up the best stock of Tennis Goods in the Kootenay, including Ayre's 1904 Tennis Balls, "Victor," "Wimbledon," and "Lakeview" Rackets, Plain and Bound Tennis Nets.
LOWEST PRICES.

Nelson Hardware Co.
SPORTSMEN'S HEADQUARTERS.

EDITORIAL NOTES.

The news of Tom Downie's untimely death will be learned with very sincere regret throughout the interior. Few C. P. R. railroad men in the west were better known or more universally esteemed than the late "T. D." For years he was chief dispatcher at Revelstoke and in that position he became known to every man who was at all identified with the commercial interests of the interior. Last fall he succeeded George F. Risteen as trainmaster between Kamloops and Laggan, having his headquarters at Revelstoke.

The report of Hon. Clifford Sifton's speech on the Grand Trunk contract, which appears in this issue, should be read by everyone desirous of thoroughly understanding the situation in regard to that great undertaking.

NELSON LACROSSE CLUB

OFFICERS ELECTED FOR THE ENSUING YEAR.

STRONG TEAM TO BE ORGANIZED FOR THE SEASON.

A meeting of the Nelson Lacrosse and Hockey club was held last evening in the office of Dr. Hall and McLennan, W. A. Macdonald, president, in the chair, and J. H. Fox, secretary-treasurer, as secretary, and the following members present Dr. P. A. McLennan, W. H. Morrison, J. McAvay, A. A. Perrier, D. McNicholl, S. J. Cummings, W. A. Thurman, J. S. Carter, Fred Bell, W. McBeath, O. H. Becker, F. A. Tamblyn, Harry Wright, G. McLaughlin, C. I. Archibald, W. Fotheringham, W. Matthews, A. Williamson, Alf. Jeffs, R. S. Irwin and J. H. Vanstone.

The first business to come before the meeting was the closing of the accounts of the hockey season. They showed that the club is in a good financial condition, having a substantial cash balance to the good. The report of the secretary-treasurer was received and aproved.

The election of officers for the lacrosse season resulted as follows: Patrons, W. A. Galliher, M.P., John Houston and Harry Wright, M. L. A.; honorary president, Hon. J. Fred Hume; hon. vice-president, R. Lemon; president, W. A. Macdonald, K. C.; vice-president, Dr. P. A. McLennan; secretary-treasurer, J. H. Fox, re-elected; manager, J. F. Musselman, re-elected; team captain, C. D. Blackwood; executive committee, O. H. Becker, Geo. McLaughlin, Harry Wright and the manager, J. F. Musselman.

Team committee—Alf Jeffs, Joe Thompson and the captain of the team, C. D. Blackwood. The duties of this committee are to select a team.

A vote of thanks was tendered George McLaughlin, the ex-manager, for his services in 1902-03.

During the debate a plan was outlined by the president W. A. Macdonald, to have the team take a trip east as far as Winnipeg, and to meet all-comers on the way east, starting in at Cranbrook. This proposal was enthusiastically received and there is no doubt that it will be put into effect.

The enthusiasm and the large attendance denoted that the club will put into the field this season the strongest team yet organizid by the club and some lively and scientific games may be expected. There is considerable new and promising material in the club.

It was decided that the team will appear in the same colors as last year.

At the conclusion of the meeting votes of thanks were tendered J. F. Musselman, the manager, and J. H. Fox, the secretary-treasurer, for their most efficient services during the recent hockey season. Mr. Macdonald delivered the thanks in a felicitous manner, saying that the only thanks and the best that an executive officer could receive in an organization like the lacrosse-hockey club was the good will of the members and that both these gentlemen certainly had won this by their excellent and energetic services.

SMOOT INQUIRY RESUMED.

Washington, April 12.—The investigation of the protests against the retention of his seat by senator Reed Smoot of Utah, was resumed today by the senate committee on privileges and elections. It is expected that numerous witnesses will be heard this week including, besides several officials of the Mormon church, a number of anti-Mormon citizens of Utah. These latter are expected to produce additional evidence that the first presidency and the twelve apostles in their exercise of supreme authority are political dictators and control the political action of the church. Witnesses also will be called to testify that senator Smoot, as one of the apostles, encourages the practice of polygamy and polygamous cohabitation by refraining from entering any protest against such practices or to censure anyone known to be guilty of it.

Lever's Y-Z (Wise Head) Disinfectant Soap Powder is better than other powders, as it is both soap and disinfectant. 34

OUR SPRING LINE OF CARPETS ARRIVING DAILY

Come and see our many new patterns to select from.

D. McArthur & Co.
Furniture Dealers and Undertakers

JUST RECEIVED
A Shipment of the Choicest
EASTERN BUTTER
We will give on 14s, 28s and 56s a
SPECIAL PRICE
J. G. SIMPSON & CO.
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The Red Front Grocery

New Wall Papers

Our new spring stock has arrived. No previous collection has contained such attractive features, as that we now ask you to call and examine. As we are the only exclusive Wall Paper dealers in Nelson, we are, therefore, able to offer you better prices than can be obtained elsewhere.
Why buy from Spokane sample books when you can save 25 per cent by dealing with us? We carry a complete stock of tapestry and floral designs. Let us give you an estimate on your work.

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HATS
A small stock at
EASTERN PRICES
COME AND SEE THEM.
M. W. SWARTZ
Rooms Over McDermid & McHardy's office
BAKER STREET.

THE NELSON HOUSE
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.

LAKEVIEW HOTEL
Still doing business at the old stand, corner of Hall and Vernon streets. Best one dollar day house in Nelson.
No Chinese employed.
August Thomas
PROPRIETOR.

OXFORD CAFE
PHONE 208.
Meals at all hours. Open day and night.
BUSINESS MENS' LUNCH
from 12 to 2.30 p. m., 25c.
WARD ST., NEXT DOOR TO OFFICE SALOON.

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

BARTLETT HOUSE
(Formerly Clarke House.)
The best $1.00 per day house in Nelson. None but white help employed. The bar the best.
G. W. BARTLETT - Prop.

THE QUEEN'S HOTEL
NELSON, B. C.
E. C. CLARKE, Proprietor.
Lighted by Electricity. Heated by Hot Air.
RATES $2.00 PER DAY.
First class Dining Room. Large and Comfortable Bedrooms. Sample Rooms for Commercial Men.

WHEN YOU VISIT ROSSLAND CALL AT THE
Clarendon Saloon
The finest of Wines, Liquors and Cigars.
RUN BY
MESSRS. HEAVENER & McARTHUR.
Mr. Heavener was for four years a resident of Nelson and is always pleased to meet his old Nelson friends.

PHONE 146.
A good way to get acquainted with the superiority of our work is to send a trial order of, say, some Collars and Shirts.
You'll like the work and every order afterwards will be as satisfactory as the first one.
NELSON STEAM LAUNDRY

New Business
WANTED! WANTED!
Watches, Jewelry, Clocks, Silverware, Pipes, Surveyors' Instruments, Typewriters, etc., to repair. Reasonable charges Best of work and guaranteed. Jewelry made to order. Work done for the trade. An agent wanted in every town in B. C. Write at once.
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The Nelson Brewing Co.
R. RIESTERER & CO.
NELSON B. C.
Brewers and Bottlers of High Grade Lager Beer and Porter.
P. O. BOX 83 PHONE 24.

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

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SOUTH AFRICAN WAR LAND SCRIP
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Home Grown and Imported
Garden, Field and Flower Seeds
Thousands of Fruit and Ornamental Trees
Rhododendrons, Roses, Greenhouse and Hardy Plants
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Eastern Prices or Less. White Labor
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Are good, honest, leather, careful making and perfect fit. You'll find them all—and good looks besides— in our shoes. They will bear investigation and repay inquiry. All sizes and widths—stylish, easy and low priced.
Fred L. Irwin
WARD ST., NEAR POSTOFFICE

McLeod Hotel
CORNER FIR 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.

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

CLUB HOTEL
Cor. Stanley and Silica Sts., Nelson, B.C.
RATES $1.00 PER DAY.
Under new management. Good rooms, first class meals, 25 cents, six o'clock dinner. Special rates to steady boarders.
JOHN GRANT, Manager.

TREMONT HOUSE
EUROPEAN AND AMERICAN PLAN
MEALS 25c ROOMS FROM 50c TO $1.00
MALONE & PREGILLUS, Proprietors
Baker Street, Nelson

GRAND CENTRAL HOTEL
Opposite Court House and new Postoffice. Best 50c meal in town. European and American plan. Only white labor employed. First class bar.
THOMAS & ERICKSON, PROPS.

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DOMINION AND PROVINCIAL LAND SURVEYOR.
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GREEN & CLEMENTS
Civil Engineers and Provincial Land Surveyors.
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Cor. Kootenay and Victoria Sts., Nelson

CARPENTER AND JOINER
I am prepared to do all kinds of carpenter and cabinet work. Pianos and furniture repaired and repolished, upholstering and carpet laying. B. W. MICEWICZ, corner Stanley and Victoria streets

WANTED
WANTED—To contract the cutting of 5000 cords of shingle bolts; will be let as a whole or in small contracts. Timber large. Kootenay Shingle Co., Nelson, B.C.

THE CHANCE OF A LIFETIME

FREE TRIP TO THE ST. LOUIS WORLD'S FAIR

The proprietors of the QUEEN CIGAR STORE are offering with every Purchase of 25 Cents One Chance on a FREE TICKET TO THE ST. LOUIS WORLD'S FAIR

The Ticket has a coupon attached, which is placed in a sealed box until July 15th, when the drawing will take place; the manner of drawing to be decided by a Committee of representative business men. The Great Exposition at St. Louis is going to be the biggest thing of its kind ever held on the American Continent. YOU will be wanting to take it in. Here's a chance to save the cost of transportation. Remember, with every purchase of 25 cents you get one chance to draw this prize. You get value for your money in any event, and you stand to win a free trip to St. Louis World's Fair.

McNICHOLL & SMYTH, Props.

THE QUEEN CIGAR STORE

Baker Street, Nelson, B. C.

MEMO.—WE WANT EVERY SMOKER IN KOOTENAY TO KNOW THAT WE CAN FILL ANY ORDER, BIG OR SMALL, FOR SMOKERS' SUPPLIES. OUR STOCK OF TOBACCOS, CIGARS AND CIGARETTES IS EQUAL TO ANY DEMAND, AND MAIL ORDERS WILL BE PROMPTLY ATTENDED TO. WE INVITE VISITORS TO NELSON TO MAKE OUR CLUB ROOMS THEIR HEADQUARTERS WHILST IN TOWN.

HON. CLIFFORD SIFTON'S SPEECH ON THE GRAND TRUNK PACIFIC

The principal portions of Hon. Clifford Sifton's speech on the Grand Trunk Pacific debate, in reply to the conservative leader, R. L. Borden, are given below. They comprise an admirable presentation of the case. He dealt in a masterly manner with the Grand Trunk Pacific project from the government's point of view and took up all the arguments advanced by Mr. Borden in opposition to the scheme:

GOVERNMENT HAS CONFIDENCE IN THE COUNTRY.

