The Kootenay Mail.

PUBLISHED TUESDAY AND FRIDAY.

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TO THE ELECTORS OF REVELSTOKE RIDING OF WEST KOOTENAY:

GENTLEMEN,—In seeking the suffrages of the electors of this Riding, I wish to briefly state my position which I will define as one of perfect independence.

My first and special care, should you honor me with election, will be the interests of this Riding, which will always and at all times receive my first and best attention.

I believe, in the main, the platform promulgated by the Government is the most progressive which has been placed before the electorate, and legislation along its lines will receive my support, as will also any legislation for the amelioration of the condition of labor in this Province.

Regarding Asiatic immigration I am in uncompromising opposition to it and will assist in every legitimate way to stem its tide and discourage its competition with white labor.

I have the honor to remain,

Gentlemen,

Your obedient servant,

ALEX. McRAE.

REVELSTOKE, MAY 26, 1900.

THE ELECTION TRIALS.

The Sanctity of the Ballot Must Be Maintained.

Ottawa, May 26:—The position taken by the government in reference to corrupt practices at elections must commend itself to all that are not too biassed by partisan prejudices to approve of any policy emanating from their political opponents. The particulars of the case of West Huron and Brockville, are pretty thoroughly understood in the country. There was the unexplained delay on the part of the opposition last year to bring to the attention of the house certain information which appeared to indicate extensive fraud until months after such information came into their possession; an immediate acquiescence by the government in the request for an inquiry before the parliamentary committee of elections and privileges, and the failure of the opposition to produce any evidence in support of the allegations, although the government permitted the expenditure of thousands of dollars to bring witnesses before the committee. Then the government agreed to continue the inquiry this session providing any new evidence transpired in the meantime, but the opposition demanded that such inquiry continue this session although the stipulated new evidence was not forthcoming, or at least no evidence that would have been given a moment's consideration in any court of justice. The government however refused to allow a further expenditure of public monies, in the face of the inability of the opposition to show any reasonable probability of tangible results being secured; and that refusal was endorsed by two-thirds of the house of commons, and it may be safely added by a like proportion of the electorate.

Having thus declined to be dragooned into a farcical investigation before a partisan tribunal, which could not possibly have accomplished anything definite, the premier announced that, so far from being averse to a thorough investigation, the government was prepared to order a judicial inquiry of the fullest character into the circumstances not only of West Huron and Brockville, but of any and all other elections since 1896. "We must have," said the Prime Minister, "at an early date, immediately, a tribunal composed of the best judges of the land so as to have the fullest, the most complete, the most searching inquiry into all that we know, into all that has come to the attention of the house, of the press, and of the country, and into what also has not yet come to the attention of the public, to ferret out that system, to expose it and to eradicate it forever from this land of ours. I said last year and I have no reason to repent the words that the sanctity of the ballot must be maintained at all hazards, and that the will of the people is to be expressed by the ballot as the people have it in their own minds. I do not want, for one, to succeed by any other method than this. If the time comes when this government has not the support of the electorate given by reason of what is in the heart and mind of the electorate, I do not want to remain in the government of this country. We have not changed our view that we should have the sanctity of the ballot preserved, as I said last year, at all costs and at all hazards."

Suites Suites

A large range of ready made summer suites just opened up twelve patterns to choose from, all the latest, well made and neatly finished. Drop in and compare prices before buying elsewhere.

Don't Forget

that we sell the celebrated Coote Prospector Shoe, no other will give the comfort and satisfaction, this we know from long experience.

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CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

EDITOR KOOTENAY MAIL:

The statements made in the last issue of the Herald that it was a combination of the heads of the Martin party, myself and government officials that prevailed upon Mr. McRae to come out as a candidate is absolutely untrue. No meeting of any such character ever took place, and no one knows that fact better than the disquieted gang who control that unscrupulous apology for a newspaper. The object of such despicable tactics can only be to create distrust, breed discord and cause dissension among Mr. Taylor's opponents for the purpose of securing his election.

Grogander, O'Grogander,
You are a queer commander;
You sets de trigger,
Den lets dem flicker
And shoot de gooses
For de gander.

J. M. KELLIE.

J. V. Perks returned this morning from a visit to Vernon.

Mrs. Gould and family arrived in town this morning from Vernon.

Inspector Burns is visiting the public school holding promotion examinations.

The political candidates are both touring the southern portion of the riding this week.

The Vancouver World announces that T. S. Baxter will address a public meeting here on Monday night and Mr. McGuigan on Wednesday.

Horlick's Malted Milk for infants and invalids, very wholesome, strengthening and delicious; also Nestles Food, Mellin's Food, Nestles Swiss Milk, Ridges Food and Lactated Food always kept at the Canada Drug & Book Co.'s.

On July 2 and 3 Nelson will hold the biggest land and water carnival ever attempted in the interior of British Columbia. Efforts will be made to secure a race between four oared crews from Winnipeg and James Bay for the championship of Western Canada, and a race between Jake Gaudier and R. N. Johnson for the professional world's championship is among the possibilities. Several thousand dollars will be expended in prizes for land and water sports.

