CITY COUNCIL.

Meeting last night. Present: The Mayor, Ald. Abrahamson, McLeod, McCarter, Field, Lewis.

CORRESPONDENCE.

Chief Bain applying for telephone in police office.—Granted.

E. Burridge re sidewalk on Cannaught Ave.—Will be put in.

L. Laforme re road to connect with Big Bend road.

H. N. Coursier asking 6 ft. instead of 3 ft. sidewalk on Front St.—Granted.

Petition from residents outside city, east end, asking water on.—No water available for such extension.

R. White offering to tar flume for $75—Tenders to be called.

MORE WATER.

The Mayor said the C. P. R. had applied to record the small creek this side of Bridge creek, but as the city intended using this creek to supplement its present supply, he had also put in an application for the city.

It was resolved to have the head of Bridge creek explored with a view to ascertaining whether more water can be turned into the creek.

Ald. McCarter pointed out if the C. P. R. had joined with the city in putting in the storage proposed last year there would have been none of this trouble.

It was decided to lay a 2-inch pipe through village settlement to race-course.

TENDERS.

Tenders for meters were received, and that of the Canadian General Electric, being the lowest, was accepted.

COMAPLIX.

Serious Accident to Mill Hand.

On Thursday M. F. Flynn, employed at the Bowman Lumber Co's mill, got caught in the machinery and thrown round a shaft.—One of his arms was badly broken, a leg fractured in two places and his back badly injured. He was taken to Revelstoke hospital.

Cured of Lame Back After 15 Years of Suffering

"I had been troubled with lame back for fifteen years and I found a complete recovery in the use of Chamberlain's Pain Balm," says John G. Bisher, Gillam, Ind. This liniment is also without an equal for sprains and bruises. It is for sale by all druggists.

Social & Personal.

Mrs. F. B. Lewis left Sunday on a two months visit to the coast.

Mrs. Sibbald has gone to Kelowna on a visit to her sister Mrs. Pease.

The Ladies Aid of St. Andrew's church will hold their annual garden party on Aug. 17th.

Mrs. S. H. Bowman arrived last night on a visit while Mr. Bowman is remaining here attending to his extensive lumbering interests.

The many friends of Mrs. George, who has been confined to the hospital for some time, will be glad to learn she is now improving rapidly.

Misses Grant and Atkinson, of the teaching staff of the Revelstoke school, have received intimation that they passed their examinations last month.

The Stratford Herald says: "Mrs. John McGuire, Miss Ruby and Master David, of Revelstoke, B. C., are visiting Mrs. McGuire's son, Mr. Wm. A. McGuire, Bay St."

The friends of T. J. Wadman, of the C.P.R. shops, will be glad to learn he is now recovering rapidly from his recent severe illness, but is still confined to his room at the hospital.

E. H. Lewis, of the Revelstoke Insurance Agency is visiting south Kootenay making business arrangements for the Canadian Casualty and Boiler Insurance Co., for whom they are managers for eastern British Columbia.

The Y. M. C. A. committee have secured subscriptions amounting to between $9000 and $10,000, and further subscriptions are expected. The C.P.R. have been asked to grant a suitable site from the lots they own on McKenzie Avenue or First Street. Mr. Irving who has been working on the matter, has returned east.

The marriage of E. H. Howard-Gibbon, brother of Mrs. H. E. R. Smythe and Mrs. C. T. Diamond, with Miss Winnifred Davis, second daughter of the Rev. John Hardwick Davis of Malvern, Worcestershire, England, was celebrated at Christ Church, Vancouver, on Wednesday, the happy couple going to Banff for their honeymoon.

Go Carts at Howson's Furniture Store.

Mr. Carmichael, provincial assayer, will visit the Big Bend on Tuesday to examine and report officially on its mineral resources. He will probably spend a month in that section.

Your credit is good for furniture at Howson's.

Business Locals.

Your credit is good at Howson's Furniture Store.

When you want ICE tell Hutchison and you will get it in quick order.

Carpets, Squares, Rugs, Linoleums, Blinds etc. at Howson's Furniture Store.

Firstclass supply of ICE may be had from J. C. Hutchison.

Cut prices in Go Carts at Howson's Furniture Store, large selection.

Family Herald and Weekly Star and Kootenay Mail all to end of 1905 for $1.50. Send in your subscription as soon as possible and get the best newspaper value ever offered. Address The KOOTENAY MAIL, Revelstoke, B.C.

R. Howson & Co. are showing an extensive line of Inlaid Linoleum, Carpets Squares, Rugs, etc.

Every man owes it to himself and his family to master a trade or profession. Read the display advertisement of the six Morse Schools of Telegraphy in this issue and learn how easily a young man or lady may learn telegraphy and be assured a position.

MINING NOTES.

The Revelstoke-McCullough Creek Hydraulic Co. are cleaning up, and the president, W. M. Brown, has gone to the mine to see the result.

The American Mining Conpany lost no time in repairing the damage done by fire to their flume on French creek, having resumed hydraulicing on Saturday.

W. M. Brown returned from McCullough creek yesterday and expresses himself well pleased with the result of the clean-up. He brought a large sack of gold in with him.

E. Adair is having further development work done on the Adair group on Laforme Creek. An arrangement is being made to fully test the property by crosscutting the big lead.

CHURCHES.

KNOX CHURCH.—A start has been made with the wood superstructure. On Wednesday the corner stone of the church will be laid with public ceremony. There will be a garden party in the evening.

Rev. J. R. Robertson, of Grand Forks, will preach tomorrow; services at 11 a.m. and 7 p.m.

Provincial Library
Legislative Assembly
AUG 7 - 1905
VICTORIA B.C.

THE COOLEST PLACE IN TOWN.
Bews' Soda Parlor

The Kootenay Mail.

THE FINEST SODA IN TOWN
BEWS'

Vol. 12.—No. 18 REVELSTOKE, B. C. AUGUST 5, 1905 Single Copy 10c. $2.00 Per Year.

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DEPARTMENT STORE.

Swell Clothing

If you are in the market for a suit of new Clothes, see our samples. We have these garments made up by the best wholesale tailors in Canada.

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TENTS & AWNINGS
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I am agent for one of the best Tent and Awning Factories, and can furnish Tents and Awings Cheaper than they can be bought from the factory.

SEE ME FOR PARTICULARS AND PRICES.

L. A. FRETZ
FIRST STREET

DOMINION EXHIBITION

1905—September 27 to October 7—1905
Under the auspices of the Royal Agricultural and Industrial Society.

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Stupendous and comprehensive array of Exhibits representing the resources of all Canada.

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Enlarged Grounds New, Handsome and Spacious Buildings.

WORLD'S CHAMPIONSHIP EVENTS
In Rowing and Lacrosse, Horse Racing, Broncho "Busting" Military Parades and Exercises.
ROYAL IRISH GUARDS AND OTHER FAMOUS BANDS.
GRAND WATER CARNIVAL
Parade of Fraser River Fishing Fleet, Patrol Boats, H.M. Warships Indian War Canoes, etc. Indian Sports.

For all information write to W. H. KEARY, Secretary and Manager, New Westminster, B.C.
133 Sept. 30.

$6.50

ELGIN OR WALTHAM $6.50
4-OZ SOLID SILVERINE CASE,

Dust and damp proof, fitted with the very best, seven jewelled Elgin or Waltham movement, stem wind and set, and absolutely guaranteed for five years. Also a beautiful chain with each watch for the next 30 days. All complete, $6.50. Seeing is believing. Cut this out and send it to us with your name, Post Office and Express Office address, and we will send the Watch and Chain to you for examination. If you find it as represented, pay agent the amount and express charges, and Watch and Chain are yours. If you wish to save paying the express charges send in the full amount, and we will forward to you Watch and Chain by mail, all charges prepaid. If you order C.O.D. a deposit of 50 cents is required as a matter of good faith, which amount will be deducted from your bill. Order at once as this offer may not appear again. When writing mention this paper.

E. WAGNER & CO., 163 Cordova Street, Vancouver, B. C.

THE KOOTENAY MAIL

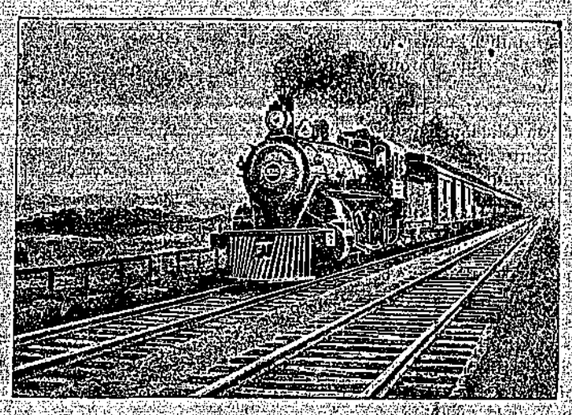
SPECIAL RAILWAY EDITION

Railroading is one of the grandest triumphs of modern industrial enterprise, and no pursuit affords better openings and opportunities the world over. Prior to the advent of railways the interior of the American continent was a sealed book. As the iron road was stretched from coast to coast, millions upon millions followed the railway in search of new homes, new enterprises and the new opportunities they brought. The vast prairie became studded with the homes of settlers, great cities were built, magnificent industrial enterprises projected, and a new world thrown open to man to conquer. The ocean route via the Cape of Good Hope, or the quondam mail route via the Suez canal, were no longer the only highways between the eastern and western coasts of America. The railways began to supplant these tedious journeys especially for passenger traffic. Railway men began to study the best means of providing comfortable and speedy transportation across the continent, till now the traveller by rail finds himself carried from coast to coast with as comfortable and convenient surroundings as in his own home.

But Canada lagged behind in the race. The 400 miles of mountains that divided the two sides of the continent were regarded as an impenetrable barrier, and those wishing to travel from the Atlantic to the Pacific found themselves obliged to go round by the railways south of the boundary line. Political exigiencies came to the front and urged forward more than anything else the necessity for a transcontinental railway across Canada. The home government wanted a shorter and speedier route to the eastern possessions of the empire, and the confederation movement, which was gaining strength in Canada, made direct communication between the Atlantic and Pacific coasts a necessity. As a result the federal government undertook the construction of the railway

AS A PUBLIC WORK

and British Columbia agreed to enter confederation on that condition.



A C. P. R. TRAIN.

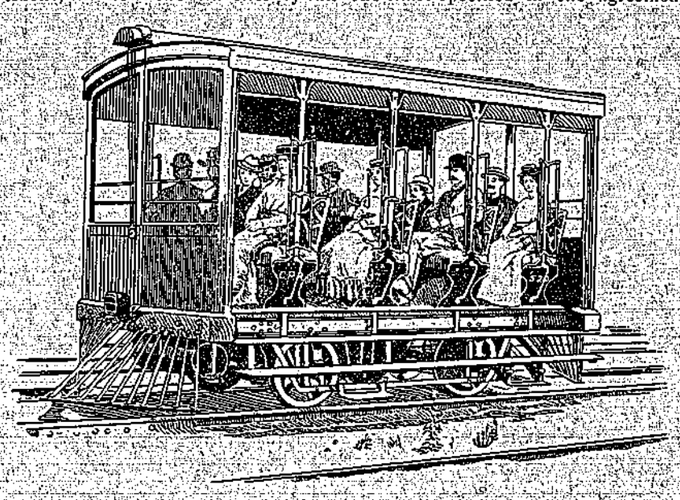
But the federal government did not know what they were up against, they failed to keep faith, the work was delayed, the difficulties were found much greater than anticipated, British Columbia became dissatisfied and complained of the breach of agreement, and eventually a solution was found of the difficulty in the organisation of the

CANADIAN PACIFIC RAILWAY COMPANY,

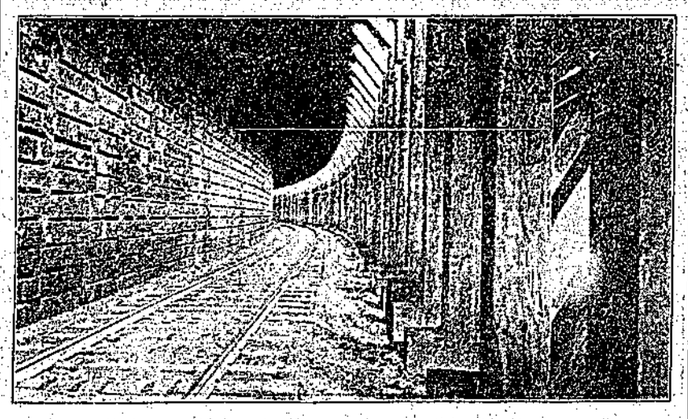
who undertook the work and pushed it to completion in five years less than the limit specified in the agreement with the government. On Nov. 7th, 1885, the last spike was driven by Lord Strathcona, then Sir Donald Smith, at Craigellachie where a monument stands to commemorate the event, and the first through train reached Port Moody on July 4th, 1886, so that the C. P. R. has not yet seen its twentieth year of through traffic.

THEN AND NOW.

These 19 years that have passed since then have seen enormous development in Canada. Montreal has nearly doubled its population. To-



C. P. R. GASOLINE TOURIST CAR.



INTERIOR C. P. R. SNOW SHED, ROGERS PASS.

WE CARRY A FULL STOCK OF
Fresh Groceries, Fruits and Vegetables

ONION SETS AND SEEDS OF ALL KINDS.
GARDEN TOOLS. COOKING UTENSILS.

BOURNE BROS.
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Agents for McClary's Stoves and Ranges.
639st

HOMES FURNISHED ON MONTHLY PAYMENTS.

Furniture

Another Carload of Furniture just arrived. Carpets, Linoleums, Oilcloths, etc. Sewing Machines, Heintzman Pianos.

R. HOWSON & CO., FURNITURE DEALERS AND EMBALMERS.

LAWRENCE HARDWARE CO. LTD.
HEADQUARTERS IN KOOTENAY FOR
Paints, Oils, General Hardware, Sporting Goods, Saw Mill Supplies, All Lines of Granite and Tinware, Plumbing and Tinsmithing.
Repair Work Done & Estimates Given
MAIL ORDERS RECEIVE PROMPT AND CAREFUL ATTENTION.
Four Rooms Over Store To Let. 'PHONE 35.

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HEAD OFFICE, MONTREAL.
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Interest credited twice a year at current rates on Savings Bank deposits.

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Central Hotel,
REVELSTOKE, B. C.
ABRAHAMSON BROS., PROPRIETORS.
Newly built. First-class in every respect. All modern conveniences. Large Sample Rooms.
Rates $1.50 per Day. Special Weekly Rates.
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Capital Authorized, $1,000,000. Capital Paid Up, $3,000,000. Rest, $3,000,000.
Head Office, TORONTO, ONTARIO.
Branches in the Northwest Territories, Manitoba, Ontario and Quebec. And the following points in British Columbia: Cranbrook, Golden, Nelson, Revelstoke, Trout Lake, Vancouver and Victoria.