My hon. friend spoke briefly of the change in the contract respecting the removal of the limit cost upon the mountain section of the railway and upon the alteration in the remedy which is provided in case of default, and he referred to the fact that members on this side of the house had spoken at some length for the purpose of showing that this railway was going to be an enterprise which was likely to be of a very profitable character, and then asked why the difficulty of getting the Grand Trunk railway shareholders to agree to it? For ourselves, having gone into the enterprise with the profound conviction that it was going to be a profitable enterprise in every sense of the word, including that of upbuilding Canada, we are prepared to meet there gentlemen, who for their part are afraid of not having the same confidence in the country, and show our confidence by releasing the old provision and inserting provisions which can only come into effect in case of default which we do not anticipate. (Cheers.) It will will be found if they are carefully examined, that the principle on which they have been assented to is this, that while it is true that the shareholders of the Grand Trunk railway company have been somewhat timid about meeting our propositions, have failed to entirely meet the propositions which were ratified by parliament last session, the conditions have ben made for the purpose of meeting the views of those who fear that our anticipations of success might not be realized. And the fact that we have been willing to agree to these modifications will be taken as the measure of our confidence that the railway will be a profitable enterprise and that we fully believe everything we said during the last session of parliament.

CONTROL OF RATES IS ABSOLUTE.

My hon. friend made the statement more than once in the course of his remarks, if I understood him correctly, and it has been explicitely stated by our friends of the conservative party in their press and in speeches they have made here and elsewhere, that the control of the rates, which is provided for in connection with the carrying on of this enterprise, is not effective. Many arguments have been presented to the house and the country upon the basis of that proposition. I should have thought that this contract was so drawn that we would have been spared the necessity of wasting any time in the discussion of that proposition. Section 36 and 39 of the contract are sufficiently clear. Now I have heard the assertion that all the lawyers in this house put together cannot now sit down and draw a clause which will be more effective in giving parliament complete control of the rates and of the traffic upon that road than this clause.(Cheers.) Parliament controls because parliament controls the government. If parliament is not satisfied with what the government does, the remedy is in the hands of the parliament. If we choose to nominate or appoint a railway commission for the purpose of discharging these functions we can do so. We have done so. If we are not satisfied with the way the railway commission acts or the principles they adopt we can embody new principles, embody them in tht railway act and compel the commissioners to observe them. There is no way by which the government can be given more complete control than is given by this section.

It has been suggested in connection with the same subject that the power which the Manitoba government has under the contract they made with the Canadian Northern railway, which came up here for ratification some two or three years ago, is a more effective control than that which we possess under this contract. I submit that the facts are the exact opposite of such a statement. (Hear, Hear.) The Manitoba government has a contract with the Canadian Northern railway which so far as it is effective gives the Manitoba government the right to control the rates. But in order to make that effective they had to come to this house and have legislation to ratify it. And now that they have it ratified all that they have is the control. They have no legislative power over the Canadian Northern railway, but simply the power to enforce the measures under such contract as are open to them. But in connection with the contract between ourselves and the company, it puts the company in such a position that it can never raise the question of vested rights. It is a consenting power of the exercise of the jurisdiction which we possess. We have a contract which binds them to consent to the exercise of the power, and we have the legislative power behind us, which we can exercise at any time, as we see fit. (Cheers.)

FINANCIAL FEATURES OF SCHEME.

The main objections which are urged to the merits of the scheme as they are put before us in the press and to some extent by our hon. friends on the other side of the house, are to the financial features of the scheme; and upon this question I will take the liberty at a little later stage of referring to the position taken by my hon. friend, the leader of the opposition.

Now, what is the position of this company? First of all what are its obligations? And next, what are the resources which parliament proposes to put within the reach of this company for the purpose of discharging its obligations?

In the first place they are obliged to make a deposit of five million dollars. We put that to one side, because the leader of the opposition said they get the money back sometime, and it is only a question of financing. The money does not have to be ultimately provided.

Their next obligation is to build the western section of the railroad and for the purpose of doing that they have first the government bonds to the extent of three quarters and one quarter of their own bonds. This will dispose of the original construction of the railway.

Then they have the folowing obligations placed upon them: To lease and operate the eastern section and pay the rental; to equip the road with rolling stock to the value of twenty million dollars; to induce and to procure that the G.T.R. company should guarantee the second mortgage bondsand float the same; they enter into obligations to carry freight by Canadian channels and to give as good a rate as given to U. S. ports; they arrange to guarantee sufficient shipping facilities; they agree to provide the working capital to operate this great system of railway.

And they are bound to do something else which apparently is lost sight of by those who discuss the question, but which, when it comes actually to the business of operating the railway, is one of the most serious difficulties which railways have to meet. Railway men know that when you have built a railway, when you have built it according to the ordinary specifications provided, when you have a standard railway and begin to operate it, that is the time you have to begin to spend money upon your road. Why, let our hon. friends look at the estimates which we have passed from year to year for the Intercolonial. The Intercolonial was built and equipped and finished long ago, but my hon. friends have had the pleasure of discussing several million dollars for the purpose of adding to the furnishing and betterment and the improvement of facilities upon the road. Let them take the accounts of the G.T.R.; let them take the accounts of the C.P.R.; let them take the accounts of the C.N.R., a new road which within a year and a half after a certain portion of the line was constructed, was obliged to go upon the money market for the purpose of selling debenture stock to increase the facilities of the road, and to increase the station accommodation, and to build the hundred and one things that are required as soon as the business of a railway begins to develop.

HOW PROCEEDS OF STOCK WILL BE APPLIED.

For the purpose of doing this the Grand Trunk Pacific is provided with certain resources. It has no other resources than the ones I am going to mention and the moneys for this purpose have to be provided along with other moneys for other purposes and for working capital. Now what has this company given over the first and second mortgage bonds provided for the original construction of the railway? What has it got in order to enable it to fulfill all these obligations that I have mentioned? It has twenty million dollars of preferred stock and twenty-five million dollars of common stock, that is forty-five milion of stock altogether which this company has for the purpose of enabling it to discharge the whole of its financial ogligation.

Now it is a delicate thing to begin to talk about what stock is worth. If we should say the stock is worth 25 cents on the dollar when they came to do something with that stock our statements might be quoted as an illustration of what we thought the stock to be worth. If we said it was worth more, giving any particular figure, we are liable to the same misconstruction. But if you remember that there are only forty-five million dollars of stock, of which the company has the right to sell at the outside about $32,500,000 worth besides the $12,500,000 or $13,000,000 which they are required to hold There is $32,000,000 worth of stock which under the most liberal construction of the charter they are able to sell. If you take $32,000,000 of this stock on the one hand, and look at the obligations which they have to discharge on the other, how much is that stock going to realize? What comes ahead of it? Before a dollar of interest can be paid upon that stock you have to pay the working expenses, you have to pay interest on the first government guaranteed bonds, you have to pay interest on the second bonds guaranteed by the G.T.R. company, you have to pay the rental of the eastern division and then only comes in the interest on this stock, which our hon. friends think is such a valuable asset.

Well, I venture this statement: I think I am quite safe in saying that if the promoters of the G.T.R. company could get get sixty cents on the dollar for that $32,000,000 of stock they would think they were doing pretty well; they would think it was a pretty good sale. The three per cent bonds of the dominion of Canada, an absolutely indefeasable security, sold the other day in the money markets for 90 cents on the dollar. If these gentlemen could get 60 cents on the dollar for their $32,000,000 worth of stock I fancy nobody would have an opportunity of offering the amount twice.That would produce about $20,000,000, just enough to put upon the road the $20,000,000 worth of rolling stock which is required by the contract. So you have the G.T.P. company if they are fortunate enough to be able to finance to that extent and in that way the $32,000,000 of stock, in this position, that having built the road and placed the rolling stock upon it, with all their other obligations to be discharged, the working capital to be provided, betterments from time to time to be made, and various financial obligations to be discharged, they have for their treasury, for the purpose of protecting themselves, for the purpose of securing themselves, of recompensing them for the discharge of these functions only $13,000,000 of the common stock of this company.

STOCK WILL NOT BE GIVEN AWAY.

Now I think that is a fair statement of the position. The suggestion is made that they would job that stock off, that they would give it away to somebody for nothing. Will anybody suggest a reason why they should do so? Will anybody suggest a reason why the Grand Trunk company owning $13,000,000 of stock of this company, would give away the stock for nothing? Would anybody suggest anything more ridiculous than that proposition? (Cheers.) I venture to say that a more ridiculous proposition cannot be suggested than that this company with $13,000,000 of stock of G.T. Pacific in the treasury, having pledged its existence financially to the success of this enterprise should give away the stock practically for a nominal consideration to anybody.

The suggestion that hte G.T.R. company is going to make an enormous sum of money is one that should have a moments attention. There is $13,000,000 worth of common stock which must remain in the possession of the Grand Trunk company. I have pointed out the obligations that the company has incurred. The G.T.R. company in the first place, have guaranteed the second mortgage bonds. They have entered into the contract with which we are familiar in regard to traffic. They are bound to see that the working capital is provided, that the necessary betterments from time to time are furnished; and as against this they have $13,000,000 worth of stock which at the time has no value whatever. If the G.T.R. company ever make a dollar out of the $13,000,000 what must be done first? This enterprise from end to end must be made a success. There cannot be one single copper of dividends paid upon this stock until every obligation of this company to the government of Canada has been discharged.

The calculation which was made by my hon. friend, the minister of finance (Mr. Fielding)at the last session of parliament, placing the total cost of the road and the amount necessary to discharge all these financial obligations at from 13,000,000 to $15,000,000 stands good. (Cheers.) It cannot be disputed in any way whatever.

Let my hon. friends take either horn of the dilemma they like. They cannot tell us on the one hand that someone is going to make millions out of this stock, and on the other hand tell us that the company are not going to discharge their obligations. (Cheers). The two things do not hang together. Until the obligations are discharged the stock is not worth a copper. The question as to what the stock is going to be worth, rests with the people of Canada. As to what dividend is going to be paid on the stock the parliament of Canada and no one else will decide. Preliminary to this contract we have absolutely plenary power to decide the freight rates and all traffic arrangements on the road.

ROLLING STOCK IS MORTGAGED TO GOVERNMENT.

I am going to travel for a moment out of the record to answer an argument that has been elaborated at great length, but which my hon. friend, the leader of the opposition, has not put forward. I did not expect that he would put it forward, because I was satisfied that upon careful examination he would not consider that it was a tenable argument and he would therefore not present it to the house, but nevertheless it may be presented by others of his party, who are not so cautious. It has appeared in very reputable newspapers and has been circulated to a very considerable extent. The statement is made for the purpose of prejudicing the discussion of the financial features of this contract that the furnishing

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Synopsis of Regulations for Disposal of Minerals on Dominion Lands in Manitoba, the Northwest Territories and the Yukon Territory.

Coal.—Coal lands may be purchased at $10 per acre for soft coal and $20 for anthracite. Not more than 320 acres can be acquired by one individual or company. Royalty at the rate of ten cents per ton of 2,000 pounds shall be collected on the gross output.

Quartz.—Persons of eighteen years and over and joint stock companies holding free miner's certificates may obtain entry for a mining location.

A free miner's certificate is granted for one or more years, not exceeding five, upon payment in advance of $7.50 per annum for an individual, and from $50 to $100 per annum for a company, according to capital.