British Flag Now Flies Over Pretoria.

(Special to the MAIL.)

LONDON, May 31.—The latest news received from the front from the Daily Mail's correspondent confirms the special despatches published by the Daily Mail re the fall of the Transvaal capital.

VICTORIA, B. C., May 31.—The city to-day is given over entirely to rejoicing over the news of the fall of Pretoria.

OTTAWA, May 30.—There was general rejoicing in the city tonight over the news of the surrender of Pretoria. The jubilation reached the House of Commons at midnight. The fire alarm bell rang for over five minutes, and wakened up the whole city. At first it was feared that there was another great fire, but soon the news spread, and the excitement was intense.

TORONTO, May 30.—People were going to bed when the news of the surrender of Pretoria first reached the city. In a few minutes the whistles of every factory and steamer in the city were tooting. Church bells followed suit. Crowds began to gather in the streets at midnight, and processions were organized and paraded the city. Yonge street was jammed and impassable for a dozen blocks. Flags were hoisted. "God Save the Queen" was sung in the streets and fireworks were let off. Bands were out, and in every conceivable way possible the town showed its intense satisfaction over the good news.

SYNOD OF KOOTENAY.

A Gathering Remarkable in English Church Development.

(From the Nelson Miner of Wednesday.)

The gathering of the first Synod of Kootenay of which sessions begin in this city today, is a remarkable era in the development of the Church of England in this part of British Columbia and is another evidence of the growth and importance of the city of Nelson as a centre of life. Two years and a half ago Archdeacon Pentreath met the three clergy in the Kootenay to confer with them as to church needs and prospects. There are now eleven clergy at work in the district that was then covered by these three men. In the new diocese there are seventeen clergy, all of whom are present in the city but one. Today the officers will be elected and the executive committee appointed. A representative body of laymen has gathered to take part in the organization of the new diocese. The election of a bishop is in the future. It depends on the provision of an endowment for his support, or in the meantime a guaranteed income of $2,000. For the present the diocese will be in charge of Bishop Dart, while the Archdeacon of British Columbia will continue his work of supervision of the missionary work in both dioceses. It is understood that a standing committee will be formed to take steps toward the formation of a bishopric fund, and it is believed that this fund will be largely contributed to by local efforts in the diocese. The importance of a resident bishop in the diocese is potent to all.

At 8 o'clock this evening there will be choral Evensong, during which there will be a sermon by Rev. E. C. Paget, D. D., Vicar of St. Peter's, Revelstoke. Dr. Paget is a Keble College, Oxford man, of education, and before coming to Revelstoke was twelve years rector at Muscatine, Iowa.

The Kootenay Mail

PUBLISHED SEMI-WEEKLY.

—AT—

REVELSTOKE, B.C.,

—BY—

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Address,

THE KOOTENAY MAIL,

Revelstoke, B.C.

FRIDAY, JUNE 1, 1900.

For several years the residents of the lower town have been asking for a crossing of the C. P. R. railway at Douglas street, and last year the city council took the matter up and done the necessary grading for approaches on both sides but this was soon dug up by the company, leaving no alternative but to use the old road under the bridge which was without approach except by crossing personal property. In accordance with notice given a short time ago this roadway was closed leaving the settlers across the railway without access to their land with wagons. The council again took hold of the question the correspondence passing between the council and C. P. R. officials being brought up, all of which showed that the company was opposed to the granting of a crossing where wanted and submitting a proposal to clear and grade approaches to the bridge on the right of way free of charge or grant permission to the council to make an underground crossing at First street. There being no crossing pending the adoption of a plan by the council several of the residents refilled the grading at Douglas street resulting in the prisoners being called out late one night and the following notice posted on either side of the crossing: "Public Notice—There being no authorized crossing over the C. P. R. right-of-way at Douglas street, persons crossing the said right-of-way at that point will do so at their own risk as to accident and as to being treated as tresspassers by the company. The city council will assume no responsibility in connection with the recent opening of that crossing. A. N. Smith, Mayor of the City of Revelstoke, Revelstoke, B. C., May 29, 1900." The council at its last meeting adopted the first suggestion of the company, viz., clearing of approaches to bridge, and now the work has been done on the town side leaving a road which will necessitate the maintenance of a guide, and in the spring or wet seasons a ferry boat would probably be of valuable service; and yet the city cannot lay claim to the road as it is on the right-of-way and the public only has temporary use of the land.

ELECTIONEERING IN B. C.

Leader of the Provincial Party Makes a Record Trip.