T. R. MERRITT, President. D. R. WILKIE, Vice-President and General Manager.
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Drafts sold available in all parts of Canada, United States and Europe.
Special attention given to collections. A. E. PHIPPS, Manager

ORIENTAL HOTEL
ably furnished with the choicest the market affords. Best Wines, Liquors, & Cigars.
Rates $1 a day. Monthly rate.
J. ALBERT STONE PROP.

ronto has grown from under a hundred thousand to nearly a quarter million. Winnipeg has grown from a city no more than twice the size of Revelstoke to 100,000 people. Vancouver has emerged from the condition of virgin forest to a city of over 50,000. The cities of Calgary and Edmonton stand where was virgin prairie when the C. P. R. was opened.

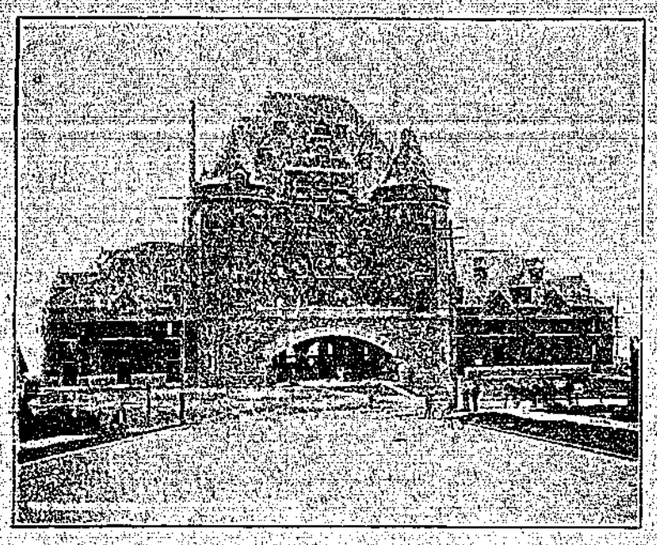
In this province Field, Golden, Revelstoke, Kamloops, Nelson, Rossland, Greenwood, Grand Forks, Vernon, were then unknown towns.

The great mining camps of the interior were still unborn with the exception of Cariboo, Wild Horse, the Big Bend and the Fraser and these had seen their best days.

C. P. R. OFFICES, LONDON, ENGLAND.

The yearly lode mineral output of British Columbia was not then $20,000. Today it is $12,000,000. The coal and coke production was then under $1,000,000 a year. Today it is nearly $5,000,000.

Then there were no smelters. Today there are eight smelters in operation with a capacity of 7,000 tons a day.



C. P. R. STATION, VANCOUVER.

Then there were about 100,000 fruit trees in bearing. Today there are nearly a million.

The lumber cut has increased in that time from 30,000,000 feet to nearly 400,000,000 feet a year.

Then there was practically no settlement in East Kootenay, where today the country is studded with homes and the unoccupied lands are filling up rapidly.

The value of British Columbia for fruit culture was not realised, where today there are thousands of settlers coming to this province annually to take up land for orchards, and in a few years the value of the fruit crop will equal the mineral output.

The population of British Columbia has increased in that time from 40,000 to nearly 200,000.

Then there were no tourist resorts at Banff, Field, Laggan, Glacier, whereas now the tourist accommodation along the Canadian Pacific Railway, and their first-class equipment are second to none in the world. The development of this work has been almost entirely due to the C. P. R., and each year sees further additions to the fields of attraction and to the means of taking in the grandest sights of mountain and glacier, snowfield and river that nature ever knew.

These figures and facts are an index to the great progress that has been made during the last nineteen years since the opening of the Canadian Pacific Railway, and are a high tribute to the work of colonisation done by railways, without which the settlement of the country would have been impossible. Tourists who have travelled the world over declare that nowhere is there

A FINER HOLIDAY FIELD

than that of the mountains of British Columbia, or a better equipment for the comfort and convenience of travellers than the Canadian Pacific Railway and its hotel and guide service.

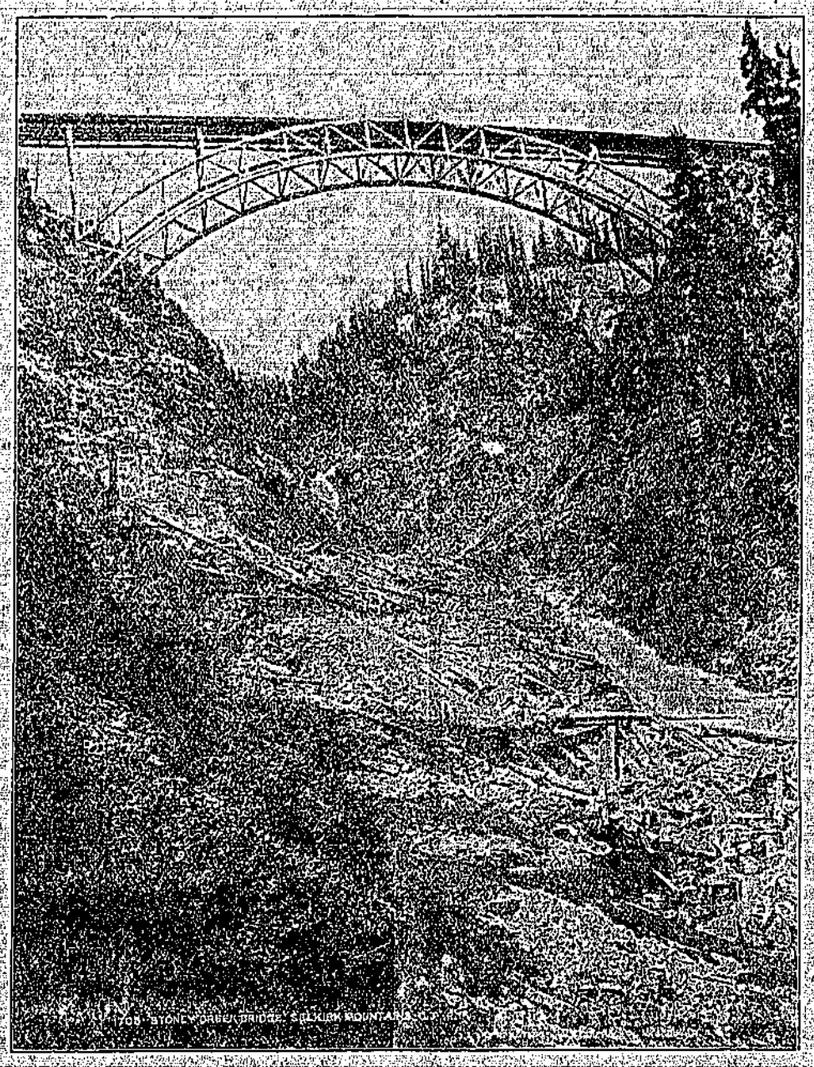
Thousands of people travel annually to Switzerland for mountaineering and spend millions of dollars in a land which for grandeur and vastness of its mountains, lakes, rivers, glaciers, ice-fields and mountain climbing attractions, does not compare with the scenic wealth of the Rocky and Selkirk Mountains along the Canadian Pacific Railway. Americans are now realising this and year after year sees an increased number of holiday seekers coming to the Canadian Alps and enjoying their experiences with the satisfaction that nothing better is to found the world over. In fact it is well described by Whymper, the celebrated mountaineer and conqueror of the Matterhorn, as "Fifty or sixty Switzerlands rolled into one."

Mr. Chas. M. Schwab, the steel magnate, who has been a great traveller, said of his trip over the Canadian Pacific Railway two years ago:—

"After having visited Switzerland and several of the other districts famous for their mountain scenery, the Canadian Rockies surpassed them all in grandeur and beauty. Properly advertised they would prove a great attraction to tourists and others in search of an outing trip. The variety of scenery was practically inexhaustible, and if developed would not only prove a great attraction, but would also prove a magnificent advertisement for the country. He advanced the opinion that at the present time not one per cent of the American public knew of the existence of the line through the mountains."

A well known western author, Mr. de Pitron Gliddon, pays the following tribute to the magnificence of the Canadian Rockies:—

"No matter what superlatives you use, you cannot exaggerate the grandeur and glories of the Canadian Pacific Railway between Banff and Vancouver. I do not claim to be a globe trotter, who has seen it all, or knows it all, for my little travels have been confined to a few trips in Switzerland and Austria, and most of the European countries, and I think I have been on all the transcontinental lines in the United States of America, certainly all the mountain lines, including the Denver and Rio Grande, which take in the greatest mountain scenery of Colorado, and I also have run by the Japanese scenery, including wonderful Fujiyama, but put them altogether and they do not excel, and I think do not equal the C. P. R. scenery. That scenery seems to me to be a sort of railway scenic multiplier, for the Fraser river canon is the Royal Gorge multiplied and enlarged and glorified. The trip up Kicking Horse canon is Marshall pass magnified and the awesomeness thereof intensified to the highest power. And so it is throughout the whole trip to say nothing of the attractiveness of the Bow falls right by this hotel, that for swiftness and beauty and surroundings are as fine as the far-famed falls of the Rhine. But, there, I must not weary you with a description, for no one can adequately describe what he sees from the C. P. R. trains from here to the coast. He can try, but his best will be to the reality just about what the stage scenery moon is to the original."

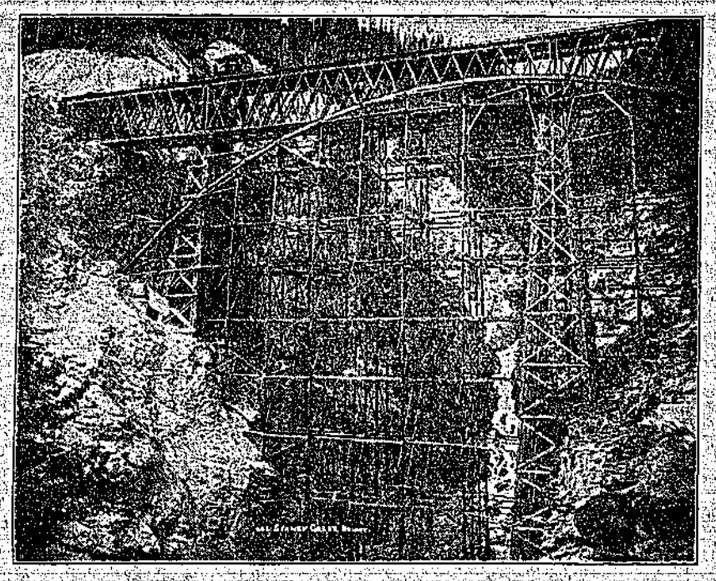


STONEY CREEK BRIDGE, SELKIRK MOUNTAINS, 300 FEET HIGH.

HOW TRAVELLERS ARE STUDIED.

The Canadian Pacific Railway has gone to much trouble to give tourists the full benefit of the trip through the mountains, and has provided excellent observation coaches where passengers may sit in comfort and enjoy the wonders of the landscape. Touring cars, operated by gasoline, are also being provided at the C. P. R. hotels for use of guests who wish to make a more leisurely survey of the scenery in the vicinity of these resorts.

TEST OF STONEY CREEK BRIDGE ON COMPLETION.



STONEY CREEK BRIDGE UNDER CONSTRUCTION.

The Canadian Pacific Railway has made accessible in the best manner this world's play-ground.

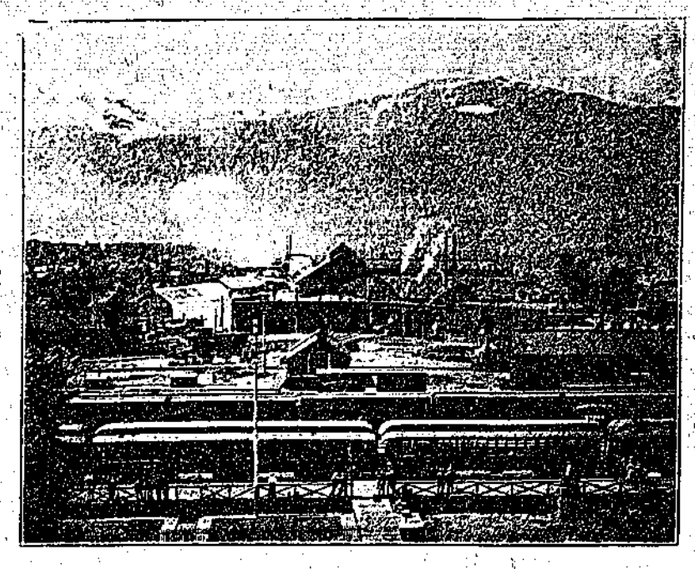
Starting at Banff, the town of the National Park of Canada, the company has provided one of the finest hotels on the continent. The hotel overlooks the magnificent Bow River as it meanders through the pretty valley. Here are some of the finest of nature's doctors, hot springs, whose curative powers have earned a wide-spread fame and are a source of attraction to the health-seeker. With its beautiful drives and animal attractions, the park has, under the able management of Capt. Douglas, become an object of national pride.

At Laggan, 5,260 feet above sea-level, and which is practically the station at the Great Divide of the continent, where is the watershed of the rivers east and west, a pretty wagon road leads to the Lake Louise Hotel, another of the magnificent provisions of the railway for tourists, who can, from this point, visit "The Lakes in the Clouds", Mirror and Agnes Lakes, Paradise Valley, the Valley of the Ten Peaks.