A free miner, having discovered mineral in place, may locate a claim 1500x1500 feet by marking out the same with two legal posts, bearing location notices, one at each end of the line of the lode or vein.

The claim shall be recorded within fifteen days if located within ten miles of a mining recorder's office, one additional day allowed for every additional ten miles or fraction. The fee for recording a claim is $5.

At least $100 must be expended on the claim each year or paid to the mining recorder in lieu thereof. When $500 has been expended or paid, the locator may, upon having a survey made, and upon complying with other requirements, purchase the land at $1.00 an acre.

Permission may be granted by the Minister of the Interior to locate claims containing iron and mica, also copper, in the Yukon Territory, of an area not exceeding 160 acres.

The patent for a mining location shall provide for the payment of a Royalty of 2 1-2 per cent of the sales of the products of the location.

Placer Mining.—Manitoba and the N. W. T., excepting the Yukon Territory.—Placer mining claims generally are 100 feet square; entry fee, $5, renewable yearly. On the North Saskatchewan River claims are either bar or bench, the former being 100 feet long and extending between high and low water mark. The latter includes bar diggings, but extends back to the base of the hill or bank, but not exceeding 1,000 feet. Where steam power is used, claims 200 feet wide may be obtained.

Dredging in the rivers of Manitoba and the N. W. T., excepting the Yukon Territory.—A free miner may obtain only two leases of five miles each for a term of twenty years, renewable in the discretion of the Minister of the Interior.

The lessee's right is confined to the submerged beds or bars of the river below low water mark, and subject to the rights of all persons who have, or who may receive entries for bar diggings or bench claims, except on the Saskatchewan River, where the lessee may dredge to high water mark on each alternate leasehold.

The lessee shall have a dredge in operation within one season from the date of the lease for each five miles, but where a person or company has obtained more than one lease one dredge for each fifteen miles or fraction is sufficient. Rental $10 per annum for each mile of river leased. Royalty at the rate of two and a half per cent collected on the output after it exceeds $10,000.

Dredging in the Yukon Territory.—Six leases of five miles each may be granted to a free miners for a term of twenty years, also renewable.

The lessee's right is confined to the submerged beds or bars in the river below low water mark, that boundary to be fixed by its position on the 1st day of August in the year of the date of the lease.

The lessee shall have one dredge in operation within two years from the date of the lease, and one dredge for each five miles within six years from such date. Rental, $100 per mile for first year and $10 per mile for each subsequent year. Royalty, same as placer mining.

Placer Mining in the Yukon Territory.—Creek, gulch, river and hill claims shall not exceed 250 feet in length, measured on the base line or general direction of the creek or gulch, the width being from 1,000 to 2,000 feet. All other placer claims shall be 250 feet square.

Claims are marked by two legal posts, one at each end, bearing notices. Entry must be obtained within ten days, if the claim is within ten miles of a mining recorder's office. One extra day is allowed for each additional ten miles or fraction.

The person or company staking a claim must hold a free miner's certificate.

The discoverer of a new mine is entitled to a claim 1,000 feet in length, and if the party consists of two, 1,500 feet altogether, on the output of which no royalty shall be charged, the rest of the party ordinary claims only.

Entry fee, $10. Royalty at the rate of two and one-half per cent on the value of the gold shipped from the Yukon Territory to be paid to the Comptroller.

No free miner shall receive a grant of more than one mining claim on each separate river, creek or gulch, but the same miner may hold any number of claims by purchase, and free miners may work their claims in partnership by filing notice and paying fee of $2. A claim may be abandoned, and another obtained on the same creek, gulch or river, by giving notice and paying a fee.

Work must be done on a claim each year to the value of at least $200.

A certificate that work has been done must be obtained each year; if not, the claim shall be deemed to be abandoned, and open to occupation and entry by a free miner.

The boundaries of a claim may be defined absolutely by having a survey made and publishing notices in the Yukon Official Gazette.

Petroleum.—All unappropriated Dominion lands in Manitoba, the Northwest Territories and within the Yukon Territory are open to prospecting for petroleum, and the Minister may reserve for an individual or company having machinery on the land to be prospected, an area of 640 acres. Should the prospector discover oil in paying quantities, and satisfactorily establish such discovery, an area not exceeding 640 acres, including the oil well and such other land as may be determined, will be sold to the discoverer at the rate of $1.00 an acre, subject to royalty at such rate as may be specified by order-in-council.

Department of the Interior, Ottawa, February, 1904.

JAMES A. SMART,
Deputy of the Minister of the Interior.

of the $20,000,000 worth of rolling stock can be eliminated, because, they say, this rolling stock, under devices known to financiers of the present time, may be provided by a rolling stock company, and it may be covered up and charged to working expenses taken out of the earnings of the road. So they say that, inasmuch as a rolling stock company can be formed and the company can get their $20,000,000 worth of rolling stock in that way, the cost of which can be charged up against the running expenses of the road at a later date, without reference to the financial resources of the company, the cost of the rolling stock need not be considered in connection with the capital which will have to be borrowed or other financial resources which are furnished.

Well it is easy to carry on these financial operations in the newspapers. The rolling stock company is a rather well-known institution amongst our railway affairs of later years. Rolling stock bonds are secured in two ways. They are secured, first by a mortgage upon the common stock, or by a lien which amounts to a mortgage, and they are secured in the second place by a covenant for paying on the part of the railway company, which provides for a rent payable from the railway company to the rolling stock company sufficient to pay the principle and interest in a short time and so wipe out the total debt for the furnishing of the rolling stock. If that could be done under this contract, the point would be well and properly taken. If this company could, by the assistance of a rolling stock company, have all the rolling stock furnished and the company pay back the cost of the rolling stock out of working expenses in the next ten or fifteen years, that would be an additional resource which we have to take into consideration.

But there are two or three serious objections to that. In the first place, they cannot give a mortgage on the rolling stock because all the rolling stock has two mortgages upon it already, mortgages which the terms of the originti contract permit. All of the rolling stock has two mortgages upon it already which makes it absolutely useless for the purpose of being used in this way. The original contract provides in a certain clause for a certain first mortgage to be given but if the hon. friends will follow through the provisions of that contract they will find that the rolling stock is subject to two more mortgages. The mortgages are divided, but the net result is that there are first and second mortgages on all the rolling stock; therefore money cannot be raised by a mortgage on the rolling stock. In the next place, if my hon. friends will look at the definition of "Working expenditure," they will find that the working expenditure the payment of which includes certain payments in respect to rolling stock will not permit the principal and interest to be charged up against working expenses; therefore, the principal of the rolling stock bonds cannot be paid up and charged to working expenses, so that the two securities, one being the payment of the rolling stock company out of the working expenditure, and the other being a mortgage on the stock, both disappear,

NO EXTRA ISSUE OF BONDS.

The statement is made in that racy manner which is characteristic of some of our newspaper men, that if the G. T. company does not get enough money the first time they issue bonds all they have to do is to issue more, and then we are told on behalf of the patron of this road who has to pay the freight rates, that we are piling up a tremendous charge which he will have to pay in the end. Now, who guarantees these bonds and who will have control of them? It is the Grand Trunk railway company. The company is a solvent corporation. It has forty thousand stock holders, many of whom have been waiting a long time for dividends, and who take a very active interest in the affairs of the company. Is it conceivable that the shareholders of the Grand Trunk company are going to allow the managers of that road to guarantee bonds to an unlimited extent and sell them at a sacrifice price on the market? Why, Mr. Speaker the suggestion is absurd. It only neds to be stated in order that its absurdity may be apparent.

MODIFICATIONS TO CONTRACT NOT IMPORTANT

We have been taunted with the statement that we had declared that the original contract was a good and binding one and yet we had to come back to parliament and ask parliament to change it. Well we are not seriously concerned about the loss of dignity involved in this transaction. But I repudiate entirely the suggestion that we have in any way misled parliament in regard to the actual condition of affairs. We made a contract which was signed by Mr. Charles M. Hays, the general manager of the G.T.R. company and by other leading men on the board of the company. We had a right to assume that these men would be able to implement their obligations to us and bring with them into this enterprise the shareholders of their company. We do not impute to these men any bad faith. We know they were desirous of accepting the contract as it stood and of carrying it out. But with all their influence with the shareholders of the Grand Trunk company they found themselves unable to do so, and, as stated in sir Charles Rivers-Wilson's letter, further concessions had to be made, But I think the house will agree with the statement of the prime minister, that the concessions made were not so serious or so important that they ought to deter this house from accepting them and going on with the great enterprise.

My hon. friend, the leader of the opposition, referred at length and with great force, as if it seriously affected the question, the opinion expressed by Mr. Alfred Smithers, one of the directors of the Grand Trunk and a very capable business man, to the effect that the contract as modified by the agreement which we are now considering was a better contract for the Grand Trunk than the original contract. I do not think it required a man of great ability to discover that fact. We are all prepared to admit that when the company asked us for concessions, which on both sides are admitted to be important, we made for them a better arrangement than the original contract provided. But notwithstanding that fact, let it not be forgotten that so serious did leading shareholders in the Grand Trunk company consider the obligations which the company entered into by this contract, that some of them sold their stock and severed their connection with the enterprise.

EXTRA AID FOR WESTERN SECTION.

Just one word or two in regard to the arrangement which we have made with regard to the western section. It does not seem as if any effective criticism has been offered with regard to that. We assist the Grand Trunk Pacific by a guarantee similar to that which we gave the Canadian Northern railway. When the latter was before this house, practically no opposition was offered to it by hon gentlemen opposite. There can be no reason why a similar guarante in the case of the Grand Trunk Pacific should be any more subject to opposition. The plan is just as good in one case as in the other. Then, when we come to the mountain section, the only thing we have to compare our proposition with is the proposition made by the hon. leader of the opposition at the last session of parliament. My hon. friend's idea at that time was that we should endeavor to make arrangements by guarantee; and we have made it. But if he could not make an arrangement by a guarantee that would suit him—and the one we have made did not suit him, although it was the best that could be made—he would adopt the plan of building the line through the mountains as a government line, and allow the Grand Trunk to use it. So that we have to compare our proposition of a guarantee on three-fourths of the cost of the road west of Winnipeg with the scheme proposed by the hon. leader of the opposition, of a guarantee on the prairie section and the construction of the mountain section by the government. What would be the result? The result would be that, as the guarantee would only apply to the prairie section, the government would be paying for the mountain section while the company would be earning dividends on the prairie section. But we put the two sections together under one guarantee, so that we are able to share up the losses with the profits, with the probability—nay with the certainty—that the enterprise as a whole will pay. (Cheers.)

THE BORDEN SCHEME ANALYZED.

Now, Mr. Speaker, I am going to say a few words in regard to the proposal of the leader of the opposition. He placed placed before this house last evening at the close of his long and very able address, an amendment embodying the views of himself as leader of his majesty's loyal opposition and of his party, on that important question which is now occupying our attention. My hon. friend will perhaps not take offence if I say that I think that in that document there was a surplus of verbiage, and that the hon. gentleman might condense his meaning into a smaller compass, and perhaps with less risk of being misunderstood. But I propose to take what I conceive, after careful examination of it, to be the operative part of that resolution, and one of the demands which he makes is: to develop and extend the government system of railways and to free the management thereof from party political control or interference.

TORIES OPPOSE INTERCOLONIAL EXTENSION.