Vancouver, May 29.—If some one wrote a book on electioneering on the Canadian Pacific Coast and recited actual happenings during the heat of a campaign, in all the elections since the Crown Colony days, the publication would be of unusual interest, and the incidents unique, thrilling and humorous. F. Carter Cotton's recent record trip to Cariboo would be the last and one of the best stories that could be told. Mr. Cotton is an extremely busy man, and he was anxious to meet Mr. McPherson, the Martin candidate opposed to him in the present campaign, at Barkerville, Cariboo, 500 miles away, and be back in four days to keep business engagements. Mr. McPherson had three days the start of him and the meeting was to take place as soon as Mr. McPherson arrived. Mr. Cotton started to overtake him on Thusday. He boarded the two o'clock train for Ashcroft, telegraphing ahead for eight relays of horses. He made the 225 mile run to Ashcroft in good time, and started on his horse race to Cariboo, over the mountain roads, reaching Barkerville one hour behind Mr. McPherson, to the surprise of the townspeople and chagrin of Mr. McPherson. Of course he attended the meeting, and started that night on the return journey home. At the hotel were many Martin men who were eager to bet that he would not reach home on Monday. Cotton took all their bets and telegraphed ahead for eight more relays of horses, and started away from the hotel on the run, cheered by the crowd. On Monday, at noon, Mr. Cotton's friends were thunderstruck to see him step off the train. He had made the trip of 150 miles by train and 500 by horse in four days and eighteen hours, beating all previous records. During that time, Mr. Cotton did not take off his shoes or lie down to sleep, and he drove over 500 miles himself. Mr. Cotton claims that by his timely arrival at Barkerville, he prevented Martin men being nominated.

Miss Isabel T. Kerr.

The star entertainer of the evening was Miss Isabel T. Kerr, gold medalist and graduate of Moulton college, Toronto, who gave several recitations in a highly pleasing and effective manner. She has a charming appearance, a clear strong voice, and her articulation is very distinct. Her jestures and dramatic expression add much to the effectiveness of her renditions, and the hearty applause that greeted her at each appearance was ample evidence that her selections were appreciated very much.—Toronto Globe.

Miss Kerr will appear in Revelstoke on June 12th.

Tenders for Licenses to Cut Timber on Dominion Lands in the Province of British Columbia.

SEALED TENDERS addressed to the undersigned and marked on the envelope "Tender for a Timber Berth," to be opened on the 9th July next, will be received at this Department until noon on Monday, the 9th July, 1900, for licenses to cut timber on the following berths:—

Timber Berth No. 237, in the above Province, comprising 35 sq. miles, to be selected in not more than 15 blocks within the following described tract:—Fractional Township 19, Township 20 and S. ½ Township 21, Range 5. Fractional Townships 18 and 19, Township 20 and S. ½ Township 21, Range 6, all west of the 6th Meridien.

Timber Berth No. 238, in the above Province, comprising 15 sq. miles, to be selected in not more than 7 blocks within the following described tract:—Fractional Township 18 and Township 19, Range 7, Sections 1, 2, 3, 4 and 5, Township 19, Range 8, also Township 18, Range 8, excluding therefrom the S. E. ¼ Sec. 23, Sec. 24, the S. W. ¼ Sec. 25, the W. ½ Sec. 28, and those portions of Sections 29 and 30 North of Spallumcheen River.

Timber Berth No. 239, in the above Province, comprising 35 sq. miles, to be selected in not more than 15 blocks within the following described tract:—Bounded on the North, East and South by the Shuswap Lake, and on the West by the Canadian Pacific Railway line and the Indian Reserve at Tapping Siding, excluding therefrom such lands as are now under license or otherwise disposed of, the same covering about 15 square miles.

Timber Berth No, 240, in the above Province, comprising 20 sq. miles, to be selected in not more than 10 blocks within the following described tract:—Those portions North of Shuswap Lake of Township 23, Hanges 9, 10 and 11, West of the 6th Meridian, excluding therefrom the N. W. ¼ Sec. 26, S. W. ¼ Sec. 29 and S. E. ¼ Sec. 30, Township 23, Range 10, and Sec. 2, the E. ½ Sec. 3, and all Sec. 22, Township 23, Range 11.

Timber Berth No. 241, in the above Province, comprising 15 sq. miles, to be selected in not more than 7 blocks within the following described tract:—Bounded on the South by line between Townships 23 and 24, on the East by line between Ranges 6 and 7, West of the 6th Meridian, on the North by Northern boundary of Railway Belt, and on the West by Seymour Arm of Shuswap Lake, excluding therefrom the West ½ of Sections 22 and 7, Township 24, Range 8, West of the 6th Meridian.

Timber Berth No. 242, in the above Province, comprising 10 sq. miles as follows:—Sections 8, 9, 10, 11, 12 and 13, the S. halves Sections 14, 15, 16 and 17, all Sec. 24, and E. ½ Sec. 25, Township 21, Range 11, and the N. ½ Sec. 30, Township 21, Range 10, all West of the 6th Meridian.

Timber Berth No. 243, in the above Province, comprising 20 sq. miles as follows: Sections 6, 7, 8, 16, 17, 18, 19, 20, 21, 28, 29, and S. ½ 33, Township 24, Range 8, Sections 1, 2, 3, the E. ½ 11, 12 and 13, Township 21, Range 5, and Sections 31, 35 and N. E. ¼ 36, Township 23, Range 5, 6th West of the 6th Meridian.

Timber Berth No. 244, in the above Province, comprising 25 sq. miles as follows: Sections 2, 3, 4, 5 and 6, Township 25, Range 5, Sections 16, 17, 18, 19, 20, 21, 26, 27, 28, 29, 30, 31, 32, 33, 34 and 35, Township 24, Range 5, and Sections 13, 24, 25 and 36, township 24, Range 6, all West of the 6th Meridian.