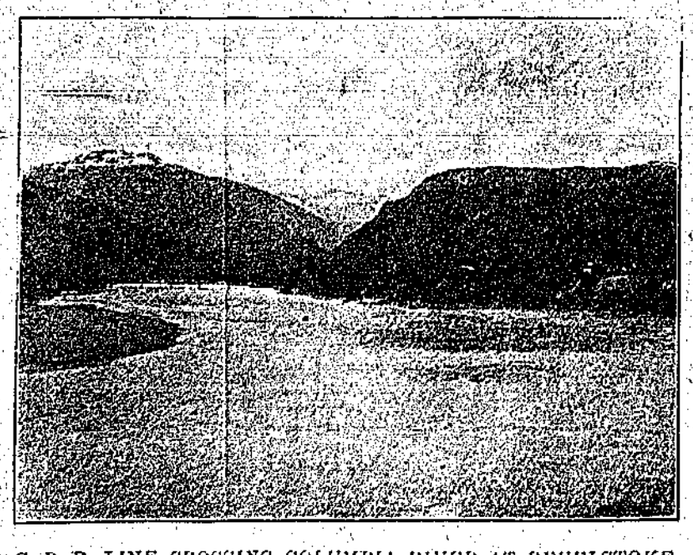
From Laggan the iron road winds its way down the Kicking-Horse Pass, the grandest piece of canyon scenery in the mountains. Here, wedged in at times between almost perpendicular mountain walls the geologist has illustrated before him the architecture of nature better and grander than ever presented by pen or picture. To the north stretches the north fork of the Kicking-Horse, fringed with snow-field and glacier, while on the south side the track skirts Mt. Stephen, from whose rent sides a glacier almost reaches the track, and hanging on to the edge of the mountain may be seen the framework of the trail to the Monarch mine, where has been developed one of the large pockets of silver-lead ore that occur through the mountain formation. The train pulls up

AT FIELD STATION

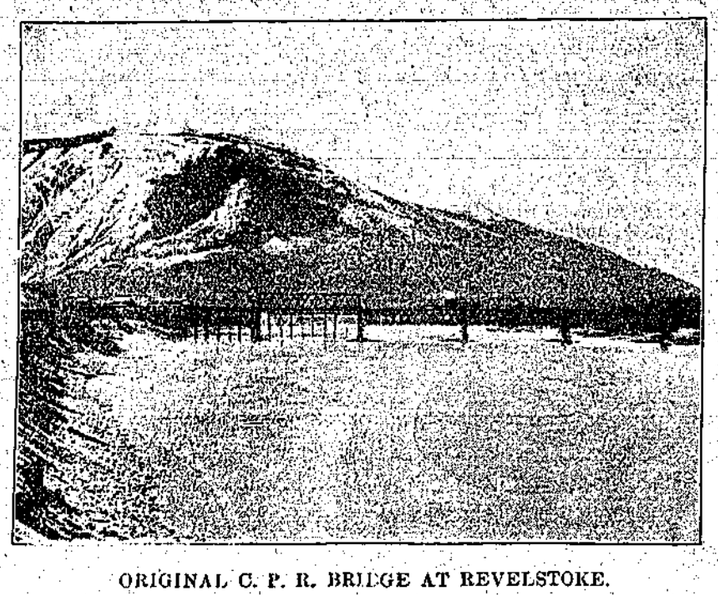
where the company have another splendidly equipped hotel. In the vicinity of this hotel are some of the finest scenes in the mountains. Ten miles to the north, and reached by a beautiful carriage drive is Emerald Lake, where the company has a pretty chalet for the accommodation of tourists. To the south is the natural bridge, where the Kicking Horse river dashes momentarily out of sight through a natural tunnel. Behind the hotel, high up the mountain side, is a magnificent fossil bed. Over the northern divide is the famed Yoho Valley with its Wapptuk icefield, and the Taakkaw Falls ("it is beautiful") and Mt. Yoho, where a huge body of water drops from a glacier a depth of 1200 feet perpendicularly,



C. P. R. SHOPS AND YARD, REVELSTOKE.



C. P. R. LINE CROSSING COLUMBIA RIVER AT REVELSTOKE.



ORIGINAL C. P. R. BRIDGE AT REVELSTOKE.

forming one of the grandest sights to be seen in a lifetime. These wonders of nature are all embraced within the National Park, which has an area of 5000 square miles.

The Kicking Horse valley ends at Golden where the valley of the Columbia river is met for the first time. A trip the tourist should not fail to take in is that between Golden and Windermere. The valley, fringed by giant mountains, terraced at the water front by natural parks, forms an entrancing scene and finally, after a trip of 100 miles, opens out into the pretty Windermere lake. This trip is one which Col. Ridpath, of Spokane, described as the most enjoyable trip he had ever had on the American continent. Here in fall is a sportsman's paradise, geese, ducks and other feathered game being abundant.

From Beaver the railway follows the Columbia river to the old town of Donald, which was formerly headquarters for the staff of the Mountain and Shuswap Division prior to their removal to Revelstoke.

Another twelve miles brings the train to Beaver, which was one of the busiest points in construction days. Here the Beaver river joins the Columbia. The valley of the Beaver is well worth visiting. A trail leads almost its entire length from Bear Creek station. The glaciers here are so extensive and grand that it has been suggested it would repay the C. P. R. to build a branch road up this valley for the tourist traffic alone. The Beaver and Duncan rivers, which flow north and south respectively, take their rise in a lake which receives the drainage of one of the largest glaciers in the mountains and the toe of which stretches right down to the base of the valley from the very summit of the range.

For 20 miles from Beavermouth station the iron road scales the sides of the Selkirks to the the summit of the pass, rising 1,750 feet. Deep canyons are bridged, densely wooded spurs are skirted by cuts, and triumphs of modern railway engineering are everywhere evident. At Mountain Creek the approaches to the bridge were filled in by hydraulicing operations, the giants being operated in the summer season for three consecutive years—so extensive was the work.

Stoney Creek is crossed by a bridge 300 feet above the bed of the stream. This is one of the highest bridges in the world. Branching up Bear Creek the railway crosses the summit of the Selkirk mountains

AT ROGER'S PASS.

Here is one of the grandest spots in the mountains. Giant peaks hem in the pass on every side. Glaciers are easily accessible. Game is plentiful. In summer the huckleberry crop amounts to an article of commercial value. In the heat of summer the atmosphere of the pass is delightfully cool. The railway line is protected by many snowsheds from the avalanches that gore the sides of the monarchs of the mountains.

Rogers pass has every convenience for the tourists. C. D. Morris has a well-stocked store and a first-class accommodation house, with baths, laundry and excellent board. This pass was the scene of a frightful disaster in the winter of 1899 when an avalanche swept away the former railway station and killed the station agent, his wife, their two children, and two railway employes. The site of the station was then changed to the present location, which is safe from these white fiends of the mountains in winter. The mountains here rise to 12,000 and 13,000 feet above sea level and are among the greatest of America's mountain giants. Sheer up from the pass rises Sir Donald, towering to a height of 5,000 feet overhead.

Six miles from Rogers Pass is

GLACIER STATION,

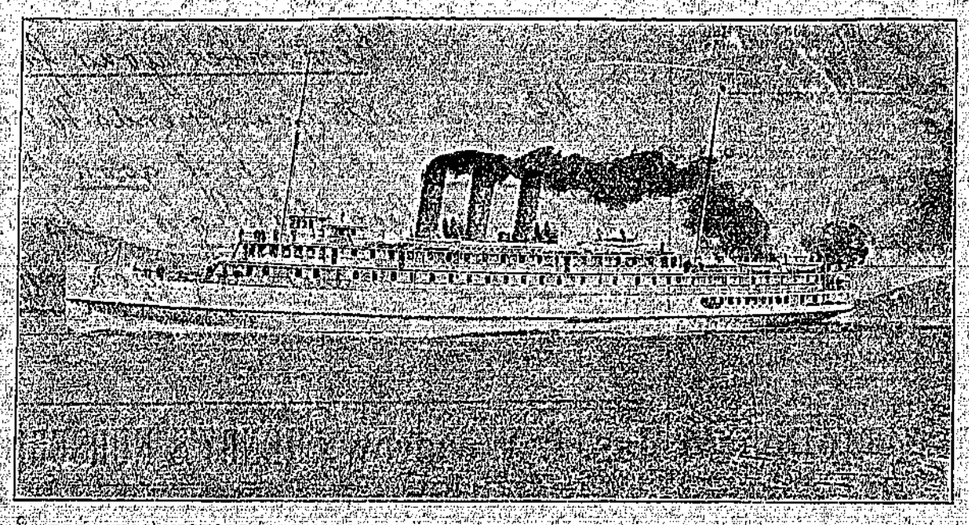
where, from the train, can be seen the glare ice of the Great Glacier of the Selkirks. Here the company have provided a palatial hotel with every comfort and convenience, and hundreds of tourists visit it annually to enjoy the beauties of the landscape and the delightfully cool breezes that drive away the oppressive heat of summer. Messrs. De Vaux, the celebrated authorities on glaciers, visit Glacier House annually, and have kept for some years careful records of the movements of the great glacial field showing how it is gradually receding. A trail has been made from the hotel to the Glacier, which can be reached in about an hour's walk, an entrancing trip for the traveller who has never before seen these wonderful features of Alpine scenery. Southwest of the Great Glacier is the Asulkan Glacier and Fish River Valley, one of the richest mineral areas in British Columbia.

GLACIER HOUSE

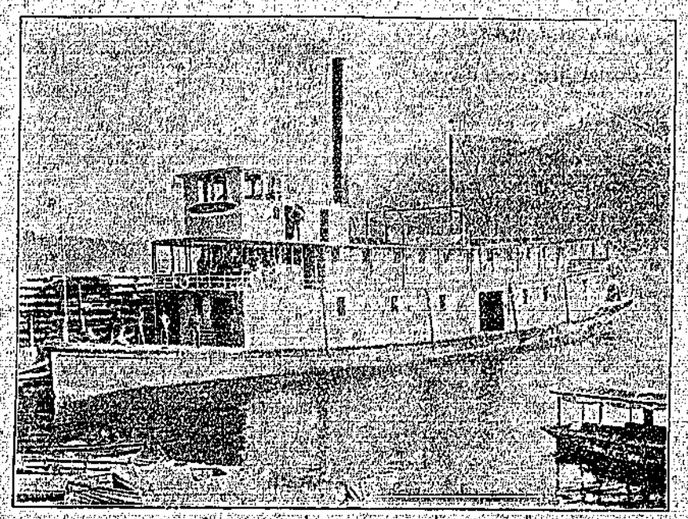
is situated at the foot of Sir Donald, one of the principal peaks of the Selkirk Range, and a Mecca of Mountaineers. From Glacier House

(Continued on Page Five)

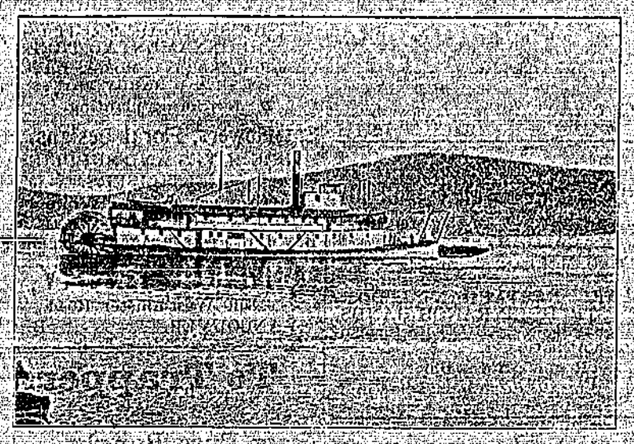
STEAMERS



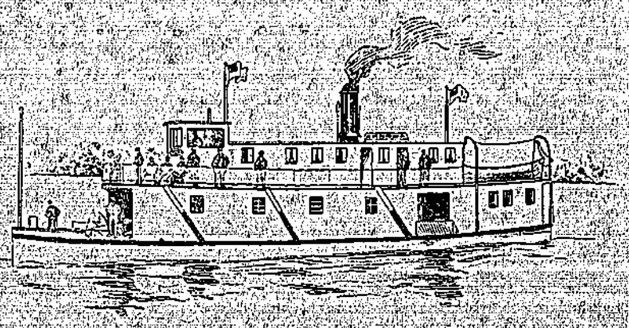
PRINCESS VICTORIA, PLYING BETWEEN VANCOUVER, VICTORIA AND SEATTLE



STEAMER NELSON—FIRST BOAT BUILT BY C. P. R. AT NELSON



STEAMER ABERDEEN—PLYING ON OKANAGAN LAKE

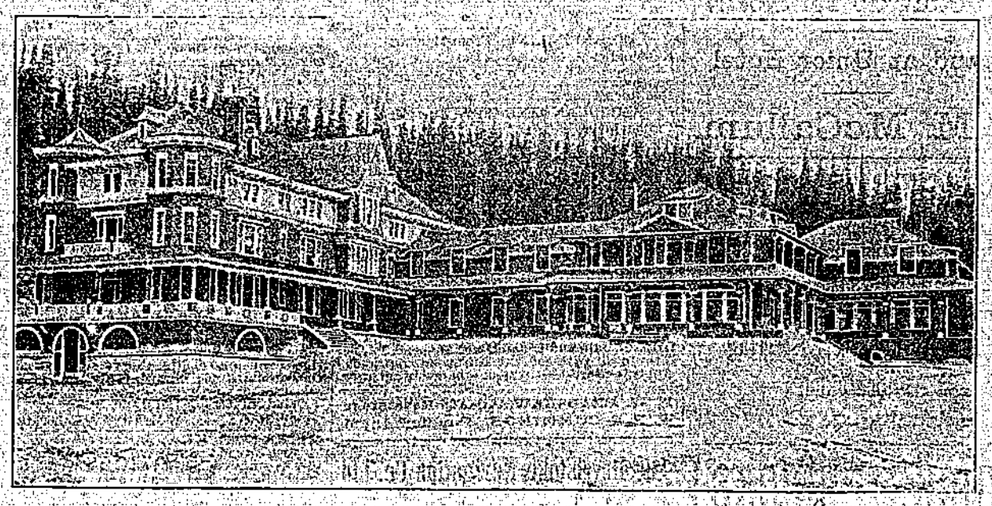


STEAMER YORK—PLYING BETWEEN OKANAGAN LANDING AND PENTICTON

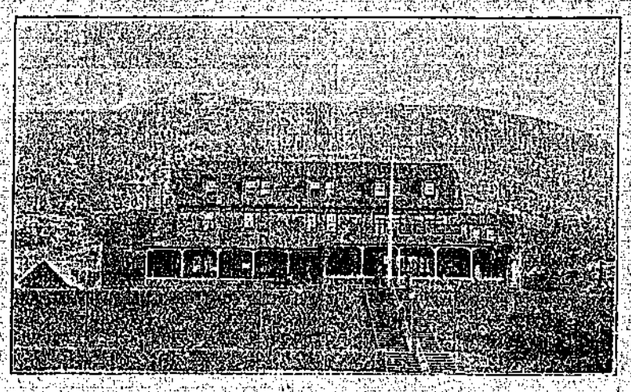
HOTELS

MT. STEPHEN HOUSE, FIELD.

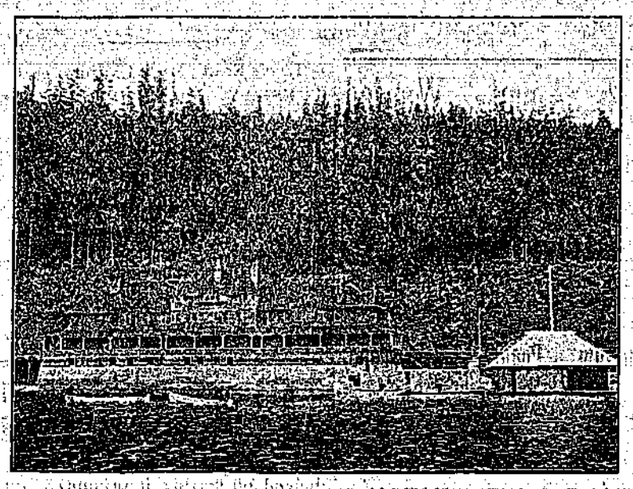
GLACIER HOUSE.