Well, Mr. Speaker, so far as the extension is concerned and so far as party political control is concerned, we havt followed pretty much the same policy as the governments of the past in this respect. But in so far as the extension of the government system is concerned that has been the policy of the government, the policy bitterly opposed at every stage by hon, gentlemen opposite. (Cheers.) Notwithstanding the remarkable friendship which the hon. gentleman seemed to display for the extension of the government system of railway, there never was a proposition brought down to the Canadian parliament of which I have any recollection or of which I have read the record, which was more bitterly assailed, more determinedly contested at every stage than the proposition to extend the Intercolonial to Montreal. (Cheers.) What more did we do? When they had the Intercolonial system, the government system of railways, for which our friends profess so much admiration, what did they do? They bound it by contract and united it with the C.P.R. so that it was not in a position to do business independently. (Cheers). We had to abrogate that contract; we had to change those conditions; we had to bring that railway to Montreal in order to make it a railway that the people of Canada had no cause to be ashamed of and which our friends opposite are beginning to be proud of. My hon. friend goes on to say that he desires to secure absolute and thorough control of the rates and traffic facilities in return for reasonable aid to the railway construstion or improvements. Mr. Speaker, that is a fine sentence, but it does not come well from the Tory party. (Cheers.)

LIBERALS INAUGURATE CONTROL OF RATES.

Why, sir, year after year the liberal party sat on the opposite side of this house, when railway charters were being passed, when subsidies were being granted, and begged, implored, besought, moved resolutions, and fought for resolutions to get some such principle as that into the legislation of Canada, and they utterly and entirely failed. In 1896 in the very first railway legislation we undertook, those principles were embodied. The first important railway matter we took up was the Crow's Nest Pass railway, and we crystalized our idea into the charter and embodied the principles which we thought should obtain in railway legislation. We took control of the roadbed, we took the power of giving any other company running powers, we took control of the rates, we took control of traffic facilities, we did everything which the hon. gentleman says we ought to do, and from that time to this in our railway legislation from session to session, we have been making that control more and more effective until this principle which the leader of the opposition declares ought to govern our legislation, is placed upon a basis so sound that it is beyond the possibility of being destroyed by the efforts of our hon. friends opposite. (Cheers.)

He (Borden) goes on to say in section (C); to improve and extend our canal system, to develop our lake and river routes, and to equip thoroughly our national ports on the great lakes, the St, Lawrence and the seaboard. When we came into power we found nine feet of water in the St. Lawrence; it is now fourteen feet. (Cheers). My hon. friend asked, as if he meant it to be a taunt to this government, if we knew that wheat was now being carried from Duluth to Quebec for 3 1-4 and 3 1-2 cents a bushel. We do know it, and we know it is because of the vast improvements that we have made upon lake ports upon the St. Lawrence canals and at the city of Montreal and in the St. Lawrence channel. As a result sult of the money we have expended for the purpose of improving the waterways of Canada, as a direct result which could not be followed but for the expenditure of that money, we know that for the first time during the past season not only Canadian grain, but American grown grain coming from American ports have been carried through those waterways to Cainadian ports. (Cheers). So my hon, friend need not be alarmed about that. We shall attend to that.

Then we are asked by him to perfect a system of elevator warehousing and terminal facilities. We have a commission studying these very questions, and even our hon. friends are not able to find fault with their work. Next he asks us to give common haulage or running facilities upon railway lines. That is just what we have been doing in all our railway legislation, and the hon. gentleman never thought of it when they were in power.

Last session our hon, friends started out with the idea that the Grand Trunk ought to have connections with the west, on the lines originally proposed. I think that at the beginning they were prepared to stand by that. But they found out that nationtl sentiment and particularly that of the maratime provinces were too strong for them, so that idea was dropped. Now the leader of the opposition is not a rash man; nobody will accuse him of that. He takes time to think about a policy before he inaugurates it, and declares it as the policy of his party, and after a thorough and careful deliberation he has placed his policy before the house. As I understand it it was to extend the Intercolonial by building connections and acquiring the Canada Atlantic or build a new road to join the C.P.R.; to acpuire the C.P.R. to Port Arthur; and to to go into partnership with the C.N.R. and C.P.R. from the lakes to Winniqeg; to build a government line through the mountains with a suggestion that possibly the Quebec and Moncton line might be built as part of the C.P.R., though I did not understand that was necessarily a part of the scheme. That was his proposition last year. It has not been heard of since.

MR. BORDEN'S NEW POLICY.

Now he comes with a new policy. He declares himself in favor of a national system of transportation which should include: (1) the immediate construction and control by the dominion of such lines of railway in the west to the Pacific as the enormous importance and increasing development of the great western country required; (2) the extension of the I.C.R. to Georgian Bay and then to Winnipeg, and the extension and improvement in the province of Quebec and in the maritime provinces of the government system of railways. The rest does not affect the question of railways, so that you find that the third and last policy of our hon. friends on the other side of the house is this: Build government railways in the west wherever they are wanted. This is a very general proposition. Build them wherever they are wanted. Everybody will then expect to get one. (Cheers.) You build government railways in the west wherever they are wanted, you extend the I.C.R. to the lakes, you ultimately, or as fast as it can be done to Winnipeg. This is the proposition which my hon. friend defines as an alternative to take the place of the proposition that we have before this house—a policy providing for the construstion of the G.T. Pacific line over the prairies of the west and a government line under lease to the G.T.R. from Moncton to Winnipeg. The hon gentleman and his supporters last session, week after week, conclusively proved to their own satisfaction that the line of railway from Winnipeg to Moncton could not do any business, could not find any traffic. The other day my hon, friend from South Lanark (Mr. Haggart) taunted my right hon. friend the prime minister, and asked if he still was under the opinion that this line of hallway, this mad scheme of a railway, from Winnipeg to Moncton, would carry out any portion of the traffic from the great west. How do they propose to carry it out now by a line 327 miles longer as the proposition which my hon. friend places before you provides? (Cheers.) We have been talking of the shortest route across the northern portion of the province of Ontario and Quebec, saving every possible mile, saving every possible degree of curves, saving every inch of grades, and we have been told day after day and week after week that such a line could not haul any businessout of the great west. After groping around for a year for a policy the proposition which my hon. friend now launches upon this house is that a line 327 miles longer will do business which our shorter line is designed to do. (Cheers.) Why, Mr. Speaker, it was only necessary that this proposition, as a result ofsix or eight months' groping around for a policy, should be launched on the house in order to show the complete muddle into which our hon. friends opposite have got on this question. What is going to be the result if they carry out their plan. Understand me, I am not discussing here the abstract question of extending the I.C.R. to the lakes. There may be arguments in favor of that. If it comes before the house or the government think it a question worthy of being taken up for consideration, it may be decided one way or another. I shall not offer any observations upon the subject at the present time. I am not saying that sometime the I.C.R. should not be got to the prairies of the west, but I do say if it does get to the prairies of the west it should get to them by a shorter route and not by a line 327 miles longer than that short line. (Cheers.) This contract takes the I.C.R. to the prairies of the west and gives it an opportunity of going over a line 300 miles at least shorter than the one which the hon. gentleman proposes. What are you going to do to carry this proposition?

CONSEQUENCES OF ACCEPTING THE BORDEN SCHEME

Let us look at the consequences for a minute and commend this to my hon. friend from South Lanark (Mr. Haggart). Accept the proposition of my hon. friend, the leader of the opposition, and you will have the G.T.R. with its great system in the provinces of Ontario and Quebec, absolutely without a western connection of any kind whatever.

You condemn the G.T.R. with its 4,000 miles of railway and all its great connections for ever to be an American road, working for the prosperity of an American port. (Chers.)

You leave the Great Northern portions of the provinces of Ontario and Quebec to the extent of 1,200 or 1,300 miles, which we propose to open up with the new system, absolutely unopened.

You do not open up one single mile of new territory. You get a line 300 miles longer than the one we propose and a line that cannot make any pretence of carrying out the traffic from the north.

You must multiply the annual deficits of the Intercolonial railway by ten or twenty.

You humbug or delude the farmers of the Northwest with the idea that every man is going to get a government road.

When the G.T.P. builds its main line what will it do? We all know perfectly well what it wil do. Supposing it gets its main line built, it will look out on all divisions for business. It will build branch lines down into the territories which are settled and will provide additional facilities so that it can compete for the business with other companies that are established there. I would like to ask my hon. friend if he thinks that if they build a government line across the prairie that he could take government money and build branch lines of railway down into the territory that is served at the present time by other railways. (Cheers.) I would like to see his appropriation from parliament if he undertook to do it. It cannot be done. Every man of experience in politics knows that you cannot carry any such proposition as that into effect. My hon. friends intention might be perfectly good but his proposition would never come within the sight of parliament. It would die at caucus just as his other proposition has died.

I never was elected to parilament, Mr. Speaker, by supporting a thing I thought was a humbug, and I do not desire to be. I know just as well as I am standing here that the proposition to take the government money and build lines of railway all through the northwest is an impracticable and absurd proposition and that the hon. gentleman (Mr. Borden) if he were in power tomorrow would not carry it out; that he would not carry it out; that nobody could carry it out. Therefore I do not propose to stand in this house and give countenance to an idea simply because I think with some people it might be temporarily popular. (Chers.)

THE G. T. PACIFIC TO BE BUILT.

I have extended my remarks, sir, to a much greater length than I had intended. Last night, the leader of the opposition, in making as strong a presentation of his case as was possible, extended to us an invitation to draw back and hesitate in this great undertaking to which we have put our hands. I have to give my hon, friend (Mr. Borden) his answer upon that point, and I have to say: that so far as drawback, so far from hesitating in connection with this enterprise, this government desires it to be understood that the Liberal party of Canada pledges its political existence on the carrying out of this enterprise (cheers), and I think so far as the government and the gentlemen behind me are concerned we have not any doubt upon the subject. (Cheers).

Just one word in conclusion. If you will turn for one instant to the map and look at the position in which Canada finds herself; if you will think what is going on to the south of us; if you will consider that lines of railway are being run from the gulf of Mexico north for nine hundred, one thousand and twelve hundred miles for the purpose of carrying the products of the northwestern states down to the gulf of Mexico, and thence to the market of Europe; if you will consider that the Erie canal is being deepened and that every possible facility for transportation southward, not northward is being given to the great resources of the people to the south of us; if you consider all this surely it will be clear that every possible thing that the people of Canada can do to maintain their position and to prevent the life blood from being sucked from them by the efforts which are being made to take the eraffic to the south, should be done. (Cheers)

We can only go in accordance with the geography. We cannot change the geography of our country; but we can fight against the disadvantages and to some extent we can overcome them; and, sir, when we have an opportunity of carrying through an enterprise of this kind which will practicalluy revolutionize the condition of transportation in Canada as far as rail business is concerned; when we are in a position not only to have the advantages of water transportation which lies along the international boundry but to have a system of national transportation away from the boundry at all times and available under any and all circumstances; surely in the presence of the unbounding prosperity of Canada, we cannot afford to say that we will not avail ourselves of this opportunity and push forward to accomplish this national enterprise. (Cheers).

BROWN & CO.

ARE SHOWING A LARGE RANGE OF HIGH-GRADE CLOTHING FOR SPRING.