Timber Berth No. 245, in the above Province, comprising 24 sq. miles as follows:—Sections 6, 7 and W. ½ 8, Township 24, Range 5, and Sections 1, 2, 3, 4, 11 and 12, Township 24, Range 6, and N. ½ 7, N. E. ¼ 19, N. ½ of S. W. ¼ 15, S. ½ 16, 17, 18, 19, 20, N. ½ 21, N. ½ 22, 27, 28, 29, 33, 34, 35 and W. ½ 36, Township 23, Range 6, all West of the 6th Meridian.

The length of each block selected not to exceed three times the breadth thereof.

A plan showing approximately the position of the above tracts may be obtained on application to this Department.

A separate tender to be made for each berth.

The regulations under which a license will be issued may be obtained at this Department or at the office of the Crown Timber Agent at New Westminster.

Each tender must be accompanied by an accepted cheque on a chartered bank in favour of the Deputy Minister of the Interior, for the amount of the bonus which the applicant is prepared to pay for a license.

No tender by telegraph will be entertained.

PERLEY G. KEYES,
Secretary.

Department of the Interior,
Ottawa, 9th May, 1900.

Kootenay Lodge No. 16 A.F. & A.M.

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

H. J. PRATT, SECRETARY.

REVELSTOKE LODGE, I. O. O. F., No. 25.

Regular meetings are held in Oddfellows' Hall every Thursday night at eight o'clock. Visiting brothers cordially welcomed.

T. J. GRAHAM, N.G. E. A. KETTLESON, Sec

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

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

B. HANBURY, N. G. W. MATHIE, Sec.

COURT MT. DUGBIE I. O. F., No. 5461.

Meets in the Oddfellows Hall on the second and fourth Mondays of each month. Visiting brethren invited to attend.

K. D. J. C. JOHNSON, C. R. C. W. MITCHELL, R. S.

Gold Range Lodge, H. of P., No. 26, Revelstoke, B.C.

Meets every Wednesday in Odd Fellows' Hall at 8 o'clock. Visiting Knights invited.

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W. WINSOR, K. of R. & S.

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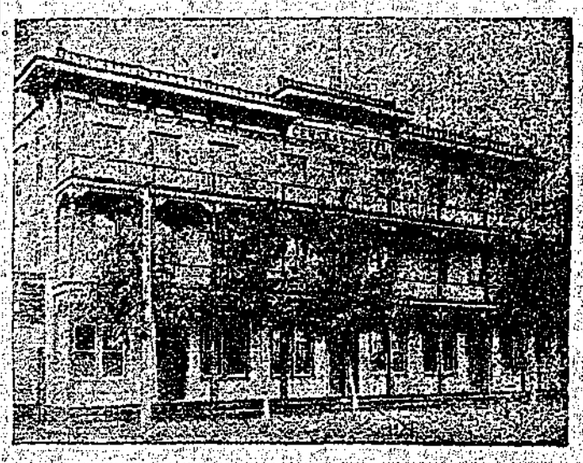

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REVELSTOKE STATION, B.C

MOMENTS OF DANGER

CRUCIAL SECONDS IN THE LIVES OF ENGINEERS.

Just What They Do or Should Do, in Cases of Peril on the Rails—Few Have Been Found Wanting When the Emergency Came.

To the engineer belongs the most hazardous and at the same time the most responsible task of any of the men who run the train, and the passengers on one of the great liers as they loll back in their seats reading the most recent work of fiction or gazing placidly forth at the scenery scarcely ever give a thought to the fact that ahead of them is a dust and oil begrimed man who, for the time being, literally carries their lives in the hollow of his sweaty hand. It is extraordinary how few cases there are where engineers have been found derelict in the moment of trial. There have been innumerable wrecks since railroads were first introduced into the country, but the record of the number of engineers who have failed when the crucial test came is infinitesimal.

When once danger appears in front, an engineer's duty is, first, to close the throttle; second, to apply the airbrakes; third, to reverse the engine—that is, to throw over the reversing lever, which enables the engine to run in the opposite direction from which it had been going; fourth, to reopen the throttle. To do these four acts calls for but a small fraction of time, but where wrecks result the danger is usually so imminent as frequently not to leave even sufficient interval to accomplish them, and often when the rains have been cleared away the body of the faithful guardian has been discovered with his hand still in death on the throttle, reverse lever or brake, and bearing silent witness as to how far he had got toward the accomplishment of that duty which he had yielded his life to perform.

Many engineers are reckless and will take awful chances. At one time a certain driver was taking through a special train consisting of four empty freight cars and a caboose. The station master told him that the down train was a trifle late and due at the next station beyond, seven miles away, at 2:37 o'clock. Glancing at his watch the engineer said he had nine minutes and decided to take the chance. He had to cross a bridge just beyond the town he was leaving, and midway across he began to increase his speed. As the engine struck ground again on the other side and they headed straight up the river's valley he threw her wide open and gave his engine every ounce of steam there was in the boiler. Three miles farther on, when running to the limit of his capacity, he struck the down train head on. Both engineers and firemen were killed outright, and the engines reduced to a condition that rendered them only fit for the scrap heaps.