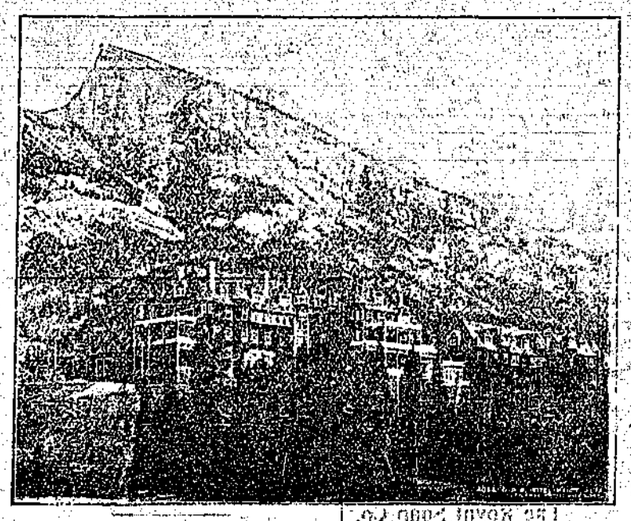
LAKE LOUISE HOTEL.



HOTEL REVELSTOKE.



HOTEL SICAMOUS.



C. P. R. HOTEL, BANFF.

The Kootenay Mail

PUBLISHED SATURDAY, AT REVELSTOKE, B.C.

SUBSCRIPTION RATES.

Including postage to England, United States and Canada.

By the year (through postoffice) $2.00
Half 1.25
Quarter 65
Including Christmas Mail 50c. extra.

ADVERTISING RATES.

Measurements Nonpariel 12 lines make one inch. Preferred positions, 25 per cent additional. Births, Marriages and Deaths, 50c. each insertion. All advertisements subject to the approval of the management. Wanted and Condensed Advertisements:—Agents Wanted, Help Wanted, Situations wanted, Situations Vacant, Teachers Wanted, Mechanics Wanted, 10 words or less 25c. each additional word two cents. Changes in standing advertisements must be in by 9 a. m. Thursday of each week to secure good display. Standing advertising matter will be changed twice a month without extra charge. For more frequent alterations the time occupied in making same will be charged at usual rates.

JOB PRINTING promptly executed at reasonable rates.

TERMS—Cash. Subscriptions payable in advance.

CORRESPONDENCE invited on matters of public interest. Communications to Editor must be accompanied by name of writer, not necessarily for publication, but as evidence of good faith. Correspondence should be brief.

We request our numerous readers to favor us with their assistance in making the KOOTENAY MAIL the most valuable advertising medium in the Kootenays, by giving the preference when making purchases to those firms who are regular advertisers in the KOOTENAY MAIL.

DR. MORRISON, DENTIST. OFFICE THE NEW LAWRENCE BLOCK, McKenzie Avenue.

EDWARD A. HAGGEN, MINING ENGINEER. (Mem. American Institute Mining Engineers) (Mem. Canadian Mining Institute.) REVELSTOKE, B. C. Examination and reports on Mineral Properties a Specialty.

HUGH S. CAYLEY, Barrister and Solicitor. OFFICE—Corner of First Street and Boyle Avenue, Revelstoke, B. C.

HARVEY, MCCARTER AND PINKHAM, BARRISTERS, SOLICITORS, ETC. OFFICES: MOLSONS BANK BLOCK, REVELSTOKE, B. C. Money to loan. Offices: Revelstoke, B. C.; Fort Steele, B. C. GEO. S. MCCARTER, Revelstoke, B. C. A. M. PINKHAM, Fort Steele, B. C. J. A. HARVEY, Fort Steele, B. C.

J. M. Scott, LL.B. W. J. Briggs. SCOTT AND BRIGGS, BARRISTERS, SOLICITORS, ETC. MONEY TO LOAN. SOLICITORS FOR MOLSONS BANK. First Street. Revelstoke, B.C.

The Kootenay Mail

UNION LABEL

SATURDAY, AUGUST 5, 1905.

POWER PLANT.

Completion of the new Flume.

A MAIL representative visited the power-house to see the progress of work on the new flume. The work has been delayed by scarcity of labor and time taken to get material, but W. Stocks, who is carrying out the contract of putting in the new flume on behalf of the Canadian Pipe Co., of Vancouver, expected the work to be completed this week.

A substantial job is being made of the work. The flume is built on a trestle of timbers 8-inch square, the trestles being 4 ft. apart. The flume lies in cradles cut to correspond with its curve, and strongly reinforced.

The flume is built of the best kiln-dried Douglas fir. Its diameter is 8 ft. and takes 57 staves to a round. These staves are 2⅜in. thick, cut to segment, and tongued and grooved to fit into each other. The flume is bound together by mild steel bands, ⅝ in. diameter, and placed six inches apart. The lengths of the big flume are joined by wooden coupling strongly banded over them. The flume will be coated with tar when completed.

The power-house has been neatly painted internally and is being sheathed.

The erection of the additional motive and electric machinery will be carried on as soon as it arrives from the manufacturers.

The water will be turned on and the electric light supply resumed this evening.

LUMBERING.

The Topic says the Canadian Timber Co's. mill at Trout Lake will start planing next week, and cutting lumber in a month. J. D. Kennedy, of Arrowhead, has been appointed manager.

CARD OF THANKS.

We beg to extend sincere and heartfelt thanks for the many kindnesses received from friends to our dear one during her illness and their many expressions of sympathy in our bereavement.

145 Mr. and Mrs. J. H. Robinson.

NAKUSP.

From Our Own Correspondent.

Mr. and Mrs. F. W. Jordan and family, who have been away on a trip to Seattle and Portland, arrived home again.

It is with sincere regret that we learn that Miss Grenfell, who has been teacher in the public school here for the last four years, has tendered her resignation and has accepted a position on the Trail school staff.

Rev. D. K. Allan, accompanied by his wife and child, arrived home from Arrowhead.

Jas. S. Morison and a gang of men have started to work on the roadway to Box lake.

O. A. Maybe, of the Y. C. L. Co. staff, left Tuesday for a trip to his old home in the east.

Harry McKissock and Miss Alice, of Comaplix, spent Sunday visiting at the home of their sister, Mrs. Norman Thomas.

Mrs. U. S. Thomas is visiting her daughter in Revelstoke.

Thos. Taylor, M.P.P., Revelstoke, spent a few hours in town Tuesday.

Herbert Redfern, who has been very ill lately, is rapidly recovering.

When the freight train was coming to Nakusp Saturday with Cazo's Dog and Pony Show car attached, one of the monkeys jumped through the ventilator at the Summit and escaped. So far he has not been captured.

The steamer Kootenay on her trip down Sunday, had on board the beauties of Butte with their tin horns. They are returning from a trip to Portland, which they secured by popular votes.

Mrs. L. J. Edwards is visiting friends in Slocan City.

Mr. and Mrs. A. J. Thompson are up at the Nakusp Hot Springs where Mr. Thompson is trying the waters for an attack of rheumatism.

A SUCCESSFUL SALE.

J. G. Macdonald Introdnces Up-to-date Business Methods

Who are Groves & Co? This question has been asked a good many times the past few days in Revelstoke. We find on investigation that G. W. Groves and Co. are merchandise brokers of Buffalo, N.Y., or in other words expert merchandise men, who takes whole stocks of goods, advertise them and sell them in a very short period of time. Being experts in the business they can tell very readily the prices and methods that will dispose of a stock in the shortest period of time. J. G. Macdonald brought them here to conduct his clearing sale. Mr. Watson, who represents Groves & Co. here, expressed himself as being highly pleased with Revelstoke people and how well they appreciate real and genuine bargains. The store is a regular feast of bargains, the merchandise strung up all through the store and marked in large plain figures so customers can readily see what they are getting and have the satisfaction of knowing they get their goods as cheap as anybody, and away below the regular market price.

G. W. Groves and Co. never prolong a sale under any conditions, so will positively close it tonight.

The Smell of Clark's

Luscious Lunch Tongue—so appetizing and juicy—sets the gastric juices flowing. It stimulates hunger and completes digestion.

THREE JURORS CURED

Of Cholera Morbus with One Small Bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy.

Mr. G. W. Fowler of Hightower, Ala., relates an experience he had while serving on a petit jury in a murder case at Edwardsville, county seat of Clebourne county, Alabama. He says: "While there I ate some fresh meat and some souse meat, and it gave me cholera morbus in a very severe form. I was never more sick in my life and sent to the drug store for a certain cholera mixture, but the druggist sent me a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy instead, saying that he had what I sent for, but that this medicine was so much better he would rather send it to me in the fix I was in. I took one dose of it and was better in five minutes. The second dose cured me entirely. Two fellow jurors were afflicted in the same manner and one small bottle cured the three of us." For sale by all druggists.

USE **Royal Crown Soap**

And save Wrappers for Premiums. ROYAL CROWN SOAP has no equal on the market. Drop us a card and we will mail you a catalogue illustrating the beautiful premiums we offer.

The Royal Soap Co., Vancouver, B. C. Limited

Kootenay Lodge No. 15 A.F. & A.M.

The regular meetings are held in the Masonic Temple Oddfellows Hall, on the third Monday in each month at 8 p.m. Visiting brethren cordially welcomed.

C. A. PROCUNIER, SECRETARY.

SELKIRK LODGE, NO 12, I. O. O. F.

Meets every Tuesday evening in Selkirk Hall at 8 o'clock. Visiting brethren cordially invited to attend.

C. D. PALMER, N.G. J. MATHIE, Sec

J. SAMSON Painter, Paperhanger, Signwriter. KALSOMINING DONE. Orders receive prompt attention. Second street. REVELSTOKE

W. A. McDonald PLASTERER & BRICKLAYER REVELSTOKE The only first-class plasterer in town. Let me know your requirements. A Carload of Lime just imported. A Carload of Brick under order.

Halcyon Hot Springs Sanitarium. Under the new management of HARRY McINTOSH, Hoffman House, Rossland.

THE MEDICAL WATERS of Halcyon are the most curative in the world. A perfect, natural remedy for all Nervous and Muscular diseases, Liver, Kidney and Stomach ailments and Metallic Poisoning. A sure cure for "That Tired Feeling." Special rates on all boats and trains. Two mails arrive and depart every day. Telegraph communication with all parts of the world.

TERMS—$12 to $18 per week. For further particulars apply to HARRY McINTOSH

Halcyon Hot Springs Arrow Lake, B. C.

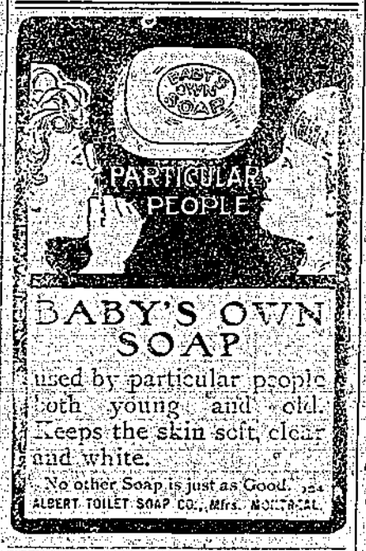
Colds

It should be borne in mind that every cold weakens the lungs, lowers the vitality and prepares the system for the more serious diseases, among which are the two greatest destroyers of human life, pneumonia and consumption.

Chamberlain's Cough Remedy

has won its great popularity by its prompt cures of this most common ailment. It aids expectoration, relieves the lungs and opens the secretions, effecting a speedy and permanent cure. It counteracts any tendency toward pneumonia.

Price 25c. Large Size 50c.



BABY'S OWN SOAP used by particular people both young and old. Keeps the skin soft, clear and white. No other Soap is just as Good. ALBERT TOILET SOAP CO., Mfrs. MONTREAL.

PATENTS Trademarks and Copyrights obtained in all countries. ROWLAND BRITTAIN, Registered Patent Attorney, Mechanical Attorney and Engineer. Room 3 Fairfield Block, Granville st., near P.O. VANCOUVER, B. C. A postcard will secure an evening appointment for those who cannot call during the day

WOOD YARD. I have started a permanent Wood Yard on Third street. With my past experience I hope to be in a position to satisfy all requirements of customers. Dry cordwood kept in stock and supplied in any lengths at reduced prices for cash. R. SAMSON

Richard R. Copeland JOBBING CARPENTER AND CABINETMAKER. Mantles, Shelving, Fly Screens, e. Jobbing Promptly Attended To. Third Street East, Revelstoke

Remember your friends. When you ask your friends to tea, be sure you have good tea. A cup of good tea is delightful. Try Blue Ribbon, it's the choice of the careful, that's why you should use it.

Jas. I. Woodrow, BUTCHER. Retail Dealer In BEEF, PORK, MUTTON, Etc. Fish and Game in Season. All orders promptly filled. REVELSTOKE, B. C., Corner Dougla and King streets

THE ALBERTA EMPLOYMENT AGENCY. Licensed Registered. CALGARY, ALTA. GEO. McLEAN, Manager. HOTEL, RESTAURANT & DOMESTIC HELP, RANCH HANDS, TEAMSTERS & LABORERS furnished on short notice. Office: Room 5, Burns Block. P. O. Box 846, Calgary, Alta. 716jc30

Wm. Fleming, Wholesale and Retail Meat Merchant. Fish and Game in Season. First St., Revelstoke.

The Best Ice Cream In the City is to be had at WAH CHUNG'S RESTAURANT, FRONT STREET. Crockery of all Kinds. Plain and Fancy. Best makes of Japanese and China Ware.

When You Want A Hack Night or day, Ring up Tel. No. 27. Stand at Union Hotel. J. M. McCallum.

THE CITY EXPRESS. E. W. B. Paget, Prop. Prompt delivery of parcels, baggage, etc., to any part of the City. Any Kind of Transferring Undertaken. TELEPHONE NO. 7.

BRICKS! BRICKS! The Best Clay in Okanagan Valley. Well-burnt Bricks in large or small quantities at reasonable prices. ENDERBY BRICK & TILE CO., 660jc17 Enderby, B. C.

Local Agent Wanted AT ONCE FOR "Canada's Greatest Nurseries" For the town of Revelstoke and surrounding country, which will be reserved for the right man. Start now at the best selling season, and handle our NEW SPECIALTIES on LIBERAL TERMS. Write for particulars, and send 25c for our handsome Aluminum Pocket Microsrope, (a little gem) useful to Farmers in examining seeds and grains, Orchardists " trees for insects, Gardeners " plants for insects, Teachers and Scholars in studying botany, and Everybody in a hundred different ways. STONE & WELLITGTON Fonthill Nurseries (over 800 acres) TORONTO ONTARIO

HENRY'S NURSERIES. NEW CROP. HOME GROWN AND IMPORTED. Garden, Field and Flower Seeds. THOUSANDS OF FRUIT AND ORNAMENTAL TREES. RHODODENDRONS, ROSES, GREENHOUSE AND HARDY PLANTS for Spring planting. Cut Flowers, Floral Designs, etc. BEE HIVES AND SUPPLIES. FERTILISERS. Eastern prices or less. White labor. Catalogue free. Buy Direct—Save Agent's Commission. M. J. HENRY, 3010 Westminster Road, VANCOUVER, B. C.

To Trappers. Raw Furs Bought. Cash Prices Paid. F. B. WELLS, Exporter of Furs.