HIGH GRADE CLOTHING FOR SPRING

Consisting of Men's, Youth's and Boy's Suits. Here are some of the values:

MEN'S SUITS	$ 7.50	YOUTH'S SUITS	$10.00
MEN'S SUITS	$10.00	BOY'S SUITS	$ 1.50
MEN'S SUITS	$12.50	BOY'S SUITS	$ 2.00
MEN'S SUITS	$15.00	BOY'S SUITS	$ 3.00
MEN'S SUITS	$20.00	BOY'S SUITS	$ 4.00
YOUTH'S SUITS	$ 5.00	BOY'S SUITS	$ 5.00
YOUTH'S SUITS	$ 7.50		

These are the best values ever offered in the Kootenay's.

IMPORTANT

Just arrived a large shipment of stylish up-to-date hats in all the latest styles. Prices are easy. New arrivals in fancy sweaters, shirts, ties, collars, cuffs, etc. The best possible dollar's worth for a dollar.

BROWN & CO.

Be a critic

Investigate, criticize, or analyze Blue Ribbon Tea. The more you investigate, the more convinced you will be that there is none so good as Blue Ribbon Tea.

Spokane Falls & Northern Railway

The only all rail route between points east, west and south to Rossland, Nelson, Grand Forks and Republic.

Buffet cars run between Spokane and Northport.

Effective June 14th, 1903.

Leave		Arrive
8.45 a.m.	Spokane	6.15 p.m.
10.40 a.m.	Rossland	4.35 p.m.
7.20 a.m.	Nelson	7.20 p.m.
10.35 a.m.	Grand Forks	4.00 p.m.
8.30 a.m.	Republic	6.15 p.m.

In Connection With

GREAT NORTHERN RAILWAY

TICKETS

TO ALL POINTS.
SHORT LINE TO
ST. PAUL, DULUTH, MINNEAPOLIS, CHICAGO AND ALL POINTS EAST.
SEATTLE, TACOMA, VICTORIA, PORTLAND AND ALL PACIFIC COAST POINTS
Through Palace and Tourist Sleepers, Dining and Buffet Smoking Library Cars.

2 FAST TRAINS DAILY 2

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

or

H. A. JACKSON, G. F. & P. A., Spokane, Wash.
H. BRANDT, C. P. & T. A. 701 W. Riverside, Ave., Spokane, Wash.

The HALL MINING AND SMELTING COMPANY, Limited

NELSON, B. C.

Purchases

Lead, Copper and Dry Ores

Porto Rico Lumber Co., Ltd.

Manufacturers of and Wholesale Dealers in

ROUGH AND DRESSED LUMBER, SHINGLES AND MOULDINGS, BAND-SAWN AND TURNED WORK. AN UP-TO-DATE DRY KILN IN CONNECTION.

MILLS AT YMIR

Porto Rico Lumber Co., Ltd.

Poplar Creek Prospectors

Can keep dry during the rainy season if they purchase.

Tents and Oil Clothing

From the Victoria Factory of

Lenz & Leiser

These Goods are the Best and Cheapest in the Market.

J C. Carruthers

Agent for Kootenay

P. O. Box 56. Nelson, B. C.

Nelson Electric Tramway Company Limited

Lots for sale on easy terms.
Cottage to rent, Mill street.
Offices and rooms, Clements block.
Apply

A. V. MASON

Carbarn Phone 165B

AUCTION SALE

THE AUCTION MART.

Every Tuesday, Thursday and Saturday night at 8 o'clock.

Send in your goods and call and get bargains.

J. GREEN & CO., Auctioneers. Baker Street, Nelson.

Sawmill Machinery for Sale

The undersigned are giving up business and offer for immediat sale their entire plant, either in whole or in part, including.

60 h.p. locomotive type steel boiler.
5 h.p. upright boiler.
25 h.p. engine—new.
35 h.p. engine—new.
1 gang edger—new.
2 planers.
1 new lightning flooring machine.

Also carriage, mill-wheel, saws, shafting, belting, pulleys, etc.

The Forster Lumber Co.

CROW'S NEST, B. C.

THOSE WISHING TO

Learn to Write

A good hand, keep a set of books, or write shorthand, should do so while they have the opportunity, before the college closes on October 31st.

For particulars call at Nelson Business College Office.

Atlantic S.S. Sailings

C. P. R. ATLANTIC S.S. LINE (From Montreal)
L. Champlain .May 5 Lake Erie ....May 19

ALLAN LINE (From St. John)
Parisian .....April 23 Tunisian .....April 30

DOMINION LINE (From Montreal)
Dominion .....May 7 Southwark....May 14

AMERICAN LINE
New York .....May 7 St. Paul .....May 14

RED STAR LINE
Vaderland.....May 7 Kroonland ....May 14

CUNARD LINE
Lucania .....May 7 Umbria .....May 14

WHITE STAR LINE
Oceanic .....May 4 Teutonic .....May 11

FRENCH LINE
La Touraine ..May 5 La Lorraine ..May 12

ALLAN STATE LINE
Numidian .....May 26 Laurentian ..May 12

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

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

KOOTENAY RAILWAY AND NAVIGATION COMPANY, LIMITED. OPERATING

K. & S. RY. CO.
I. N. & T. CO.

EFFECTIVE MONDAY, MARCH 7.

K. & S. RY.
Lv. 8.30 a.m...SANDON..Ar. 4,25 p.m.
Ar. 10.45 a.m....KASLO...Lv. 2.00 p.m.

STEAMER KASLO.
Lv. 1.30 p.m.....KASLO...Ar. 11.00 a.m.
Ar. 4.30 p.m....NELSON....Lv 8.00 a.m.

P. H. WALSH, Superintendent.

TEACHER WANTED

TEACHER WANTED—For junior grade, Michel public school; salary $50. B. L. Henderson, Secretary.

CANADIAN PACIFIC RAILWAY

LOCAL TRAINS NELSON

Lv.		Ar.
5.00 a.m. Daily	S. S. Moyie Landing Crow's Nest Route	4.00 p.m. Daily
7.00 a.m. Ex Sunday	S. S. Kokanee, Kootenay Lake Mon., Wed., Fri., Lardo, Poplar Creek, Trout Lake Points	6.30 p.m. Ex Sunday
8.00 a.m Ex Sunday	Rossland-Trail	10.35 a.m. Ex Sunday
8 a.m. Ex Sunday	Grand Forks, Greenwood Phoenix, Midway	9.35 p.m. Ex Sunday
9.15 a.m. Ex Sunday	Slocan City, New Denver, Sandon and Slocan Points.	3.40 p.m. Ex Sunday
6.40 p.m. Daily	Rossland, Trail, Col. River, Vancouver, Seattle, Etc.	9.35 p.m. Daily

Low Settlers Rates Westbound

Tickets on Sale March 1st

For rates, tickets and information apply to local agents or write

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

PRIVATE BOARD

PRIVATE Board and Rooms, electric light; also table board. Apply on Silica street, 2nd door west of Ward.

Kootenay Engineering Works

FOUNDERS AND MACHINISTS

MANUFACTURERS FOR THE

Crawford Double Rope Aerial Tramway System, Limited

REPAIRING AND JOBBING A SPECIALTY

Marine, Mining and Mill Machinery, Ore Cars, Buckets, Tanks, Etc. Iron and Brass Casting. A complete stock of Shafting, Supplies, Fittings, Etc., always on hand.

Estimates for all classes of work furnished upon application. Mail orders receive prompt and careful attention. Scrap Iron bought by the carload.

Office and Works: Foot of Park Street

B. C. TRAVIS, Manager, P. O. Box 493, Nelson, B. C.

Western Oil & Coal Company, Limited

NON-PERSONAL LIABILITY.

AUTHORIZED CAPITAL, $1,000,000.00.

Divided into 1,000,000 Shares of a Par Value of $1.00 Each.

This company has over 10,000 acres of Oil and Coal lands, they have two oil rigs in active operation in Southwest Alberta. A limited amount of stock is offered to the public at 15 cents, fully paid up, and non-assessable. For further information apply to.

SHARP & IRVINE

BAKER STREET. BOX 665

SWELL ORANGES

We have just received a large shipment of beautiful Navel Oranges,

On MONDAY and TUESDAY we will sell these deliciously sweet goods for 20c per dozen.

The most prompt delivery in the city.

PHONE NO, 7.

W. J. TOYE

Opposite Methodist Church.

NELSON OPERA HOUSE

MONDAY, APRIL 18

Mahara's Minstrels

COMBINED WITH THE BLACK BOSTONIANS OPERA COMPANY

40—PEOPLE—40

Minstrelsy, opera, vaudeville, comedy, burlesque, big lady chorus. A swell stage show. Playing to capacity everywhere. Solo band of 16 pieces. Premier orchestra.

The greatest novelty street parade ever produced by any minstrel show. In the parade two blocks long, trick bicycle riders, (Happy Hooligan), lady drum corps, solo band, comedy wench and uncle.

This show gets favorite press notices in every city they play.

Prices: 50c, 75c, $1.00. Seats on sale Friday.

ROUGH LUMBER DRESSED

Doors, Windows, Mouldings, Shingles, Turned Work and Brackets.

A complete and up-to-date stock always on hand. Mail orders promptly attended to.

A. C. LAMBERT & CO.

H. E. CROASDAILE

Mining and Share Broker.

Shares bought and sold on the London Stock Exchange on margin.

The present is a favorable time for dealing in shares, owing to the improved conditions and better prospects of the mining industry.

OFFICE: UPSTAIRS, CLEMENT BLOCK, BAKER STREET, NELSON, B.C.

PROMPT ACTION WANTED

WHOLESALERS' COMMITTEE DESIRE ANSWER TO PETITION

MAY APPEAL TO THE CANADIAN RAILWAY COMMISSION.

A committee from the Nelson Wholesalers' Association yesterday interviewed Harry E. Macdonell, general freight agent of the Kootenay lines of the Canadian Pacific railway, for the purpose of requesting information as to what had been done with the several petitions that have been presented to the officers of the railway company in regard to granting Nelson wholesalers such rates as would give them an opportunity of building up a trade in the district which is tributary to this city.

During the interview, the committee stated that there were well-defined and persistent rumors in circulation, and these had come to the ears of the committte, that objections had ben raised by different parties to the granting of the petition of the wholesalers. The committee further stated that they had behind them the wholesalers of the city, the board of trade and the united sentiment of the citizens, and that all desired information as to where the opposition emanated from. The reason for the hurry in the matter was because it was thought that those who oposed the wishes of Nelson desired to postpone action so that the matter at issue might be too late for presentation to the Canadian railway commission for action to be effective during the present season. The committee declared that the determination was to find out the actual situation and assured Mr. Macdonell that they would make it as tropical as they possibly could for those opposing their just claims, no matter who they were or how powerful they might be, as they were in this fight to win for Nelson what was wanted.

Mr. Macdonell promised to wire at once to F. W. Peters, the assistant freight traffic manager of western lines, whose headquarters are at Winnipeg, urging him to secure at the earliest possible moment an answer one way or the other from the traffic department of the railway company, as to what the intention in regard to Nelson is.

Just as soon as the reply is received the committee will have another meeting, and if it is not favorable the members say that they will carry the war into Africa.

Mechanics, Farmers, Sportsmen!