Strange to say, no passengers or other members of either crew were killed outright or afterward died as the result of injuries received. Only the shoulders and head of the fireman of the special were ever found. He had been driven into the door of the fire box feet first, but had stuck at the shoulders. The white hot fire within had completely incinerated the rest of his body. To look at the door of a fire box such a casualty as that seems all but impossible, the opening looks so small. In reality, however, it is large enough, as any railroad man can tell you.

The watch of the engineer of the special when found was still running and was four minutes behind. It was to this error of his timepiece that the tragic death of himself and his three companions was due.

In daylight it is the habit of the engineer to follow with the eye the glistening track of rails over which he must travel. Should a rail be misplaced, it would break this line of light and betray itself to the watchful man in time to stop and save his train. This particular wreck, however, resulted from that curse and dread of all railroad runners—the washout. The culvert which caused it was a short one, its width being hardly greater than the combined length of engine and tender. The masonry had been carried away; but, the fishplates and spikes holding firm, the rails still crossed the gully. This held the rail line of light true and in consequence the engineer was well up to the danger before he realized it. He was able to stop the train, but to do so had to go into the ditch himself, although fortunately he did not lose his life.

He was washed out of his cab window by the flood. His jumper catching over a stone, the train newsboy fortunately found him in time to save him from death by drowning. So close a thing was it that when the train came to a full stop the front wheels of the forward truck of the baggage car were hanging over the opening made by the washout. No one was injured save the engineer, who escaped with a couple of broken ribs and a dislocated shoulder. He completely recovered, however, and is one of the most trusted engineers on that particular line to this city.

A rather amusing thing occurred in connection with this wreck. There was little coal in the tender, what was left being in the rear end, and the fireman had gone back to shovel it forward. The impetus of the engine caused it to jump clear across the gully and stick its nose in the opposite bank. The rear part, being the heavier, dropped first, carrying the forward part of the tender with it, causing tender and engine to shut up like a jackknife. The fireman was tossed clean over the engine and alighted uninjured on the track beyond the washout.

He was a lanky, six foot Irishman, with carroty hair and the brogue still strong upon him. In telling of his experience afterward he said:

"Sure, it was a quare expayrience there was. I one minit stooping wid me shovel over the coal hape and the next minit there was I and me shovel and the coal all flying troo de air, and each trying to see who would get there first. Glory be that I was not hurt at all, at all. It's a brave man is Moike (the engineer), fine, big, brave man, sor. The last thing he said was— What do you think it was, sor, and him expecting to die the next minit, at that, sor? Widout turning his head he yells out to me: 'Jump, you red-headed scoundrel!' he yells, and while I didn't have no toime to do as he tould me, I take it very koindly that he thought of me as he did." The tears stood in the honest fellow's eyes as he told the story.—New York Tribune.

One of the earliest coins known is a didrachm of Egina, coined in 700 B. C. It is worth in money value 30 cents, but sells to collectors for $7.

Wooden legs are used by over 1,000,000 English soaking men.

DIPLOMATIC STATIONERY

A Story Showing How It Is Misused Abroad For That Purpose.

The use of the official envelopes of the United States by both French and German spies is an old dodge, and a great many are stolen from the smaller consulates in Germany, where the folk in charge are rather careless about their stationery. Some inkling of this leaked out years ago, and the thing was talked about in diplomatic and newspaper circles as a good joke.

Bret Harte was then in the consular service in England, and naturally he heard the yarn. It struck him as good literary material, and he wrote a short story based upon it, which was published in one of the London Christmas annuals—I think The Graphic—but I am not quite sure, in either 1894 or 1895.

"This story," continued the newspaper man, "was quite different from Mr. Harte's usual vein and was very clever and amusing.

"It purported to be the narrative of the American consul at a fortified city in interior Germany and opened with the appearance at the local garrison of a very raw recruit, who speedily became the butt of his comrades.

"This poor fellow, who was the soul of good natured idiocy, used to come to the consulate to write letters to his 'brother in America,' and was allowed to help himself to the office stationery. Later on he disappeared and was supposed to have been drowned in the river while bathing.

"Two years afterward the consul was in Paris and while seated in front of a boulevard cafe was accosted by a smart young French captain in full uniform. The face of the soldier was strangely familiar, and suddenly a light broke in upon the consul. The smart captain was none other than the stupid recruit who had a dear brother in faraway America.

"He was a French spy and a matchless mimic, and the consul forgot his chagrin over the misused stationery in his admiration for the man's pluck and audacity.

"The reader is given plainly to understand that the letters written at the consulate never went to America, but were addressed to a secret agent in Paris and passed safely through the mails, guarded by the official insignia of Uncle Sam.

"That tale is a tolerably striking confirmation of what I have said in reference to the use of our envelopes by spies on both sides."—San Francisco Chronicle.

FROM CHILDHOOD DAYS.