SEE Wing Chung's newly imported stock of Chinese and Japanese goods. The best assortment ever landed in Revelstoke of useful and ornamental articles:

Tea services	Flower Pots
Plates	Umbrella Stands
Baskets	Lunch Baskets
Cane Chairs	Smoking Jackets
Handkerchiefs	Silk Goods

GOLD FISH. Finest stock of candies and fruits in town. Front Street, Revelstoke

OCEAN STEAMSHIPS. Royal Mail Lines. Cheapest Route to the Old Country.

ALLAN LINE—From Montreal.	
Virginian	June 23
Tunisian	June 30
Victorian	July 7
Bavarian	July 14
CAN. PAC. ATLANTIC'S.—From Montreal.	
Montrose	June 24
Lake Michigan	July 1
Mount Temple	July 22
DOMINION LINE—From Montreal.	
Kensington	June 24
Canada	July 1
Southward	July 8
Dominion	July 15
AMERICAN LINE—From New York.	
Philadelphia	June 24
St. Paul	July 1
New York	July 8
St. Louis	July 15
WHITE STAR LINE—From New York.	
Teutonic	June 23
Oceanic	July 5
Majestic	July 12
Cedric	July 19
CUNARD LINE—From New York.	
Etruria	June 24
Campania	July 1
Umbria	July 8
Laconia	July 11

Passengers ticketed through to all parts of Great Britain and Ireland, and at specially low rates to all parts of the European continent. Apply to nearest railway or steamship agent or to T. W. BRADSHAW, Agent, Revelstoke. W. P. F CUMMINGS, Pacific Agent

The Revelstoke Navigation Co. Ltd. TIME TABLE (During season of high water). Leave EIGHT-MILE LANDING each TUESDAY AND FRIDAY at 6 a. m. Leave LA PORTE each TUESDAY AND FRIDAY at 2 p. m. SPECIAL TRIPS will be made between dates of regular sailing whenever business offered warrants same. The Company reserve the right to change time and days of sailing without notice. A. FORSLAND, Master. F. SWANSON, Purser

ICE. Persons requiring a supply of ice can depend on getting it promptly from W. FLEMING 698c

NOTICE is hereby given that, 30 days after date, we intend to apply to the Chief Commissioner of Lands and Works for a special license to cut and carry away timber from the following described lands, in West Kootenay district:—

Commencing at a post marked "B. B. L. Co's northwest corner" planted on the east side of Fish River, about three and a half miles from Beaton on the Camborne road, thence east 80 chains, thence south 80 chains, thence west 80 chains, thence north 80 chains to the place of commencement.

Dated this 23rd day of June, 1905.

BIG BEND LUMBER CO. LIMITED

CERTIFICATE OF IMPROVEMENTS. NOTICE. Lorne Doon Mineral Claim, situate in the Revelstoke Mining Division of West Kootenay District.

Where located: On Laforme Creek, Big Bend.

TAKE NOTICE that I, George S. McCarter, acting as agent for E. R. Wylie, Free Miner's Certificate No. B87300; John T. Wood, Free Miner's Certificate No. B82891; Gertrude Wylie, Free Miner's Certificate No. B87892, and J. C. Ross, Free Miner's Certificate No. B87893, intend, sixty days from the date hereof, to apply to the Mining Recorder for a Certificate of Improvements, for the purpose of obtaining a Crown Grant of the above claim.

And further take notice that action, under Section 37, must be commenced before the issuance of such Certificate of Improvements.

Dated this 6th day of July, A. D. 1905.

112sep16 GEO. S. McCARTER.

NOTICE is hereby given that 30 days after date I intend to apply to the Honorable the Chief Commissioner of Lands and Works for a special license to cut and carry away timber from the following described lands, in the Big Bend, West Kootenay District:

Commencing at a post planted one mile south of Geo. Laforme's southwest post of his ranch on Goldstream and marked "Gertie Laforme's northwest corner post," thence south 80 chains, thence east 80 chains, thence north 80 chains, thence west 80 chains to the place of commencement.

Dated July 13th, 1905. EDWARD PECK.

116sep19

NOTICE is hereby given that, 30 days after date, I intend to apply to the Chief Commissioner of Lands and Works for a special license to cut and carry away timber from the following described lands in the Big Bend, West Kootenay District:

Commencing at a post marked "Geo. Laforme's N. W. corner post," and planted at a point one and a quarter miles from Goldstream on the trail, thence east 40 chains, thence south 160 chains, thence west 40 chains, thence north 160 chains to the place of commencement.

Dated July 13th, 1905. MAURICE QUINN.

117aug19

NOTICE IS HEREBY GIVEN that thirty days after date I intend to apply to the Chief Commissioner of Lands and Works for a special license to cut and carry away timber from the following described lands in West Kootenay district:—

Number One.

Commencing at a post marked Wm. Gowan's northwest corner post, and planted at a point two miles north of the five and half mile post on Government trail, to Big Ledge, Pingston Creek, thence north 80 chains, thence east 80 chains, thence south 80 chains, thence west 80 chains to the place of commencement.

Number Two.

Commencing at a post marked "Wm. Gowan's southwest corner post," and planted at a point one mile north of the five and a half mile post on Government trail to Big Ledge, Pingston Creek, thence north 80 chains, thence east 80 chains, thence south 80 chains, thence west 80 chains to the place of commencement.

Number Three.

Commencing at a post marked "Wm. Gowan's southeast corner post," and planted at a point one mile north of the five and a half mile post on Government trail to Big Ledge, thence north 160 chains, thence west 40 chains, thence south 160 chains, thence east 40 chains to the place of commencement.

Number Four.

Commencing at a post marked "Wm. Gowan's southwest corner post," and planted at a point 32 chains west of the six and one-quarter mile post on Government trail to Big Ledge, Pingston Creek, thence north 40 chains, thence east 160 chains, thence south 40 chains, thence west 160 chains to the place of commencement.

Number Five.

Commencing at a post marked "W. Gowan's northwest corner post," and planted at a point 20 chains east of the six and a quarter mile post on Government trail to Big Ledge, Pingston Creek, thence south 160 chains, thence east 40 chains, thence north 160 chains, thence west 40 chains to the place of commencement.

Number Six.

Commencing at a post marked "Wm. Gowan's northeast corner post," and planted at a point one mile and 20 chains east of the six and one-quarter mile post on Government trail to Big Ledge, Pingston Creek, thence west 40 chains thence south 160 chains, thence east 40 chains thence north 160 chains to the place of Commencement.

Number Seven.

Commencing at a post marked "Wm. Gowan's northwest corner post," and planted at same point as Number 6, thence east 40 chains, thence south 160 chains, thence west 40 chains, thence north 160 chains to the place of commencement.

Dated this 25th day of June, 1905.

937jy31 WM. GOWAN, Locator.

TAKE NOTICE that thirty days after date we intend to apply to the Honorable the Chief Commissioner of Lands and Works for a special license to cut and carry away timber from the following described lands: Commencing at the southeast corner post of lot 863, about two miles east of Arrow Lake and about four miles north of Nakusp, at a post marked Yale-Columbia Lumber Company's southeast corner post, running thence east 160 chains, thence north 40 chains, thence west 160 chains, and thence south 40 chains to point of commencement.

YALE COLUMBIA LUMBER COMPANY, LIMITED.

995a8

NOTICE IS HEREBY GIVEN that thirty days after date I intend to apply to the Chief Commissioner of Lands and Works for a special license to cut and carry away timber from the following described lands in West Kootenay District:—

Commencing at a post planted at the northwest corner of Geo. Laforme's homestead and marked "Geo. Laforme's northeast corner post" thence south 160 chains, thence west 40 chains, thence north 160 chains, thence east 40 chains to the place of commencement.

Dated the 13th day of July, 1905.

114aug19 MAURICE QUINN.

NOTICE IS HEREBY GIVEN that, thirty days after date, I intend to apply to the Chief Commissioner of Lands and Works for a special license to cut and carry away timber from the following described lands in West Kootenay district:

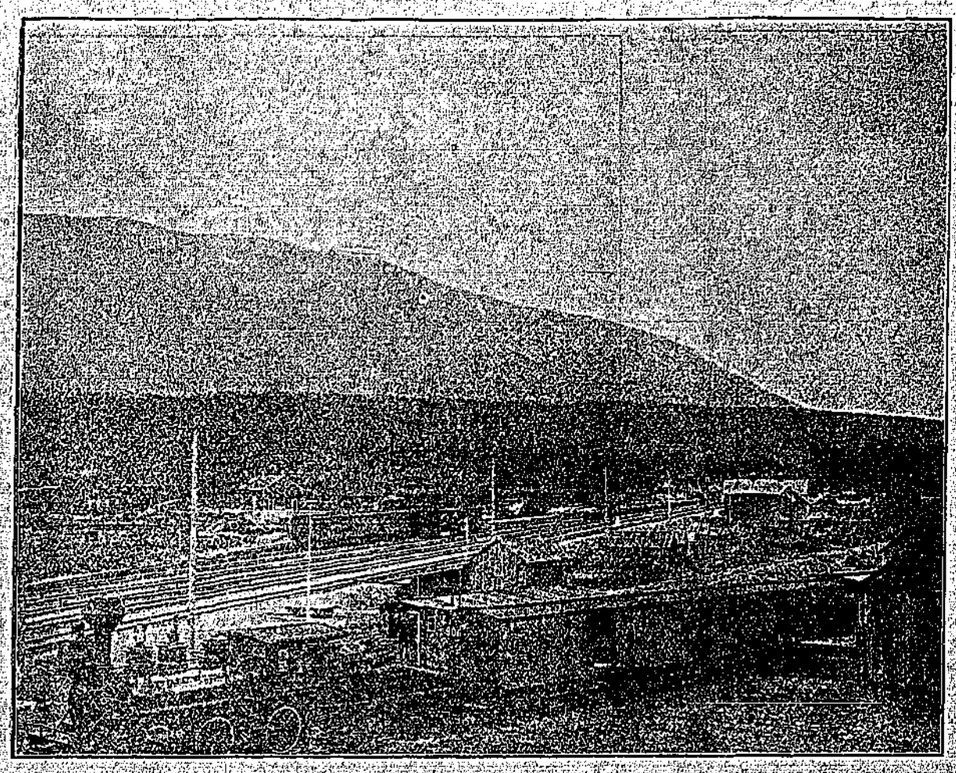
Commencing at a post marked "Geo. Laforme's northwest corner post," thence south 80 chains, thence east 80 chains, thence north 80 chains, thence west 80 chains to the place of commencement.

Dated July 13th, 1905. EDWARD PECK.

115aug19

The Master Mechanic's Pure Tar Soap heals and softens the skin, while promptly cleansing it of grease, oil, rust, etc. Invaluable for mechanics, farmers, sportsmen. Free sample of receipt of 2c. for postage. Albert Toilet Soap Co., manufacturers, Montreal.

SCENES ON LINE OF RAILWAY IN 1896.



DONALD, B. C., FORMER DIVISIONAL POINT OF MOUNTAIN AND SHUSWAP DIVISION.

SPECIAL RAILWAY EDITION

Continued from Third Page.

the tourist looks out on Hermit Range so called from the extraordinary resemblance to a man and his dog on the face of one of the crags.

Rogers Pass and Glacier have been proclaimed a national park under control of Supt. Douglas, of Banff.

The steep grade of the head of the Illecilliwaet valley necessitated here the construction of the famous

DOUBLE LOOP

in order to obtain a grade for the track fairly accessible for trains. Besides being a superb piece of engineering the loop affords the traveller a rare wealth of scenery and he begins to wonder in which direction his train is travelling as he doubles backward on or parallels the section of line his train has just traversed.

A new attraction for guests at Glacier will be

THE CAVE

at Ross Peak recently discovered by C. Deuchsman. A trail is being made to it and accommodation for tourists will doubtless be provided in the vicinity at an early date. The mountain scenery at the cave is described as superb.

REVELSTOKE

is a city that is destined to pre-eminently become one of the principal cities of British Columbia. It is prettily situated on the Columbia River, with that giant of the Gold Range, Mt. Begbie, facing it to the southwest, its glacier glinting in the sunlight of a summer day. To the north is the Big Bend which furnished great wealth of placer gold in the sixties. No lovelier clime in which to spend a holiday can be found than the Big Bend. Its mountains are easily accessible, and their summits are like old English parks, gently rounded off, with grass and pea-vine one to two feet deep, richly clothed in bright flowers in midsummer, the atmosphere cool and invigorating, the giant peaks forming new worlds for the Alpine climber to conquer, as they stretch skyward clothed in their eternal mantle of ice and snow. Here are some of the biggest snowfields in the Selkirks and glaciers covering a score of miles in area.

The old Big Bend trail from La Porte to the Seymour Arm of Shuswap Lake is a paradise for the traveller and the mountaineer, and when better transportation is opened to the upper part of the Bend convenient access can be obtained by this route to Tete Jaune Cache, the Yellowhead Pass, and the giant peaks that guard its entrance, Mt. Browne being 13,000 to 14,000 feet high and never yet conquered by the Alpine climber. Here is a virgin field for the explorer.

The steamer Revelstoke plies during the summer months between Revelstoke and Death Rapids and affords first-class accommodation for travellers. At Five Mile there is one of the best mountain views to be had anywhere, a hugh glacier dropping down to within a short distance from the river and within easy view of the deck of the steamer. The beautiful stretch of water, the forest clad banks, the roaring of rapids, remind the tourist he is amid nature's wildest scenes and yet attended by the greatest comforts of travel which make this steamer trip one the tourist should not miss.

ARROW LAKES.

In 1894 the C. P. R. built a branch line from Revelstoke to Arrowhead. From Revelstoke south through the Arrow Lakes, with their charming hot springs and health resorts at Halcyon and St. Leon, the finest of fishing, surrounded by pretty lake shores that will one day be lined with fruit farms and orchards, is lent a charm to life that is not soon forgotten. The C. P. R. steamers Rossland, Kootenay and Minto, which run from Arrowhead to Robson, are splendidly fitted up.

East of Revelstoke is a group of lakes in Eagle Pass that forms scenes that charm and enthrall. Three Valley Lake and Griffin Lake are gems in the mountains, and the fishing and hunting in Eagle Pass is of the best. Some day we hope to see the old wagon road opened out, a bridge across the Columbia River and a tally-ho available for daily trips through this charming valley.

But it is from a railway point of view that Revelstoke possesses its main importance in this article. This city is headquarters for the staff of the Shuswap and Mountain Division of the C. P. R. controlling the operation of the road from Laggan to Kamloops, inclusive of the Arrowhead and Okanagan branches. Here a new station of brick and stone is being put up, the yard accommodation is being greatly enlarged to meet increasing traffic, the company owns a comfortable hotel on a terrace behind the station and overlooking the city. Here, too, are the workshops which handle all the repairs on the division. These shops employ over 200 men. The company's payroll at Revelstoke is about $800,000 a year.