To heal and soften the skin and remove grease, oil and rust stains, paint and earth, etc. use The "Master Mechanic's" Tar Soap. Albert Toilet Soap Co., Mfrs.

MAHARA'S MINSTRELS.

Those who wish to laugh in the good old fashioned, genuine side splitting, hearty style will have an entertainment all to their own liking at the Nelson Opera house next Monday night. Mahara's Operatic Minstrels is the offering. They give one of those supremely amusing performances whose theatrical mission is pleasure only, combined with good music, novel dances, magnificent costumes, beautiful scenery, clever comedians and a large chorus of rare feminine loveliness. The singers are unexcelled and the comedians have a fund of inexhaustible and original humor unsurpassed on the American stage. A special feature is being made of the grand midday street parade.

NELSON IRON WORKS

NELSON, B. C.

OLDEST AND LARGEST IN THE KOOTENAYS

Iron and Brass Castings of every description. Machine Work of all kinds. Jobbing and Repairing a specialty. We keep in stock Shafting, Pulleys, Boxes, Hangers, Flanges, Couplings, Ore Car Wheels and Axles, Logging Cars, Lumber Trucks, Cast Washers, etc. Break Down Jobs rushed through with dispatch.

DWARF FRUIT TREES.

Consignment From England Received Here of Which Much is Expected.

Frank Fletcher received a consignment of dwarf trees yesterday from the Sawbridgeworth nurseries in Hertfordshire, England. The shipment comprised about 130 trees which weighed 450 pounds. The trees were very carefully packed and arrived here in perfect condition. Some of the trees are in bud and all of the stock is in excellent condition for planting. Mr. Fletcher obtained the trees in behalf of himself and several others, notably alderman Selous, who are interested in gardening. Most of the importations are fruit trees of all sorts, but there art some roses among the lot.

The Rivers nurseries at Sawbridgeworth have become famous for the dwarf fruit trees it has been able to produce. When the proprietor first started years ago he had a tree "hospital" in the grounds into which trees were hastily put when there was no room for them elsewhere, or when they looked hardly worth raising. The trees were often moved about and were frequently in fresh ground and were kept pruned down so as to keep them in such a shape that they could be easily and readily movel from one spot to another, and were used as "fillers up" of any ground that happened to be vacant in the nurseries. Very much to the surprise of the proprietor these moved about trees were found to greatly improve in time, and to bear wonderful crops and from close study of the matter, Mr. Rivers decided that it was the fresh earth about the roots that caused the change for the better and he acordingly reversed the old order of allowing grass to grow up around his fruit trees, and continued on his experiment in pruning down the trees, moving them about into fresh earth occasionally, and keeping the roots near the surface until in time he has succeeded in producing the class of dwarf fruit tree for which the nurseries have become famous the world over. The nurseries extend over miles of country and all kinds of trees are produced. By cross breeding some wonderful fruit has been produced and Mr. Rivers' experiments have been reproduced in America with success, notably in some California nurseries.

Fruit raisers in the Kootenay will be interested in the final result of the imported trees which arrived yesterday, and their progress will be watched by all interested, very keenly.

Partner wanted with a few hundred dollars. A growing, live and profitable business. Address "Business," The Daily News office.

FELL OFF THE BRIDGE.

Serious Accident to Engineer at Greenwood Smelter on Sunday.

[Special to The Daily News.]

Greenwood April 12.—Peter Christenson, engineer of the slag engine at the smelter met with a very serious accident on Sunday morning.

The hot-slag engine ran off the railway track into the converter. He was engaged with a number of men putting the engine on the track and he fell off the bridge upon the railway track below, a distance of about 20 feet. He had one leg and one arm broken, had the side of his head badly cut and was injured internally. He has been unconscious most of the time since and fears are entertained of his recovery.

HEADQUARTERS FOR NELSONITES

The Philadelphia Commercial Museum will have a branch office at the Louisiana Purchase exposition in St. Louis, and will keep on file carefully classified lists of American manufacturers, catalogues, trade directorates and trade papers, as well as much statistical matter relating to industries, which will be of great value to visiting merchants from this and other sections. They particularly invite business men of Nelson and British Coloumbia generally, who may attend the exposition to call at their office, where every convenience will be accorded them.

STAKED THE WONDERFUL.

N. E. Lay Tells of Former Christmas in Nelson.

Among the guests at the Tremont is Nathaniel E. Lay, one of the early pioneers of Nelson. He arrived here in 1888, immediately after the discovery of the Silver King mine, on Toad mountain, and at a time when prospectors were prosperous and when the selling of a couple of mineral claims meant a few thousand dollars profit to them. Later he participated in the Slocan rush and staked the Wonderful claim at Sandon. This property was famous for huge boulders of solid galena found upon it. Mr. Lay sold this property for a large sum. Then he formed a copartnership with Bruce Craddock, another pioneer of this city, and they opened the first hotel at the Halcyon Hot springs. In the venture, owing to the general prosperity that then prevailed, he and his partner made considerable money. When business got dull at the Halcyon hostelry, he sold his interest, and in 1897 built the Lake View hotel at Trout Lake City, which he ran successfully for several years and which he afterwards sold.

Since then Mr. Lay has been mining and prospecting with varying success. At present he owns several valuable prospects on Lynch creek in the vicinity of Poplar. On one of the claims there is considerable free gold in the ore visible to the naked eye, and he hopes to make another stake out of this property.

Mr. Lay tells of a Christmas experience in Nelson in 1896. At that time, he says, there were only a few men in the camp, and the times were rather dull. There was a case of whiskey in the camp which belonged to a man who had left town. In order to celebrate the holiday the case of whiskey was broken open and the boys had a jolly time. Dr. D. LaBau was one of the residents of Nelson at that time and participated in the observation of the day.

DELAYED BY FOUR SLIDES.

Robson Train Was Seven Hours and Forty Minutes Late.

The Canadian Pacific train from Robson, which should have arrived here at 9.30 on Monday night, did not get in until 5.10 yesterday morning, being seven hours and forty minutes late. The passengers from Rossland and from main line points, were compelled to seek the hospitality of the steamer Minto, which was kept waiting at the dock at Robson until the arrival of the Boundary train. The delay was caused by a series of slides. The first slide was about a half mile east of Coryell station. It was a snowslide, and was soon passed. Another slide took place about three and a half miles west of Eholt, and was of mixed snow and debris. This was soon shovelled off the track by the section hands. Besides there was a small slide of gravel and earth at a quarter of a mile east of Coryell. The worst slide and the one that caused the most delay—four hours—was close to the east portal of Bulldog tunnel. It consisted of rock and gravel and for a time it poured down as fast as it was shovelled away. The passenger thought for a time that they would not be able to get through for at least 10 hours. The section men worked very hard and at the end of four hours' the track was cleared and the train proceeded on its way without further interruption.

The passengers when they arrived at the Nelson depot yesterday morning all looked tired and worn after their long hold-up on account of the slides.

FORTUNES IN ADVERTISING.

Under the title of "The Psychology of Advertising," The Atlantic Monthly is publishing a series of articles on a subject that is increasingly attracting the attention of the business world. The first appeared in the January number, Mr. Walter D. Scott, assistant professor of psychology in the Northwest university being the writer. Mr. Scott says that the commercial traveller took the place of that personal inspection which was in past times the indespensable preliminary to a purchase of goods. A further development is the purchase of goods solely on the strength of the advertised description. This being the case, he dwells on the importance of a telling description, and instances actual advertisements of well-known articles which fail wholly to bring out the essential qualities of the article advertised. It might be said as a comment on this phase of Mr. Scott's article that the art of writing advertisements is now being taught at some of the commercial or other colleges.

A most interesting part of the article is that wherein it is shown what amazing sums are spent in bringing commodities to the attention of purchasers. One authority puts the total annual expense of printed forms of advertising at six hundred million dollars, and Mr. Scott says that the sum does not seem to be an exaggeration. Mr. Post spends as much as six hundred thousand dollars annually in advertising his food products. One million dollars was spent last year in advertising Force. Over six hundred thousand dollars is spent annually in advertising Ayer's remedies and over one million dollars in advertisting Peruna. Advertising rates have been advanced repeatedly during the past few years. Firms which formerly paid one hundred dollars for a full page advertisement in the Century magazine now pay two hundred and fifty dollars for the same amount of space. The Ladies' Home Journal has increased its advertising rate to six dollars for a single agate line (there are fourteen agate lines to the inch) the width of one column, for a single insertion. The cost of a full page for a single issue is four thousand dollars. The Proctor & Gamble Co. have made a three years' contract for a single page in each issue, to be devoted to the advertisement of Ivory Soap. For this space they pay four thousand dollars a month, forty-eight thousand dollars a year, and one hundred and forty-four thousand dollars for the term of three years. A well-known proprietory medicine which had its origin in an eastern Canadian city, and still has its headquarters there, has spread all over the world by virtue of judicious advertising, until today its sales abroad are twenty-five times greater than its sales in Canada.

It is needless to ask does such advertising pay? for the firms which pay these enormous amounts for publicity are the firms whose success is matter of common notoriety. The condition for success is to have an article that the public want and that has virtues and qualities that are worth telling about. No discreet business man would invest enormous sums in telling about an article that experience would prove to be worthless. It is necessary first to have a worthy article of common use. Such an article will usually justify the advertising expended upon it.

ADVICE FOR NELSON.

Slocan People Think Lemon Creek Opportunities Are Neglected.

Slocan Drill: It has always been a mystery to the people of this camp why the enterprising men of Nelson, usually among the foremost in exploiting new mineral fields, should have so persistently overlooked the great merits and advantages of the Lemon creek section. That portion of the Slocan City division lies directly between this place and the county town and is readily accessible from either point. There seems to have been from the outset a prejudice in Nelson against the mineral resources of the creek, yet were they exploited and encouraged, results would be achieved that would astonish the country. Lemon check is practically at the doors of Nelson, yet its great wealth, proven by much work, has been given the go-by for sections of far less merit. The mineral bearing area is at leasttwenty miles in length, with a width extending to the headwaters of the various tributary streams. It is pre-eminently a gold country, with silver values, however, of steady and paying proportions. The ledges are wide and continuous, while the ore chutes are numerous and extensive. Good trails run in every direction and all sections of the camp can easily be reached. There are prospects by the dozen that are worthy of inspection, and capital can find no more worthy field for investment than in the Lemon creek gold belt. Were Nelson folk to examine into the situation and realize to the full the great wealth lying dormant within a few miles of their burg, they would be astonished at their own stupidity in not availing themselves of such golden opportunity years ago. It is not too late even now for them to repent and amend their ways, to the enrichment of themselves and the advancement of the country.

ONE THING ABOUT OUR GOODS

Pleases particular people, no matter how low the price, there is value for that price. Value reflects pleasantly upon us. Our prices are a medium of exchange not of exorbitant profit. The clothes we sell make our store the Mecca of all stylish dressers.

Taylor & McQuarrie

HIGH-CLASS TAILORS.

BAKER ST., NELSON

T. G. PROCTER

Insurance Real Estate and Mining Agent

FIRE ACCIDENT AND PLATE GLASS INSURANCE

Houses and offices to rent, and lots for sale in all parts of the city. Ranches and farm lands throughout Kootenay for sale.