Looking Back to the Times When Spankings Were Administered.

"I don't believe in whipping children myself," said the unmarried woman. "I never was whipped but once in my childhood that I can remember."

"And that time?"

"I sat in the middle of the floor with my cat and teased my grandmother for some jam, and she said I couldn't have any. I didn't look at her, but I said slowly to my pussy:

"'Pussy, I wish one of us three was dead. It ain't you, and it ain't me.' My mother came in and heard it, and I got my whipping quick. Every other time when I was naughty and she sent for me I used to run to her and say, 'Kiss me quick, mamma,' and she couldn't whip me after that."

"I used to get an occasional whipping," said the woman next door, "and I never surprised my mother but once. She had been scouring the neighborhood for me, when I was playing in the next block, just after dark. Mother was terribly worried. Jimmie Thompson, who lived on our street, had fallen in the water and been drowned, and mother was imagining all sorts of things about me till I guess she convinced herself that I was drowned too. When they found me and brought me home, I got a spanking. And then I walked out of the room, saying with great dignity:

"'I don't believe you're my mother at all.'

"'What's that, child?' she almost screamed in her astonishment. 'Come back in this room.'

"'I don't believe you're my mother at all,' I repeated firmly. I was 9 years old.

"It so disconcerted her that she talked to me for an hour and kissed me and petted me and forgot all about going out to console poor Mrs. Thompson, down the street. When I got into bed, happy, my childish brain had only one thought: Why didn't I think of scaring mother that way before?"—New York Press.

More than 25,000 persons were killed by wild animals and snakes in India last year. Nearly 1,000 deaths are ascribed to tigers and a large number to man eating wolves. Lord Curzon has directed that special measures be taken to exterminate these particular pests.

1901. 1901.

Just received a large assortment of Samples in Beautiful Designs

CALENDARS

Our representative will call on you this week for orders.

The Kootenay Mail, Revelstoke

CANADIAN PACIFIC RY.
AND SOO LINE
The daily service between
ATLANTIC & PACIFIC
by the
Imperial Limited
to be inaugurated
JUNE 10TH FROM VANCOUVER,
JUNE 11TH FROM MONTREAL,
Will give the quickest time between
Ocean and Ocean!
across the American Continent.
Daily express service via Crow's Nest route to and from
Kootenay Country.
Improved service on all Kootenay local rail and steamer lines, close connections throughout. Be on lookout for full details of new service.

The Canadian Pacific Steamship Co.'s
STEAMERS
ROSSLAND and KOOTENAY
Leave Arrowhead daily for all points in Kootenay, making connection Nakusp for all points on Nakusp & Slocan railway and Slocan Lake.
Close connection at Robson for Nelson Kootenay Lake and River points, Trail, Rossland and all points in Boundary Country.
For full information, tickets, maps, etc., call on or address
T. W. BRADSHAW
Agent, Revelstoke.
Or to
W. F. ANDERSON, Trav. Pass. Agent, Nelson, B.C.
E. J. COYLE, A. G. P. Agent, Vancouver, B.C.

Kootenay Railway & Navigation Company
Limited.
Operating Kaslo & Slocan Railway, International Navigation & Trading Company.

Schedule of Time—Pacific Standard Time
Effective Feb. 1st, 1900.

Kaslo & Slocan Railway
Passenger train for Sandon and way stations leaves Kaslo at 8 a.m. daily, returning, leaves Sandon at 1.15 p.m., arriving at Kaslo 3.35 p.m.

International Navigation and Trading Company.
Operating on Kootenay Lake and River.
S.S. INTERNATIONAL leaves Kaslo for Nelson at 6 a.m. daily except Sunday; returning, leaves Nelson at 4.30 p.m., calling at Balfour, Pilot Bay, Ainsworth, and all way points; connects with S. F. & N. train to and from Spokane, at Five Mile Point.

Lardo-Duncan Division
AMER ALBERTA.
Steamer Alberta leaves Kaslo for Lardo and Argenta at 8:30 p.m. Wednesdays.

Steamers call at principal landings in both directions, and at other points when signalled.
Tickets sold to all points in Canada and the United States.
To ascertain rates and full information, address:
ROBERT IRVING,
Manager, Kaslo, B. C.

Canadian Pacific Navigation Co. L'd
ALASKA ROUTE.
Steamers for Wrangel, Juneau and Skagway leave Victoria
Every Wednesday at 8 p. m.
and Vancouver
Every Thursday at 2 p. m.
Steamers for Northern British Columbia ports leave Victoria and Vancouver weekly.
Rates, etc., on application to
C. S. BAXTER,
General Passenger Agent,
Victoria, B. C.

OCEAN STEAMSHIPS
Royal Mail Lines.
Cheapest Route to the Old Country.
ALLAN LINE—From Portland.

Numidian	Mch 28
Parisian	Apl. 7
Laurentian	" 11
Tunisian	" 21
Numidian	" 28

DOMINION LINE—From Portland.

Dominion	Apl 13
Cambroman	" 17

From Montreal.

Vancouver	Apl. 28

BEAVER LINE—From St. John.