Fifty miles east of Revelstoke are the

SHUSWAP LAKES,

a famous hunting and fishing resort where house boats and launches are kept for accommodation of tourists. The company have a nice hotel on these lakes at Sicamous which is the junction for a most enjoyable trip south over the Okanagan branch, a line that is leased by the company from the government. This trip takes the tourist through the flourishing towns and settlements of Enderby, Armstrong and Vernon, and by transferring to the steamer Aberdeen he can travel over one of the finest inland sheets of water in the province. The Okanagan Valley is the California of Canada and is being transformed into orchards where all kinds of fruit do well from the luscious peach to the staple apple. Kelowna is a flourishing fruit-growing and mixed farming settlement. Peachland and Summerland are settlements of orchardists who are making a big success of the industry, and these settlements are mainly due to the enterprise of J. M. Robinson, backed financially by officials of the C. P. R., who have recognised the great field there is for the development of the fruit industry with such an immense market as the prairie at their doors. Penticton, at the foot of the lake, is another centre of fruit settlement and on the North Thompson valley, above Kamloops, Fruitlands is being taken up in small holdings. With effective systems of irrigation which are being put in there is no doubt of the future success of this industry.

AT SALMON ARM

are some of the best orchards in the province and it appears only a matter of a few years till the country along the C. P. R. from Revelstoke south to the boundary and west to Vancouver will be studded with fruit farms supplying the railway with a large amount of fruit, passenger and freight traffic as the result of a business that is only yet in its infancy.

AN APPRECIATION.

While the railway company are sometimes censured for various offences, real or supposed, there is no doubt the Canadian Pacific Railway is an institution of which Canadians are proud. Its officials have generally shown great enterprise in opening up the country. It has organised lines of steamships across the Atlantic and on the Pacific to the east, and to Australia. The company has had generous assistance from the Dominion and Provincial governments and of course much was to be expected of it. The aim of the management has been to provide the best equipped, most interesting and most attractive railway system on the continent and they are doing it. The company's officials as a rule are men who command the public confidence and esteem by their integrity and enterprise, while their courtesy to passengers and people doing business with them is a subject of widespread remark and appreciation. The sleeping cars on their trains, their dining car services, their steamboat accommodation and cuisine are amongst the best to be found in the world's tours. The railway is doing a great work for the future development of the country and the success of the C. P. R. is linked hand in hand with the prosperity of Canada.

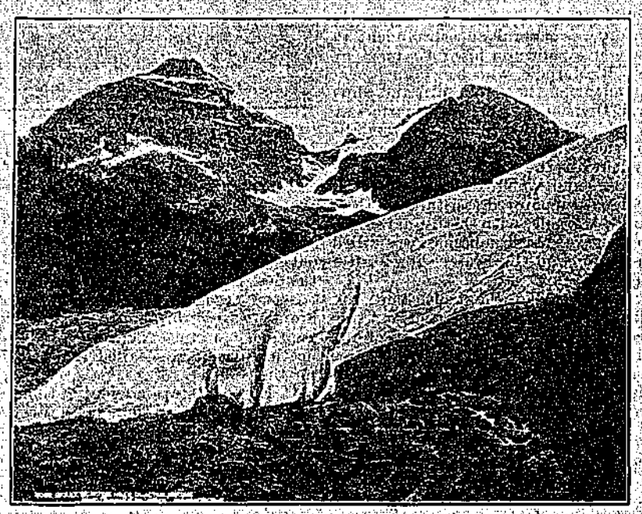
The Buffalo Enquirer says:—

"The convenience of travelling half round the world under one management is gaining recognition in many lands. Passengers put themselves under the auspices of the Canadian Pacific railway at Liverpool and are conveyed 12,000 miles to Hongkong. They have no difficulty in making connections; arrangements are settled and information obtained from one office; heavy baggage is checked at one end of the world and claimed at the other, and ladies and children find their comfort attended to and their perplexities solved with uniform courtesy by agents of the company thousands of miles apart.

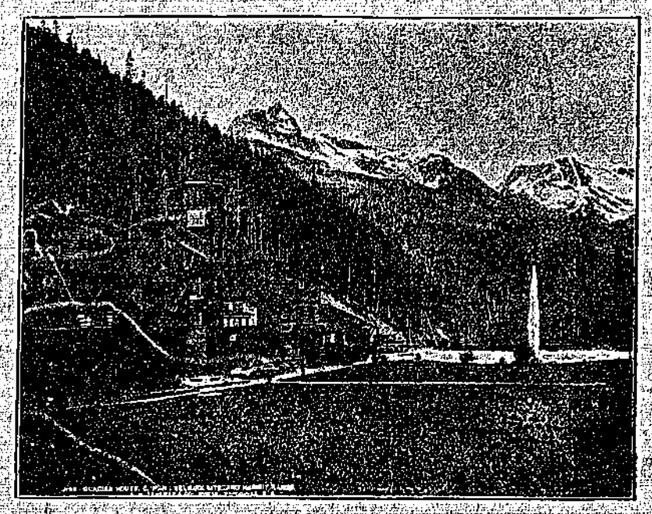
"As an example of commercial organization, the Canadian Pacific railway takes premier place amongst the transportation companies of the world. Last winter its Atlantic steamship lines were strengthened by the addition of a regular service from Antwerp to Canada; this winter two fine passenger steamers are being built in England. The run across the continent is most comfortable, and the cars are equiped with every device for the comfort of

PICNIC PARTY FROM DONALD TO ROGERS PASS.

ROGERS PASS.

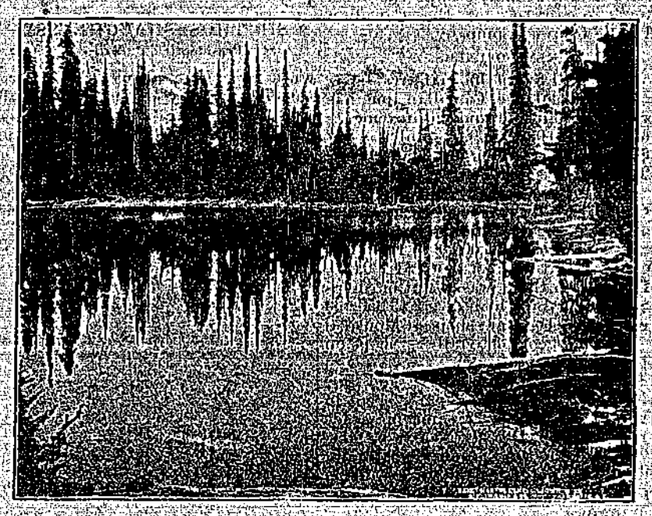


TWO VIEWS OF THE GREAT GLACIER.

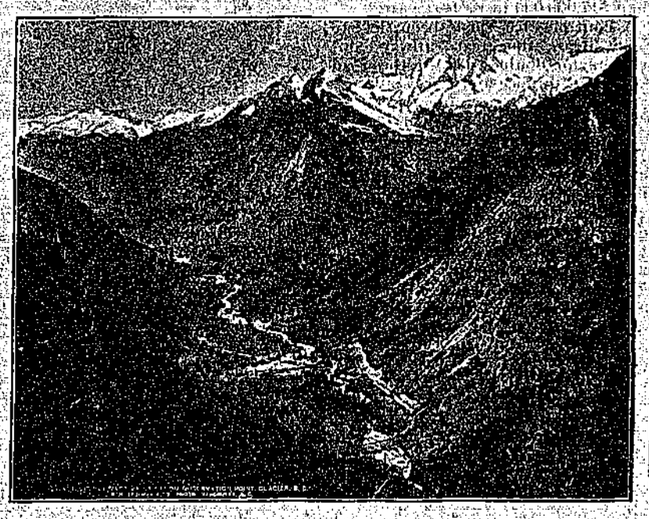


GLACIER HOUSE AND HERMIT RANGE.

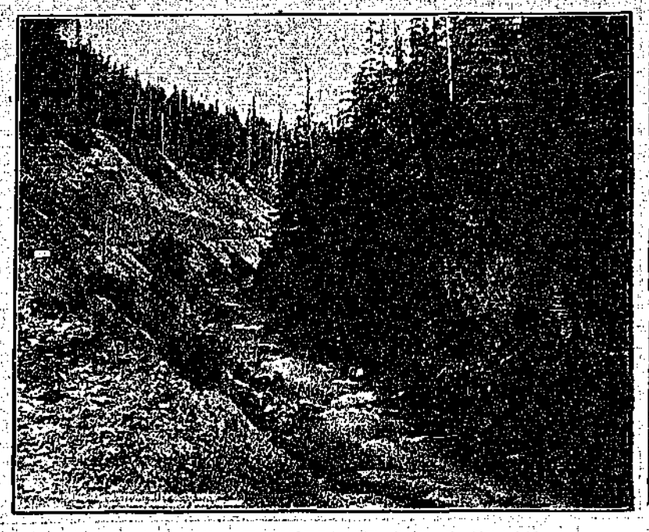
GLACIER STATION AND MT. SIR DONALD.



MARION LAKE AND GLACIER.

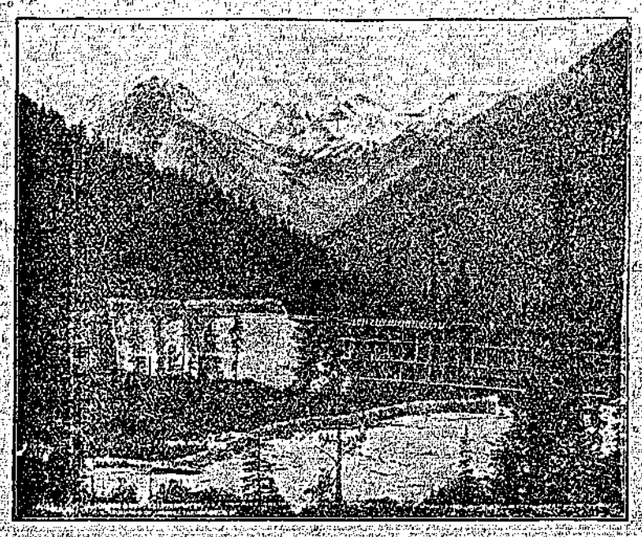


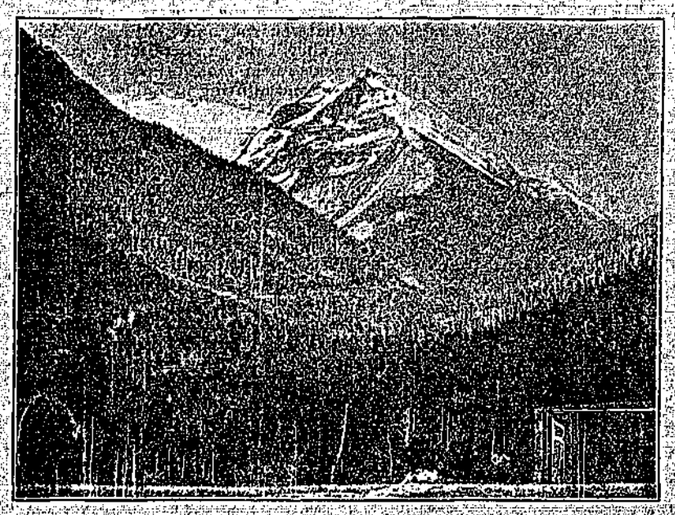
ILLECILLIWAET VALLEY, TRAVERSED BY C. P. R. LINE.

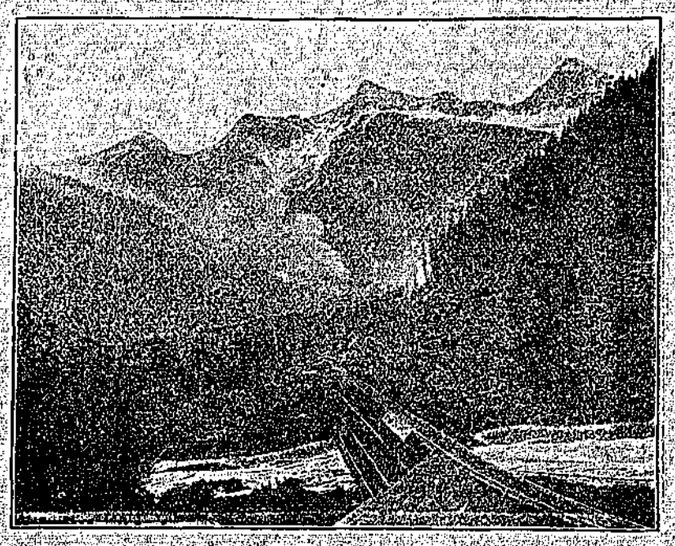


ILLECILLIWAET RIVER AND C. P. R. TRACK.

VIEWS OF THE LOOP.







the passengers. To sit in the dining car and enjoy a first-class table d'hote meal, while the train rushes through the rock solitudes of the shore of Lake Superior, is to have exemplified in a most remarkable way the triumphs of civilization over nature.

"The journey culminates in the prairies, the greatest wheat-growing and ranching district in the world, and the splendid scenery of the Rockies.

"From Vancouver the Empress liners sail, and a most delightful ocean voyage begins. In every appointment in service, in cuisine, a very high standard is maintained, and it is with real regret the passenger goes ashore at Yokohama. He may, if he so pleases, however, stay on board, and, after touching at Kobe and Nagasaki, and traversing the inland sea, go on to China. Here he will have a few hours at Shanghai, and will disembark at Hongkong. Twelve thousand miles has he traveled in about six weeks under the auspices of one company, and though he may no further journey in its ships and trains, he may continue his trip around the world and with every arrangement made and every need foreseen by buying a ticket for one of the many around-the-world tours organized by the Canadian Pacific Railway Company."

EYE OPENERS.

The Wall Street Journal says:—

"Since 1901 the Canadian line has spent on additions and improvements nearly $40,000,000, or only about $7,000,000 less than its bonded debt. The article is as follows:

"In three years of this policy the Canadian railway added 212 engines at a cost of $4,441,644; 7,820 freight cars at a cost of $6,000,000; 103 passenger cars at a cost of about $1,200,000. In addition there was spent on shops $3,904,190, of which over $3,350,000 went into the Angus shops at Montreal—the most complete railway shops on the continent.

"On permanent bridges and line improvements this company spent in three years $4,947,997, and on grade reduction $2,118,574. Nearly $3,000,000 went for new yards, $858,000 for elevators, and $1,576,039 for expansion on terminals in Ottawa, Montreal and Winnipeg.

"These are wonderful figures for a railroad whose gross earnings are less than $17,000,000 in its best year."

A contract has just been let to Foley Bros., the great railway contractors, for double tracking the road between Winnipeg and Fort William.

The Montreal Insurance and Finance Chronicle says of the C.P.R.—

"It is hardly credible that, since 1881, in a country with a population of from four and a half to five millions, such a vast enterprise has been developed from the surveying stages, with a few short sections laid with rails, to its present splendid condition extending from the Atlantic to the Pacific. The total milage operated is 11,321 miles, ranking it as the greatest railway enterprise in the world.

"This line cost $256,665,689; it owns steamers, hotels and buildings valued at over $17,000,000. Last year its passenger earnings were $12,418,419, earnings from freight $29,235,821, and from other business $5,014,890; it carried 6,251,471 passengers, and its net earnings were $14,213,105. This

SIR THOS. SHAUGHNESSY,
President C. P. Railway.

was a little more, let us say, than was sufficient "to pay for the grease on the wheels" which an eminent Canadian statesman declared would be the limit of its earnings.