T. G. PROCTER

BAKER STREET, NELSON.

SOME LARDEAU SNAPS

FOR SALE.

7-Roomed house, good as new, and two lots, $1,500.

3-Roomed house, one lot, $800.

Several other houses and lots at a bargain.

$1,500 buys a 320-acre ranch, with improvements, including a crop of strawberries that will yield $200 this season, three miles from Trout Lake City.

Several good mineral claims for sale.

Anyone contemplating moving to the Lardeau can get all information required by writing to or calling upon

I. N. DALLY

TROUT LAKE CITY, B. C.

YOUR FUTURE

Prof. Wm. A. ALLEN, Astrologer, Palmist and Clairvoyant, Carney Block, Baker street, Readings, $1.00 and $2.00.

Send $1.00 and ask three questions or send $5.00 and date of month, year, and place of birth, and he will mail you a complete life reading, and predictions for 10 years of your future.

Hours, 9 a.m. to 10 p.m.

TIMBER AND FARM LANDS

The Canadian Pacific Railway Company offer large areas of choice agricultural lands in the Kootenay District at from $1.00 to $5.00 per acre, on liberal terms.

Timber lands may also be secured on favorable conditions. These lands contain some of the finest timber in Southern British Columbia.

For terms, maps, and further particulars, apply to the following local land agents:

Messrs. H. & M. BIRD, Nelson.
E. MALLANDAINE, Jr., Creston
V. HYDE BAKER, Cranbrook.
R. R. BRUCE, Wilmer
I. H. WILSON, Wardner.
W. M. FROST, Hayden, Montana.
Or to J. S. DENNIS,
B. C. Commissioner, C.P.R.
Calgary, Alberta.

FOR SALE

A 5-8 interest in a Baker street property bringing in a good rental. This is a good chance for a profitable investment, as it will be sold cheap. Offer for one week only.

R. J. Steel

REAL ESTATE AGENT.

ARDATH

THE HIGH CLASS SMOKING MIXTURE

THURMAN

TOBACCONIST.

NEW ARRIVALS

Minerva Worsteds, in Blue, Grey and Blue-Grey. Also Hercules Tweeds, Indigo and Black Worsteds. These goods are guaranteed to stand the sea and sun.

JOHN T. PIERRE,

Josephine St. ARTIST TAILOR.

COFFEE

SELECTED FROM THE BEST OF THE WORLD'S PRODUCTION.

ALL VARIETIES

IN OUR STOCK.

WE OFFER FOR A SHORT TIME,

Rio Coffee

OUR OWN ROASTING,

At 6 pounds for $1.00
50 pound lots, per pound 16c
100 pound lots, per pound 15c
Cash with order. State if wanted whole roasted, or ground.

Kootenay Coffee Co.

BOX 182, NELSON, B. C.

Nelson Opera House

J. E. ANNABLE, Manager.

ONE NIGHT

Thursday April 14th

Shipman's Comedians

Seats Now on Sale

CLEANING AND REPAIRING

I wish to announce to the citizens of Nelson and surrounding district that I am prepared to do all kinds of cleaning and repairing on Ladies and Gentlemen's garments at reasonable prices. Your patronage solicited. James Stewart. Phone 243. Opposite Queen's hotel.

SOCIETY CARDS

ABERDEEN L. O. T. M.—Meets every second Friday afternoon at 2.30 in Miners' Union Hall. Visitors cordially welcome. Mary Matthew, L. C.; Minnie Ritchie, Record Keeper.

WHOLESALE HOUSES.

PRODUCE.

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

HARDWARE.

McLACHLAN BROS. — WHOLSESALE 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 1095. Telephone 28.

CAMP AND MINERS' FURNISHINGS.

A. MACDONALD & CO.—WHOLESALE Jobbers in Blankets, Underwear, Mitts, Gloves, Boots, Rubbers, Overalls, Jumpers, Mackinaw and Oilskin Clothing, Camp and Miners' Sundries. Office and Warehouse, corner of Front and Hall Streets. P. O. Box 1095. Telephone 28.

ASSAYERS' SUPPLIES.

THE B. C. ASSAY & CHEMICAL SUPPLY Co., Ltd., Vancouver, B. C., Direct Importers of Assayers Supplies. Sole Agents in B. C. for the celebrated Battersea Crucibles, etc. Write us before sending your orders elsewhere. Satisfaction guaranteed.

WANTED

NELSON EMPLOYMENT AGENCY. Wanted—Waitress.

NURSE Open for Engagements—Maternity cases. Do not mind light housework, Communicate Mrs. J. F. Delaney, New Denver, B. C.

Wanted—Two stone masons, fare paid both ways. Waitress.

WANTED—Teacher for Duhamel school; duties commence May 1st. A. B. Shannon, Duhamel, B. C.

MUSIC LESSONS

HAS YOUR LOVE of Music died out because you cannot play the Piano as you used to do? Six lessons in McDonald Smith's system of Touch and Technique will more than restore your powers without any hard practice at the keyboard, and this, should your age be 16 or 60. Or, is your playing going off from lack of time to practice? A few lessons in the system will improve your playing to a degree you would hardly credit, though you should touch no keyboard for weeks. Complete course, $10. F. J. Painton, Corner Hall and Silica.

H. S. BODMER, Pianist, (Geneva and London), desires pupils in Music, French and German. Also engagements, concerts, dances, etc. Address Postoffice, Nelson, B.C.

FOR SALE

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, 12x16 Rand Compressor, "Bravo" Diamond Drill, one pair 8-inch and one pair 16-inch "Boss" Twin Turbine Water Wheels. J. V. Armstrong, Vancouver, B. C.

THE WHEELER & WILSON Sewing Machine—Three times the value of any other; one-third easier, one-third faster. Rotary motion and ball bearings. The lightest running machine in the world. Needles of all kinds. Taylor & McQuarrie, Agents, Nelson, B.C.

FOR SALE—Five room cottage; all modern conveniences; 75 of 100 foot frontage. On car line. Also several choice building lots in excellent locations. G. K. Tackabury.

WHY USE your neighbors Sewing Machine when you can buy one from The Singer Mfg. Co. on the installment plan; payments only $3.00 per month. Old machines taken in exchange. Liberal discount for cash. The Singer Mfg. Co., Baker street.

ASSAYING

GOLD, SILVER or LEAD, $1.00 each, Copper, $1.50; Gold-Silver or Silver-Lead, $1.50 each. Prices for other metals on application. E. W. Widdowson, Box N 113, Ymir, B.C. Late assayer at Nelson smelter.

UNDERTAKING—EMBALMING

W. R. BEATTY, CRANBROOK, B. C., Undertaker and Embalmer. Telegraphic orders will receive special attention. Will go anywhere at any time.

PLUMBING

We are prepared to do all kinds of plumbing, steam and gas fitting on the shortest notice. Estimates given. E. K. Strachan & Co., Baker street, Nelson. Phone 262.

NURSING

Nurse open for engagement, Maternity Cases; do not mind light housework. Communicate MRS. J. F. DELANEY, New Denver, B.C.

FOR RENT

Nice housekeeping rooms, furnished; for rent. Apply X, The Daily News.

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 204, Hall Street, Nelson, B. C.

OUR FIFTY CENT FOUNTAIN PEN

IS A GOOD ONE.

TRY IT

MORLEY & CO.

BOOKSELLERS AND STATIONERS
NELSON, B. C.

GALT COAL

AND WOOD OF ALL KINDS.
Terms Spot Cash.

W. P. Tierney
Telephone 265
Baker Street.

PRICE OF METALS.

New York, April 12.—Bar silver, 53 1-8; Electrolytic copper, 13 1-8; Spelter, firm.
London, April 12.—Lead £12 7s. 6d.

NELSON'S NEWS OF THE DAY

Dudley Blackwood, mining recorder, is laid up with an attack of lumbago.

John Hampson, manager of the Alice mine near Creston, is a guest at the Hume.

Shipman's comedians are billed to appear at the opera house for one night only, tomorrow evening.

The Canadian Pacific railway announces that the Banff hotel will re-open for the season on May 9th.

R. G. McLeod, of the Spyglass Mining Co., leaves today for Spokane and Seattle, in the interests of his company. He will be gone for several weeks.

W. H. Dowsing appeared on the streets yesterday in a Panama hat and a light summer suit, which made a number of his friends inquire of him whether the "good old summer time" was already here.

The Coward & Son Lumber and contracting firm, are at present installing a planing and manufacturing plant at Fernie. This plant is expected to be in operation by the end of the month.

G. W. McBride, official receiver for the H. Byers company, left for the coast last night to present to the court the tenders received for the firm's assets. Mr. McBride expects to get the approval of the court and to return here in a few days.

The names of J. A. Kirkpatrick and A. T. Walley were inadvertently omitted from the list of members of the executive committee of the Nelson liberal-conservative association published yesterday as signing the resolution in support of the provincial government.

Anthony A. Hansen, one of the pioneers of Poplar, who has ben spending the winter in Rossland, pased through this city yesterday en route for Poplar, where he goes to look after his several mining claims. Mr. Hansen says he has been in a numbr of mining camps in their infancy but says he knows of none that look more promising to him than Poplar does.

B. C. Riblet reports that the right-of-way for the aerial tramway, which he is constructing for the Alice mine, near Creston, is cleared and that the timber for the tower and terminals is now being got out. The work of construction will not be started until all of the buckets, wire etc, have been assembled on the ground, which will be in about two weeks.

At the mining recorder's office on Tuesday certificates of work were granted to M. C. Monaghan on the Gold Standard for work done since 21st June, 1903, on the Garnet for work done since the 12th April, 1903, and on the Ruby for work done since 12th of April, 1903, To H. B. Landis on the Prosperity for work done since 3rd July, 1903, on the Fairview for work done since 16th of May, 1903, and on the McCormick, for work done since 12th May, 1903.

George Ross, of this city, received a despatch from his mother on Monday from Pacific Grove, California, apprising him of the serious illness of his father and requesting him to come to his bedside at once. Mr. Ross left for Pacific Grove on the Nelson and Fort Sheppard train yesterday morning. D. G. Ross, who is now so ill, was superintendent of the Kootenay lines of the Canadian Pacific for about a year, succeeding William Downey to the position. Owing to poor health he resigned and was succeeded by E. E. Busteed. Mr. Ross went to California in the hope that the warm climate there would restore him to health.

Aberdeen Hive, Ladies of the Maccabees will hold a special meeting at 2.30 this afternoon in Fraternity hall.

The Success club ball takes place this evening at the opera house. A large and pleasant gathering is looked for.

C. A. Waterman & Co., will continue their auction sale of D. J. McLachlan's household furniture and effects today, commencing at 2 p.m. at the residence on corner of Mill and Josephine streets.

At the Kootenay River Lumber Co.'s mill a full force is now employed and everything is in full swing again for the season, about 40 hands being employed. It was stated by the management yesterday that the bulk of the lumber now being cut is being sent to the territories. The lacal demand, it was stated, while not large, was larger than it was for the past two years. The expectation, however, is that the demand will be greater locally as the season advances. It was explained that a more hopeful feeling prevailed in the lumber industry this season than last as it was felt that the demand at home and from the territories would be larger this year than it was last.

All bills against the Terpsichorean club must be in by Saturday, April 16th, when they close up their financial affairs for the season.