Arawa	Mch 28
Lake Superior	Apl 4
Lake Ontario	" 11
Montrose	" 18
Lake Huron	" 25

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.

TIME TABLE
S. S. "Lardeau."
Commencing May 1st, 1900, Steamer will run as follows, weather permitting:
Leaving Arrowhead twice daily for Comaplix and Thomson's Landing at 10k, and 15k.
Leaving Thomson's Landing for Arrowhead twice daily, at 7:30 and 13k., making close connections with all C. P. R. trains and steamers.
The owners reserve the right to change times of sailings without notice.
F. ROBINSON,
Manager.

BAUER & ASHCROFT,
Dominion and Provincial Land Surveyors,
MINING ENGINEERS.
Surveyors of Mines, Mineral Claims and Crown Lands.
VANCOUVER, B. C.

Photographic Supplies

We have just opened a large shipment of

Cameras,

Kodaks,

Chemicals,

plates, films and everything required for the amateur photographs. Call and see them. Everything new and up to date at the

Canada Drug & Book Co

Revelstoke Station.

LOCAL AND PERSONAL BRIEFS

J. M. Kellie went south this morning.

Nat Darling, of Vancouver, was in town yesterday.

M. M. Buchanan, of Carnes Creek, was in town this week.

Mrs. Tomlinson and children went down to Thomson's Landing this morning.

T. Graham, of the Wayerley Mine, Albert Canyon, was in town last evening returning home this morning.

Miss McAlmon, formerly of Revelstoke, came in from Victoria this morning returning home to Nelson.

The local Foresters are making a round-up these days. Eight applications were taken in at last meeting.

At the meeting of Fire Brigade No. 2 Tuesday evening Jas. McLean was elected deputy chief vice John Campbell resigned.

The Imperial Limited express on the C. P. R. will go into action on June 10. Defeated candidates can get east in a hurry.—Ledge.

Have a look at the samples of wall paper just opened at the Canada Drug & Book Co.'s, they are very pretty and prices reasonable. tf

The "Deacon" company spent a pleasant evening at the residence of Mrs. A. N. Smith, Wednesday, as a final gathering before dissolution.

Ed. Hillman, of Craig & Hillman, came in from Calgary last night with a carload of horses for their stables at Thomson's Landing and Trout Lake.

Mayor Smith, who has been suffering from a severe cold for some time, left Wednesday morning for a visit to Halcyon springs in hope of obtaining relief.

Trout Lake will celebrate Dominion Day was the decision of a meeting held there recently. Subscription lists were opened and the work of making preparations is well under way.

Mrs. W. M. Lawrence leaves Tuesday next for a visit to friends in Ontario and the States returning by the N. P. R. to Winnipeg for the exhibition and will be away about three months.

The lecture by Rev. Mr. Speer given in the Methodist church last night justly merited the caption given it in the advertisement as eloquent, original and humorous. It was all that, and a fair sized audience punctuated their appreciation by frequent and hearty applause. In apt and humorous illustration Mr. Speer abounds, in forceful and withering sarcasm of the meanness of men, and in inspiring to noble living thinking and acting. His reference to the grand and heroic fathers that hewed their way through the forests of Canada was an eloquent tribute. Altogether the lecture was one of the best ever given in Revelstoke.

Fifty Japanese immigrants on the steamer Glenogle were rejected Monday night at Tacoma by a special board of inquiry. Nineteen more were allowed to land only on the consul giving his guarantee that they would obtain employment within the next 60 days.

The Conservative Candidate's Address.

To the Electors of Revelstoke Riding:

GENTLEMEN,—Having been nominated as the Liberal-Conservative candidate in this riding, I beg to put before you briefly my stand on the most important questions now before the electorate.

I am in full sympathy with the Eight-hour law for underground miners. The law has come to stay and will not be interfered with except at the united request of all parties chiefly interested in it.

It is my opinion that the time has come for a firm stand to be made in this Province against the further immigration of Oriental cheap labor and any measure which the Provincial Legislature can pass to check this growing evil will receive my support and I shall be in favor of the strongest pressure being placed on the Dominion and Imperial authorities to assist, by the most strongest measures, this Province in what is now threatening to become a veritable struggle for existence for white workingmen.

I am a firm believer in the principle of government ownership of railways.

The provision of some effective system for the settlement of disputes between capital and labor is much needed and any measure in this direction as well as any other to improve the conditions of the laboring classes will find me in its favor.

This riding requires the establishment of a registration office at Revelstoke to facilitate the conduct of business in the district, and the construction of a gaol is another requirement which would receive my attention.

It is my belief that the pooulation of Kootenay has reached a point at which the establishment of a high school at such a central point as Revelstoke has become necessary.

The development of the Big Bend mineral section is a point which I would do my utmost to further. The completion of the wagon road to the head of the canyon and the subsidizing a line of steamers on the upper river would form, in my opinion, legitimate methods for the legislature to adopt in order to attain this desirable object.

I would work for the construction of roads, trails and bridges on a liberal scale throughout the riding, feeling sure that the money expended in the development of the magnificent resources of the Trout Lake, Lardeau, Fish River, Illecillewaet and Big Bend sections will eventually prove a paying investment for the Province in the large increase of revenue which will accrue with the growth of mining activity within the district.