"In 1897 the shares of the C. P. R. were selling at 54, whereas today they are quoted and saleable at 152, with

W. WHYTE,
In charge of Western Lines.

earnings that fully justify this figure and with prospects of increase.

"The company now owns the most complete railway shops on this continent. Its equipment of engines, freight and passenger cars, and other plant is up to the best standard for quantity and quality.

THE LOOP SHOWING FOUR TRACKS.

It is doubtful if any railway enterprise in the world has executive officers or managers equal in ability to Sir William Van Horne, chairman of the board and first manager of the C.P.R., or comparable in energy, talent and enterprise to Sir Thomas Shaughnessy, the president and general manager."

The C.P.R. is now making a special and successful effort to develop the tourist traffic in the mountains. Gen. Supt. Marpole said a few ago of this feature of the company's business:—"At the company's hotels in the

LORD STRATHCONA
Who drove the last spike on C. P. R. at Craigellachie.

mountains the accommodation is being taxed to the utmost, and there are larger numbers of tourists there than in any previous year."

With rare thoughtfulness, for securing the tourist the fullest enjoyment of his stay in the mountains the company employ Swiss guides, who are available at all points of interest.

The company is said to be making a departure of special importance to British Columbia, and that is the furnishing of capital for the development of the mineral resources of the province.

COMPANY OFFICIALS.

Last year the Company took a course which met with universal approval in the west, when W. Whyte, formerly assistant to the president, was appointed second vice-president and general manager of western lines, extending to the Pacific coast. Mr. Whyte is a man whose progressiveness, fairness to the public on one hand and the company's employees on the other has earned him the esteem and absolute confidence of the people in

CAPT. TROUP,
Superintendent of C. P. R. Steamship Lines.

the west. The appointment was hailed with satisfaction and has been attended with excellent results.

When the road opened in 1886 H. Abbott was general superintendent at Vancouver, and on his retirement in 1897 R. Marpole, who had been superintendent on the Mountain and Shuswap Division, with head-quarters at Donald, succeeded him. E. J. Duchesnay succeeded Mr. Marpole as superintendent of the division, with head-quarters at Revelstoke, and in March, 1901 was appointed assistant to Gen. Supt. Marpole, with head-quarters at Revelstoke. Mr. Duchesnay was killed in a tunnel on the Fraser shortly after his promotion.

T. Kilpatrick, who had come into the division with construction, succeeded in 1899 J. Serson as inspector of bridges and buildings. He served terms as mayor and alderman of the city of Revelstoke. He was appointed in 1901 to succeed Mr. Duchesnay as superintendent of the division. Supt. Kilpatrick has proved a popular superintendent, both with the public and the employes. He is ably assisted by W. W. Foster, who has been some years in the company's service.

W. Elson, trainmaster on the Shuswap and mountain division, is one of

T. F. BUSTEED,
Assistant Chief Engineer.

the most popular officials of the C.P.R., which he joined in 1887. He was conductor on the express service of the Mountain division since 1889. From 1890 to 1892 he ran on the Nelson Robson road. He succeeded the late

T. KILPATRICK,
Supt. Mountain and Shuswap Divisions.

T. Downie, who was killed in a snowslide in April last year.

R. C. Barker, the present chief train despatcher of the division, is another old employee of the company, and is the despatcher who handled the service on the occasion of the test of the Stoney Creek bridge, illustrated in another column, when every engine on the division was called into service for the test.

C. E. Wells, station agent at Golden, is the veteran station agent of the division. Other agents who have been a considerable time in the company's service are:—T. B. Bradshaw, agent at Revelstoke; M. J. Donovan, agent at Arrowhead; P. Cumiskey, agent at Vernon, P. W. Mooney, agent at Illecilliwaet, and W. F. Hayden, who succeeded E. Goulet, as agent at Kamloops.

John McLeod was the first station agent at Revelstoke, when the station was at Long's brewery.

L. R. Johnston, now of Montreal, was the first master mechanic on the division.

S. Phipps, present master mechanic of the Pacific Division, joined the company's service in 1882 at Winnipeg as locomotive engineer, and was promoted to position as locomotive foreman, which position he filled at Fort William and Winnipeg for eleven years, when he was appointed assistant master mechanic at Winnipeg, and subsequently promoted to the position of master mechanic at Calgary. After filling that position a year he was promoted master mechanic on the Pacific Division on transfer of C. H. Temple to Winnipeg.

C. C. McLean is assistant to Mr. Phipps.

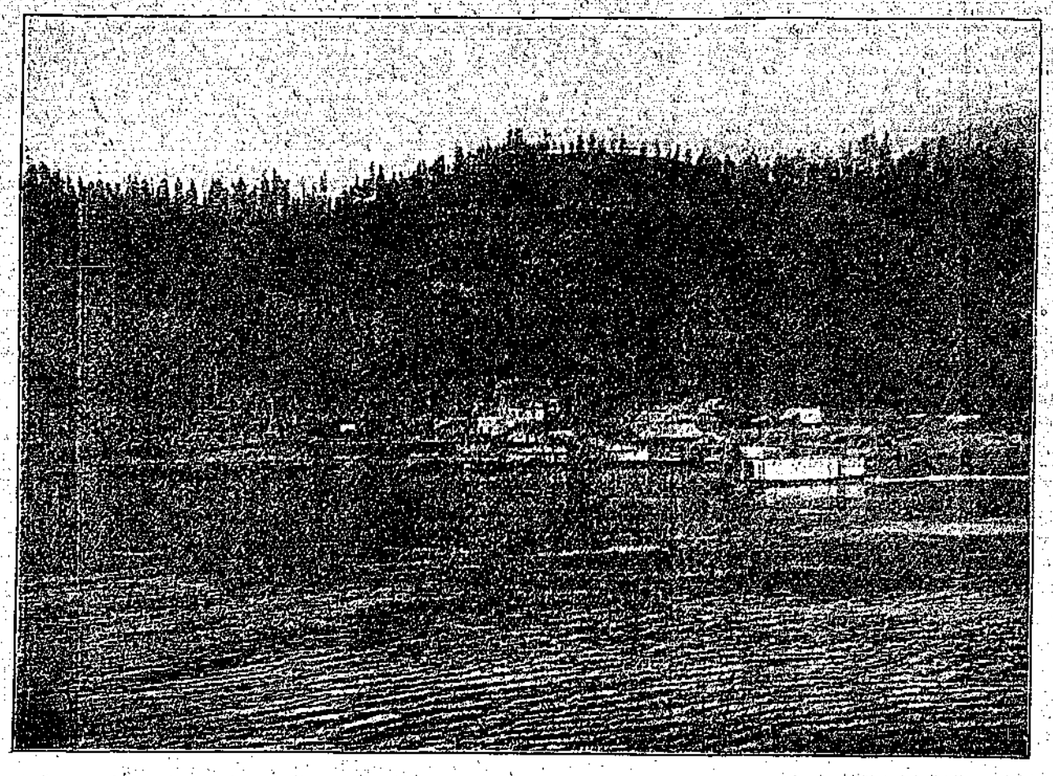
R. Anthony, foreman of the C.P.R. shops at Revelstoke, has been connected with the C. P. R. for nearly 20 years having joined the company at North Bay in 1886. From there he went to the company's shop at Chaplean, and when Mr. Cross was appointed master mechanic at Winnipeg Mr. Anthony followed him to that point a month later as machinist. After that he joined the Manitoba and Northwestern Railway for a time, having charge of their shops at Portage La Prairie under Mas er Mechanic Summerskill. Returning to the C. P. R. he was then appointed charge hand, and was steadily promoted until he became foreman of the erecting shops at Winnipeg. When the new shop was completed at Fort William Mr. Anthony was appointed in charge of it and after having been there eight months he was requested to take charge of the Revelstoke shops as general foreman. Since Mr. Anthony has been here he has done splendid service. The old friction in the shops has entirely died away and has been superseded by a condition of satisfaction among the employes with smoothness of running in both the shop and locomotive staffs, while the repair work has been kept well in hand and the work got out on time as required.

W. A. Chambers is assistant to Mr. Anthony. Ald. McLeod is foreman of paint shop.

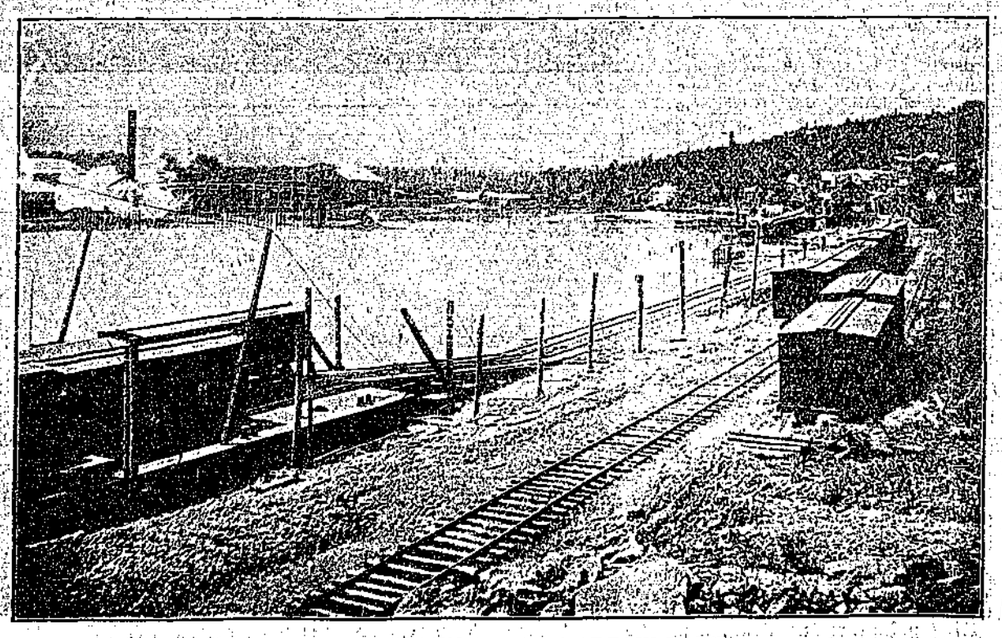
H. B. Gilmour, late M. P. P. for for Vancouver and now representing the Waterous Engine Works, was the first locomotive foreman on the division when the shops were at Donald.

CONDUCTORS.

Conductors are amongst the most important branch of the railway service, coming much into contact with the public. No road ever had a finer body of men than the conductors on the Mountain and Shuswap Division—men who are thorough gentlemen, steady and reliable in their habits, courteous to all who come



ROBSON, SOUTH PORT ON ARROW LAKE.



ARROWHEAD, NORTH PORT ON ARROW LAKE.

J. P. FORDE, C. E.,
District Engineer at Revelstoke.

JATE T. DOWNIE,
Former Chief Despatcher and Trainmaster.

B. W. GREER,
C. P. R. Freight Agent for B. C.

T. W. BRADSHAW,
Station Agent at Revelstoke.

ALD. McLEOD,
Foreman C. P. R. Paint Shop.

R. S. ANTHONY,
Foreman C. P. R. Shops, Revelstoke.

in contact with them, and loyal to the service. The first passenger conductors on this division no longer know it. They were F. Newman, D. Mackay and L. Nelson.

The following are the present conductors on the Mountain and Shuswap division:

Passenger—Conductors Elliott, Hopgood, Penser, Morrow, Herchimer, Armstrong and Hyland.

Freight—Revelstoke and Laggan—Conductors Crump, J. J. Porter, D. McLean, A. McLean, Jameson, Lawson, Bougard, Bruce, Urquhart, E. Armstrong and Netherton.

Revelstoke and Kamloops—Conductors Vanhorne, Agnew, Powers, Geo. Aikens, Anderson and Koughan.

S. and O. Branch—Conductor L. Doran.

A. and K. Branch—Conductor W. Ogilvie.

ENGINEERS.

The following engineers run out of Revelstoke:

Mountain Section—Passenger service—Engineers L. Patrick, M. Crawford, H. Creelman, Brundrett, F. Shipley, and J. Lyons.

Freight service—Engineers Loughlin, McGowan, Scott, Lovett, McLeod, Gould, Wilson, Mitchell, Green, Gibson, Crawford, Harritt, Johnson and Purvis.

Shuswap Division—Passenger service—Engineers A. McNab, J. Allen, W. Armstrong and H. McSorley.

Freight service—Engineers W. Tomlinson, F. Crick, J. Callin, C. McColl, S. Moscrop, Phillips and J. Manley.

Rogers Pass—Engineers Williamson, W. J. Crawford, F. Corson, D. Murray, King, Dodd, Carlyle and Nicholson.

Yard—Engineers Daniels and Henderson.

S. and O. Branch—Engineer Van Antwerp.

A. and K. Branch—Engineer C. Brown.

The engineers have stuck well to the road. The first engineers on the division were L. Patrick, who is still in active service, and good for many years yet, Alex Mowatt, R. Mee, who is now running east of Kamloops, D. McKenzie and J. Fidler, now at Calgary.

L. Patrick is in possession of the first railway time card printed for the C. P. R. west of Winnipeg.

Allan McNab was one of the first engineers running out of Vancouver, having been with the road in B. C. since 1884.

J. Allan is another of the pioneer engineers. He has been with the C. P. R. since 1882, and has successfully run a locomotive for the company for the past 20 years, having been on this division since 1886, when he ran out of Donald.

Engineers McNab and J. Allan were the men selected to run the engines attached to the train conveying the Prince and Princess of Wales on their trip over this division in 1901.

Revelstoke is headquarters for the Brotherhood of Locomotive Engineers on the Pacific division which is known as Ash Kennedy No. 657. The officers are:

Allan McNab, Chief Engineer; John Allen, First Engineer; M. F. Crawford, Second Engineer; H. Creelman, First Assistant Engineer (Secy); H. McSorley, Second Assistant Engineer (Treas.); Geo. E. Gibson, Guide; C. C. Brown, Chaplain.

GENERAL.

W. S. Newman and R. Watmore, the roadmasters on the division, have held their positions since 1886. Mr. Newman has just been moved to Victoria, and his place taken by V. Anderson.

J. P. Forde, C.E., is district engineer at Revelstoke. Freight is under B. W. Greer, general freight agent at Vancouver.

The company maintain a shipyard at Nakusp, of which T. J. Bulger is foreman.

Chamberlain's Cough Remedy Aids Nature.

Medicines that aid nature are always most effectual. Chamberlain's Cough Remedy acts on this plan. It allays the cough, relieves the lungs, aids expectoration, opens the secretions, and aids nature in restoring the system to a healthy condition. Sold by all druggists.

Mecahnics, 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., manufacturers.

REDDY'S FUNERAL

[Copyright applied for]

[By B. R. Atkins, Revelstoke.]

"There," said Old Bob, pointing to one of those melancholy mounds which here and there along the Western C.P.R. right-o'-way, tell with pathetic point their tale of "construction" victory, "lies one of the finest fellers that ever took a train over this divishun."