MONTANA REPUBLICANS MEET

Helena, Mont., April 12.—The Republicans of Montana in state convention here today elected six delegates and alternates to the national convention at Chicago and adopted resolutions reaffirming the principles of the Philadelphia platform and expressing commendation of the wise, patriotic and progressive administration of president Roosevelt, to whom it promised renewed allegiance and support. The convention to name candidates for state officers will held at Billings later in the year.

There is nothing else so good for a man working and facing the cold as "Clark's Delicious Pork and Beans." Try them.

MANITOBA PIONEER GONE.

Winnipeg, April 12.—James A. Green, died here today, aged 83. Mr. Green was vice-consul of Sweden and Norway and for may years before coming to Winnipeg was surveyor of H. M. customs at Quebec. He came to Winnipeg about 1882 with governor Gauchon, as secretary.

Young people wishing to take advantage of the Commercial, Shorthand, and Penmanship classes, should do so as soon as possible as The Nelson Business College poitively closes October 31st.

GENUINE OLIVE OIL

A DIRECT IMPORTATION.

1-4 pint bottles 25c
1-2 pint bottles 45c
1-2 gal. tins $1
1 gal. tins $1.75

ABSOLUTELY PURE.

T. S. McPherson
PHONE 10.

H. & M. BIRD

PROCTER TOWNSITE

Lots now on the market.
For prices and terms apply at our office.

WE KEEP EVERYTHING IN

Mill Supplies

McLACHLAN BROS.

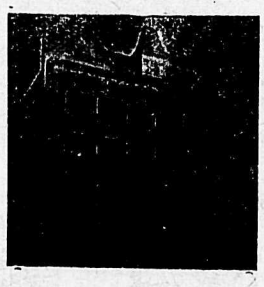
HOTEL ARRIVALS.

HUME HOTEL

NELSON, B. C.

Hume—T. A. McIntyre, Grand Forks; John Damer, Jr., Toronto; G. T. Rogers and wife, Cranbrook; John Hampson, Creston; J. W. Sharer, Fresno, Cal.; J. A. Anderson, Slocan; F. P. Wilson, C. M. Spalding, Vancouver; J. P. Lowe, W. Peard, Medicine Hat; D. Campbell, Ymir.

THE STRATHCONA.
(FORMERLY HOTEL PHAIR.)



Strathcona—J. S. C. Fraser, A. B. MacKenzie, Rossland; F. M. Stevenson, City; Alfred Hampton, Helena, Mont.; Arthur E. Mallett, Vancouver; G. O. Buchanan, Kaslo; J. P. Byers, Trail; A. H. Gracey, Miss Gracey, Miss D. Gracey, city.

Lakeview—C. Lieley, Trail, J. G. Beaton, F. Lightman, Salmo; Jno. Gillan, Jno. Mullhern, Greenwood.

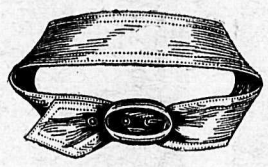
Tremont—F. B. Boyd, Ymir; S. McGregor, Paul Tamwork, F. Mehera, H. Huk, Northport.

Queens—H. P. Jackson, Rossland; E. E. Savage, Slocan City; J. B. Winlaw, Winlaw Siding; T. H. Atkinson, D. E. Gube, D. A. Cameron, D. A. McLeod; W. Hoffman, Mrs. K. Hoffman, Ymir.

Bartlett—Clifford Wade, G. Long, Ymir.

Madden—D. A. McKinnon, Silver King mine; H. C. Etches, Medicine Hat; A. C. Shearman, Riverview.

Grand Central—R. McCarty, E. McCarty, Grand Forks; J. F. Gentry, Sandon; J. W. Hearn, Salmo; A. C. Smith, Slocan; L. Berges, K. Berger, Northport; J. K. Fraser, Greenwood.



THOSE Soft Leather Crush Belts

are the latest thing. They are dainty and stylish. We have opened a few of them this week and the prices are low enough to tempt anybody.
New goods are daily arriving at

PATENAUDE Bros.,
WATCHMAKERS AND JEWELERS

N. B.—Mail orders receive prompt and careful attention.

HOUSE CLEANING SUPPLIES

Borax, 1-4 lb, 10c; 1 lb.....25c
Sulphur, 1-4 lb. 10c 1 lb.....15c
Wood alcohol, pints 25c
Wood alcohol, quarts.....50c
Gasoline, quarts 25c
Turpentine, pints 25c
Household amonia (the kind that cleans)
Quarts 25c
Pints 15c

Also a full stock of Chloride of Lime, Blue Vitrol, Copperas, Whiting, Moth Balls, Camphor, etc., etc.

OUR MOTTO—Quality, Accuracy, cleanliness.

PHONE—81A corner of Ward and Baker.
81B corner of Josephine and Baker.
110 answers all night calls.

Canada Drug & Book Co.
LIMITED.

IT PAYS

To know public opinion. When you know that the public is of the opinion that the best value for the money can be got at a certain place, you know that opinion is reliable. It is the outcome of practical tests. If you have never put us to the test, you may do so now. Try us on Watches.

J. J. Walker The Leading Jeweler

A Good Thing to Buy
Pure, Wholesome Groceries

You can be sure of getting the best at the lowest prices if you place your orders with

J. A. Kirkpatrick & Co., Ltd.
Wholesale and Retail GROCERIES, CROCKERY AND GLASSWARE.

HOUSES

We have numerous enquiries for houses to rent from $15 to $25 a month. We have for sale a most desirable residence one block south of Baker street; central situation; two lots. Price $2.500.

BRYDGES, BLAKEMORE & CAMERON, Limited

WHOLESALE FRUITS

Redland Navel Oranges, Pansy and Johnstone Lemons. We handle only the best.

J. A. McDONALD Baker Street

GOSSIP OF GREENWOOD.

Greenwood, April 12.—Harry Shallenberger, who has been doing considerable work during the last few months for a Chicago company, on the Don Pedro claim, just east of town, returned from Spokane last evening.

John Moran, part owner of the celebrated Big Copper property in Copper camp, west of town, and who has been wintering in Spokane, returned last evening to resume his mining operations.

The weather is very fine, the snow is fast leaving the hills, and interests in mining is reviving all along the line.

KOREAN MISSIONARIES SAFE.

New York, April 12.—The Rev. Dr. Arthur J. Brown, secretary of the Presbyterian board of foreign missions, has received a cable from Ping Yang, Korea, dated April 9th, stating that "Ping Yang and Syen Chung are all right," and that goods that had been ordered should be shipped. Dr. Brown thinks that if the missionaries of these northern stations are all right, there is not the slightest ground for anxiety regarding those in the central and southern stations.

D. J. Robertson & Co.
SAY!

We have 50 Go-Carts on hand. The small ones are worth $3.25 and the best combination, $18.00 and $19.00. We also have them at $22, $24, $26, $28 and $30. They are all fitted with rubber tires, rubber tips, nutless axle, brakes and everything the latest.

FUNERAL DIRECTORS
NELSON, B. C.
Phones, Day 292, Night 142

AUCTIONSALE
TUESDAY AND WEDNESDAY,
APRIL 12 and 13
AT 2 P. M.
HOUSEHOLD FURNITURE

Acting under instruction from D. J. McLachlan, we will offer all of his household furniture for sale on the above dates, at his residence Mill street, corner of Josephine. The furniture is the heaviest and the best, consisting of combination Book Case and Escritoire, Morris Chairs, Centre Tables, Wicker Chairs, Rugs, Carpets, Pictures, Karn Piano, Round Oak Dining Room Table, six Leather and Oak Dining Chairs, combination Sideboard and China Closet, New Williams Drophead Sewing Machine, Portiers, Curtains, Linoleum, Lawn Mower, Gas Range, Iron and Oak Bedroom Sets, Etc., Etc.

Goods on view morning of sale. Terms Cash.

C. A. Waterman & Co.
AUCTIONEERS.

A CAREFUL SURVEY

A searching examination is essential in buying diamonds.
First get prices from various dealers—compare the color, the cutting, the degree of perfectness, and the price per carat—that's the way to buy diamonds.
(Possibly we would not be so candid if we did not know our prices were the lowest.)

EWERT BROS.
Nelson, Trail, Rossland Jewelers and Engravers

WE WILL BUY
South Afican War Scrip
AT $195 EACH

M'DERMID & M'HARDY
BAKER STREET NELSON, B. C.

What is More Beautiful

than a rich, deep-green, velvety lawn? No better LAWN GRASS SEED than our KENTUCKY BLUE GRASS or our B & K Lawn Mixture. Fresh stock just to hand. Prices right. Sold in any quantity desired.

The Brackman-Ker Milling Co., Ltd

SWEET AS SUGAR

We are in receipt of another shipment of Fancy Navel Oranges. Selling from 25c to 50c. and $3.50 a case. These are of the finest quality, sweet and juicy.

Telephone 56. Bell Trading Co.

Garden Seeds
ALL FRESH

The best way to buy Seeds is by weight. We sell them in bulk and have a specially good choice of Garden and Flower Seeds.

Wm. RUTHERFORD, Druggist
PHONE A214. NIGHT PHONE B214
WARD STREET, NELSON, B. C.

TAKE MY TIP

Invest in the Spyglass Mining & Development Co. Stock Right Now

while you can get it on the underwriters system.

We do not have to beg anyone to buy this stock as it is selling rapidly in the East and within thirty days we will have placed all that is for sale. But we do want to give our NELSON FRIENDS the opportunity of getting in on something good,

For further particulars apply to

R. G. McLEOD
SEC.-TREAS. OF THE SPYGLASS MINING & DEVELOPMENT CO., LTD.
ROOM 16, K. W. C. BLOCK. NELSON, B. C.

Street Hats

Designed in our own work rooms, that are different, and at prices which make them doubly attractive and desirable, that have about them the becoming lines and stylish effects sought after and appreciated by dressy women.
New ones are placed in stock every day.
See our Street Hats at $2.00, $3.00, $4.00 and $5.00.

The Enfield Company
HEADQUARTERS FOR STYLISH MILLINERY.

Riverside Nurseries
GRAND FORKS
MARTIN BURRELL, Proprietor.

Home-grown, thrifty, acclimatized Trees and Shrubs, Currants, Raspberries, Strawberries, Etc. A fine assortment of Maples and other Shade Trees, Lilacs, Hedge Plants and other Ornamentals.
The secret of success in planting is, first, to secure good stock; second, to plant as soon as possible after it is dug. Trees obtained from our Nursery can be planted at Nelson two days after they are dug.
Price List and full information promptly given.

Griffin Brand

Has established a reputation for itself and it stands for "First Quality Always."
You can make no mistake in asking for Griffin Brand Cured Meats, Lard, Butter and Eggs.

J. Y. GRIFFIN & CO., Limited
WHOLESALE ONLY

New Shirt Waist Goods

A delayed shipment of choice Shirt Waist Material arrived today, including some choice patterns of Wool Delaines; regular price 75c; now 65c.

MILLINERY. — Nobby, Stylish, Up-to-Date Hats at very little cost. A choice assortment of Babies' and Children's Headgear.

P. S.—The Designer in today.

KERR & CO.
Ward and Baker Streets, Nelson.