If elected I pledge myself to use my utmost endeavors to carry out the above mentioned line of policy in its entirety. On this ground I beg to solicit your votes on the ninth of June.

Your obedient servant,

THOS. TAYLOR.

COULD IS HERE TO STAY.

Good, well finished Photos equal to any made in the district. Work finished in Revelstoke.

ALL WORK GUARANTEED.

Silverware That Wears.

Knives, Forks, Spoons, the Best in the City at

GUY BARBER'S,

C.P.R. Watch Inspector.

THE

Badminton Hotel

VANCOUVER.

RATES $2.50 PER DAY.

Wagons, Delivery Rigs, Buggies, Etc.,

—AT—

JAS. MCMAHON'S

—OF—

Blacksmithing and Woodwork done on short notice. Carriages Built to Order.

Your Pocket-book

may be low but nobody sees it, but if your clothes are shabby that settles it, nobody wants to know you. Ladies or Gents Tailor Made Clothes repaired and cleaned in good style. Call or send post card.

Samuel Needham, Douglas St.

Established 13 years. Strictly Union Labor Shop.

Highest Cash Price Paid For:

Raw Furs

All shipments are examined by me as soon as they arrive. Prompt returns assured. Prices are too high to warrant holding goods for any length of time. You should keep posted on the returns you get from

G. W. BALDWIN,

P. O. Box 961 Agent for Jas. Ullman

Winnipeg, Man.

"Cleanliness is next to Godliness."

If you want your scavenger work done in a clean and economical way send a card to

FRANK SAUNDERS,

Revelstoke Station.

The Fred Robinson Lumber Co. Limited.

On and after this date our prices for cut firewood will be as follows:

$1 per cord at Mill

$2 " delivered.

Prices Cut for Cash.

Fred Robinson, Managing Director

Get that Water Pipe Fixed.

He'll do it for you.

WHO?

R. Gordon.

WOOD!

Draying and delivering a specialty. Teams always ready at shortest notice. Contracts for jobbing taken. Agent for B. C. Oil Co.

Robert Samson.

PAINTS, OILS, GLASS

Just received One Carload of Paint and Oil—the largest shipment ever brought into the town of these goods. We are now in a position to supply everything in the paint line. White Lead, Boiled and Raw Oil, Turpentine, Furniture Varnish, Hard Oil Finish, etc. All colors ground in oil, Japan, or dry. Kalsomine in a variety of colors. Coal Tar, Whiting, Plaster and Cement, Enamels in all shades. Just received a consignment of Starrett Tools.

W. M. LAWRENCE.

Hardware, Paints, Oils, Glass, agent for Hamilton Powder Co

THE CASH BAZAAR

Ladies Costumes

56-inch Homespun, all wool, the newest goods for Ladies Costumes in dark and light grey, dark and light fawn. Call and see them.

New Muslins

New spotted muslin for ladies summer dresses. Choice goods.

Ladies Summer Vests

We have a very nice line of these just arrived. Price 15c. to 50c.

Ladies Hosiery

New ladies cotton hose, fast black, prices 15c. to 35c.

CALL AND SEE THESE GOODS.

FISH! FISH!

Fresh Cod, Halibut, Salmon, Etc., Smoked Fish & Kippers a Specialty.

Family Grocers, and Produce Merchants.

SAVAGE BROS.,

Second Street,

CAREFUL ATTENTION. PROMPT DELIVERY.

R. H. MAYNE,

FIRE & LIFE INSURANCE AGENTS,

NOTARIES PUBLIC, ETC.

FIRST STREET, REVELSTOKE.

THE SPRING STYLES

are beauties. The Spring will be here before you know it and you will be uncomfortable with your heavy winter suit. Pick our your pattern now and have your Spring Suit in time.

New Spring Styles in Woolens.

J. B. CRESSMAN,

First Street, Revelstoke.

Our Assortment of

CARPETS,
LINOLEUMS,
STRAW MATTINGS
WALL PAPERS,
DRAPERY GOODS,

Etc., is the Largest in the West.

Samples Free on Request.

Weiler Bros., Victoria, B.C.

McLennan, McFeely & Company, Limited,

WHOLESALE HARDWARE! Plate and Sheet Glass Wood Mantels, Grates and Tiling. MAJESTIC STEEL RANGES for Hotel and Family use

Miners' and Mill Supplies.

Vancouver, - - British Columbia,

Branches at Dawson City, Atlin and Bennett.

THE B. C. ASSAY AND CHEMICAL SUPPLY CO. (LIMITED).

(Late MacFarlane & Co.)

VANCOUVER, B. C.

We are Manufacturers and direct Importers, and carry a large stock of Balances, Furnaces, Fire Clay goods, Scientific and Practical Books, Glassware, Platinum goods, Acids, Chemicals and all other Assayer's and Miner's requirements. Sole Agents for Morgan Crucible Compant, Battersea, Becker Sons' Balances, etc.

Catalogue and full particulars sent on application.