Though short of speech, and a bitter old pill when he liked, Bob was now in a reminiscent mood, and everything being snug, with an easy down-hill pull to Eagle City, we in the caboo-e gathered round to hear the yarn.

"Well, kids, this name was Reddy, an' he's rested a long time under that mountain yonder. There warn't no union them days, fellers, an' men was planted just where they fell, without no band music an' 'Whereas' res'looshun like it is now. I was brakin' fer Reddy then, an' the only air system we had was atop o' the box cars: lay-overs was things we didn't know nuthin' about, an' extry-men was as hard to find as good whiskey. It was work right in the collar all the time, an' it tuk a purty good man to stan' up to it an' look pleasant. Reddy tuk it better n' any of us, an' was a reg'lar horse to work. Say, fellers, there was never no garnishee agin' Reddy's stock o' good nature' no matter how plum wore out he was; an' all the boys on the run was stuck on his style. All of a sudden tho' he co ne to be a changed man, an' all the heart went out o' him in the turnin' of a switch. What struck him we cudn't never tell, but he'd go roun' har'ly seein' not to mind speakin' to one o' us.

I corner'd him one day to see if I cud share the trouble—fer tho' I aint no tender-hearted chicken havin' done my own rustlin' sence a kid—I'd a give anythin I cud put my han's on to make him the man he used to be. But it warn't no good. He stopped me fore I was thro' sayin' 'Tain't no use, Bob, this is my own load an' I must pull it myself."

There warn't no show to help him agin, fer on our next run when comin' down the big hill in a snow storm the train parted an' Reddy who needn't have ben out handlin' brakes at all, fell 'tween the cars crossways.

'Tain't no use tellin' how it happened, fer I can't jest explain it. Some of the fellers sed it was whiskey, an' some overwork, an' one chap sed it luk to him as if 'twas done a purpose. That feller didn't know nuthin' bout it tho' when, pointin' to the baby-smile which was restin' like a sunbeam on poor Reddy's face, I asked him straight if he'd say it again to me. "Reddy warn't no coward," ses I, lukin' him square in the eyes, an' the skunk took it back right there.

Well, I got orders to plant poor Reddy at the nearest place with a name to it, an' where 'cept a few secshun han's, nobody lived. There warn't no preacher nearer n' a hunnerd miles, so I had to take holt o' the fooneral myself.

Do I luk or talk like a preacher fellers? I guess not. Well, I was one that dey an' tho it do luk a bit foolish now in the telin', p'raps, it was purty serious work then, you bet.

The job was jest gettin' to the solemnest stage when me thinkin' all the time 'bout that baby-smile on Reddy's face, a paper dropped from his clothes. Sun'ow, I dunno how, I knowed this was the clue. It was a letter with nuthin in it but "Jack can you forgive and come to me."

Readin' 'em out to the boys we catched on at once to the full sad story, an' the meanin' o' that baby-smile on the dead man's face.

Someb'dy's sin had spoiled what was the sunniest spirit in this secshun of country, jest like a fire blackens a valley you knowed to be fresh an' green, an' there was nuthin' to bring back the smile to his face, agin till this come. It was this what tuk him out of the caboose alone in the snow, the rastle to forget and forgive what he never thought he could. The baby-smile he tuk to ternity with him sed plainly to us all that he'd pulled his last load of sorrow, an' all was easy runnin' an' forgiveness after. I think he must have ben dazed with the th'ught of the new come-joy to cause him to fall so awk'd like for he was a rail'oader, boys, was Reddy, what never lost nerve in the tightest squeeze nor never had a finger catched in all his rushin' time.

I'd helped in my time to put many a poor chap in the ground without spec'latin' on nuthin' cept whose turn next, an' not caring to think much o' that neethur, but this was diff'rent sum'ow.

There came a lump in my throat that never was there before, an' it came near choki'n' me when I asked the gang, "Can any o' you fellers put up a prayer."

I'll be dog-goned if one o' us cud say a word, tho' our hearts was full e'nuff with thinkin' that min'ster an' mourners needed it, and—in sight more'n poor Reddy. We can't bury him like a dog, boys," I ses, the heart in me crackin' with pain at feelin' so sheepish an' mean.

"Lukin' up fer a minit, a dirty little Dago secshun han' catched my eye, an' with tears on his face he ses: "Holda a littel, I getta de some'ting."

He come back in a secon' with a little bottle o' holy water that he kep' Dago fashun, as a charm agin the powers o' evil, sayin': "Taka fo' him, an' de Bless'd Padre gooda."

I tuk it, quick, I tell you, an' all of us kneelin' round I sprinkled it over Reddy, sayin' as his last smile sed so plainly, "All is forgiven."

The solem'nest service I ever tuk part in, boys, was that with the Dago's bottle o' water, an' it shuk me up more'n——

Here, you fellers, look lively now, that's the whistle fer Eagle City semyphore.

A GROUP OF C. P. R. ENGINEERS.

ALAN McNAB,
Chief Ash Kennedy Division.

M. CRAWFORD,
Second Engineer Ash Kennedy Division.

H. C. McSORLEY,
Second Assistant Ash Kennedy Division.

GEO. GIBSON,
Guide, Ash Kennedy Division.

T. SWEENEY.

J. ALLAN,
First Engineer, Ash Kennedy Division.

A. E. WALKER, KAMLOOPS.

WILLIS ARMSTRONG.

J. CALLIN.

BIGAMY CASE.

An Interesting Defect in Law Disclosed.

A case which would have occasioned as much interest locally as the now famous Collins case running in Victoria had the same be brought to trial, was called in the police here Monday morning.

There was a charge of bigamy laid against W. H. Sargent, a former resident of this city. Sargent left this city sometime in March of the present year, going east. He turned up here Saturday with a strange woman, registering at the Hotel Revelstoke as man and wife. He took wife No. 1 to call on wife No. 2 who resides here, and after admitting his second marriage the trouble commenced. Mrs. Sargent No. 1 forthwith proceeded to put the law into motion.

On the case being called Monday morning, W. T. Briggs appeared for complainant and G. S. McCarter for accused. It was dismissed without any evidence being taken, on the ground that the justice of peace had no authority to issue warrant and apprehend the accused, or to take preliminary hearing, the second marriage having allegedly taken place in Toronto. From the argument it appears as a general rule all crime is local, and the jurisdiction over the crime belongs to the county or province where it is committed. This rule however, respecting certain matters, has its exceptions, but bigamy apparently is not included amongst the replevin.

In England and Ireland it appears that any such offence may be dealt with, tried and punished in the county or place where the offender shall be apprehended as if such offence had been actually committed in that county or place. The law is the same in this respect in New South Wales. But in Canada an offender in a case of this kind is safe so long as he keeps away from the province in which the second marriage takes place. In case of a resident Canadian leaving Canada with intent to marry in a foreign country and so marrying, upon his return to Canada he may be apprehended and tried in Canada, but this does not apply as between the different provinces.

CAMBORNE.

A Bad Accident—A Team of Horses Killed.

Big Mining Deal On.

On Friday an extraordinary accident happened on the Camborne-Beaton road. A. Crawford had a force at work repairing the road when a tree fell over a team of two horses used on the work. Both horses were killed instantly.

The Camborne-Beaton road has been closed to vehicle traffic by fires, and it became necessary to use the Comaplix road.

A big mining deal is on. It is reported that a new and strong company is being organised to take over and consolidate the Eva and Oyster-Criterion properties.

Signs of Spring

CONVEY A WARNING that certain ailments; general debility, dyspepsia, rheumatism, liver complaint, etc., need attention.

There isn't anything better than a bottle of our own

Tonic Hypophosphites

Made of the best drugs and carefully compounded.

Only $1 for a Big Bottle

CANADA DRUG & BOOK CO.

BORN

FLEMING—At Revelstoke, July 30th, to Mr. and Mrs. R. Fleming, a son.

MARRIED

PEEL-FISH—At the Rectory on Thursday, July 27th, by the Rev. C. A. Procunier, Arthur Peel, of Trout Lake, B. C., to Jessie Clara Fish, of Thornton, England.

BLACKBOURNE-McCARTNEY—At the Manse on the 1st inst., by the Rev. W. C. Calder, Frederick Hamilton Blackbourne, of Kamloops, to Ellen Jean McCartney, of Edmonton.

Local and General.

A serious forest fire has broken out on the Columbia River Lumber Co's limit on Seymour Arm of Shuswap Lake.

O. D. Hoar has issued suit against the Laborers Cooperative Association of Golden for $2,240 for advances and services.

R. Howson is erecting a house on First St., next the Salvation Army barracks, the contract having been let to A. F. Lundell.

Field, Glacier and Laggan are crowded with tourists and there has never been such demand at these resorts for pack and saddle horses as this season.

The World has a long write-up of the discovery of the Ross Peak caves 15 years ago by a boy working at Rogers Pass and that two subsequent attempts to explore the cave were made, Mr. McMillan of the C. P. R. telegraphers being one of the explorers.

W. Fleming has completed the contract for the clearing and formation of the race track on the Turf Association's ground, and has made an excellent job of it.

At the police court Thursday before F. Fraser, S. M., extra gang Foreman Holland was sentenced to ten day's imprisonment without the option of a fine for assaulting Roadmaster V. Anderson, who had discharged him.

A fire on the race track created consternation in the village settlement during a gale on Monday. Willing hands turned out and succeeded in preventing any serious damage.

At Golden last week before Judge Forin, the tramp who shot at Brakeman T. Lawrence after being put off the freight train on July 12th, was charged with the offence, G. S. McCarter prosecuting on behalf of the Crown. Accused was convicted but sentence was reserved.

Latest news indicates little probability of a settlement of the war between Russia and Japan, the Czar having issued a manifesto demanding the carrying on of the war till the Japanese are crushed and declaring against paying any indemnity or land concessions to Japan.

By an explosion of a lamp the other evening the club had a narrow escape from destruction by fire, and was only saved by the promptitude with which H. Perks got on the scene with the fire hose provided in the building and extinguished the flames. $100 of damage was done.

Messrs. Peck, chief boiler inspector, and Goldie, boiler inspector for this district, held examinations Monday and Tuesday at the court house for candidates for certificates as steam engineers. Six candidates presented themselves. The examiners went from here to Vernon where there were a large number of candidates.

A meeting of band delegates was held at Vernon Tuesday when it was decided, on motion of G. Knapp of Revelstoke, seconded by W. Sawyer of Vernon, "that an association, known as the Interior Band Association be formed comprising all the bands of the Interior wishing to join." The nominal fee was fixed at $10 yearly. The following officers were elected: President, S. A. Shatford, Vernon; Vice-pres., J. S. Logie, Summerland; 2nd Vice-pres., W. W. Wollenden, Armstrong; Sec'y-treas., O. Godwin, Vernon; Conductor, R. H. Sawyer, Revelstoke.

Dr. H. P. Morrison, dentist, late of Nelson specialist on crown and bridge work, is going into partnership with his brother, Dr. Morrison, of this city.

GRIP AND PASSWORD.

RATHBONE SISTERS.—The following officers were installed for ensuing term:—M.E.C., Elsie A. Bennett; E.S., Maggie Gordon; E.J., Beatrice Ainslee; M. of R.C., Lida E. McDonald; M.A.F., Annie Cooke; M.T., Florence Somes; P.T., Charlotte O'Brien; O.G., Annie Henderson; P.G., Elizabeth Brown. Sister Agnew, late past chief, was presented with a handsome solid gold past president pin.

Toys, Toys,

We have a bunch of mechanical toys which we will clear out at any old price, as we do not intend handling them any more. You can get toys from 10c to 50c, so come along early.

Pictures

We have a big new stock coming in next week, and would like to clear present stock to make room for them. Come now and buy pictures

AT HALF PRICE.

These are bargains and, as in the past, we always do as we advertise.

Red Cross Drug Company.

C. P. R. CONDUCTORS

J. HOPGOOD. J. HERCHMER. LEE ANDERSON.

R. HYLAND. A. E. MORROW. W. S. NEWMAN.

A QUARTET OF FIREMEN.

H. McKINNON,
Sec. B. of L. F. No. 311 and Chair. Prop. Bd.

J. McKINNON,
Master and Trens. B. of L. F. Lodge.

J. WARTON,
Collector B. of L. F. Lodge.

A. F. CRICK.

RAIL AND STEAMER.

On August 1st the telegraphers on the Northern Pacific and Great Northern railways were called out on strike.

Conductor L. Doran, of the S. and O. branch, has been laid off duty by illness.

T. J. BULGER,
Foreman C. P. R. Shipyard, Nelson.

Private funds to loan on real estate security. Apply to Scott and Briggs, Barristers, Revelstoke, B. C.

Help Wanted (Female)

WANTED—Ladies to do plain sewing at home, whole or spare time; $5 to $10 per week. Work sent any distance, charges paid. Send stamp for full particulars. 125aug5 LUNA MFG. CO., Montreal.

Impounded

on my farm on July 27th, one white pig. If same is not claimed and damages and costs paid within ten days it will be sold by auction on August 14th
127 P. R. PETERSON.

TENDERS

TENDERS ARE INVITED, addressed to the undersigned, for tarring the new barrel flume at the Power house.

Tenders close August 11th, noon.

Particulars may be obtained on application at City Hall.

The lowest or any tender not necessarily accepted.

H. FLOYD,
City Clerk.

Madame Nina Noury

ENGLAND'S
Scientific & Psychic Delineator

Known all over Europe. Patronized by Royalty. Consult her on Business, Marriages, Success, Health, Travels, &c., &c.

HOURS 11 A. M. TO 9 P. M.

Staying at Mrs. Wilkes house for August. 146

NEW BARBER SHOP

J. O. Morgan will open his new Barber Shop,

FIRST STREET

On Monday, May 1st. Old Customers and new can depend on receiving the best attention.

WANTED

WANTED—Two dining-room girls Apply at Hotel Revelstoke.

WANTED—A boy to deliver papers in east end. Apply at the Kootenay Mail office.

WANTED KNOWN—For rent, four large rooms suitable for housekeeping. Apply to J. Kernaghan.

WANTED—Second class male or female teacher for the Comaplix school; term to commence at once. Apply to A. M. Beattie, Sec'y School Board, Comaplix, B. C. 131

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EXPORTERS IMPORTERS FURS

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WRITE US AND GET OUR CIRCULARS TOP PRICES AND KEEP POSTED SHIP SHIP AGAIN

Sunday Dinners.

A specialty will be made of Sunday dinners at the Union Hotel. Price 50c.
MRS. McKITTRICK.

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has reopened a

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on McKenzie Avenue.
Open Day and Night. First-Class Service
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Revelstoke Restaurant

Mrs. H. J. Hanbury, Managress.
First-Class Table.
Private Dining Boxes.
Large Diningroom for Banquets, Suppers, etc.
Furnished Rooms To Let.
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You know the kind of furniture that instantly attracts your attention by its character.

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The magnetism of its individuality is irresistible. If you want an odd piece for your favorite room, write us and we will tell you all about the

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