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The regular meeting are held in the Masonic Temple, Bourne's Hall, on the third Monday in each month at 8 p. m. Visiting brethren cordially welcomed.
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Regular meetings are held in Oddfellows' Hall every Thursday night at eight o'clock. Visiting brothers cordially welcomed.
C. LINDMARK, N.G. E. O. LEWIS, Sec.

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Production of Gold and Silver.

In his annual report, R. E. Preston, the United States Director of the Mint, estimates that the world's production of gold for the year 1894 amounted to 8,705,800 fine ounces of the value of £35,993,000, and the production of silver to 166,602,000 ounces, of the commercial value of £21,051,000. As compared with 1893, the production of gold in 1894 shows an increase of £4,534,000 to which South Africa contributed £2,265,000; Australasia £1,214,000; the United States £709,000; and Mexico £639,000. Most of the other gold-producing countries also slightly increased their output, the only prominent exception being Russia, whose production is set down at £735,000 less than in 1893. In 1893, the United States ranked first in the list of gold producers, but in 1894 it had to take third place, being outstripped both by Africa and Australasia.

While the production of gold jumped up so largely in 1894, says the *Economist*, that of silver remained practically stationery, the estimated output of 166,602,000 ounces comparing with 165,166,000 ounces in 1893. It is estimated that the production of Bolivia increased by full 8,300,000 ounces, that of Mexico by 2,600,000 ounces, and that of Peru by about 1,500,000 ounces. But in regard to these countries a good deal of conjecture enters into the estimates, whereas the decline of about 10,500,000 ounces recorded in the production of the United States and that of nearly 2,500,000 ounces in the Australian output, may be accepted as definitely ascertained facts, and in the United States to a still further contraction, enterprise being now directed to gold rather than silver mining, which at present prices has ceased to be profitable.

NOTICE IS HEREBY GIVEN, that a sitting of the County Court will be holden at Revelstoke, B.C., on Wednesday, the 13th day of February, A.D. 1896, at 10 o'clock in the forenoon.

JOS. D. GRAHAM,
Registrar County Court.

Revelstoke, Jan. 13th, 1895. 39-4t

Private Bill Notice.

NOTICE IS HEREBY GIVEN that application will be made to the Legislative Assembly of the Province of British Columbia at its next session for an act to incorporate a company for the purpose of constructing, operating and working deep tunnels, drifts, or shafts for the purpose of exploring for, discovering, working, getting, acquiring and recovering minerals situate in blind veins, ledges or lodes in the Districts of East and west Kootenay, Yale and Cariboo, in the Province of British Columbia, and for entering upon and acquiring lands for such purposes, and for collecting tolls for the use of such tunnels or workings by any other persons or companies engaged in mining and for acquiring such water powers or privileges as may be necessary or convenient therefor, together with such other powers or privileges, rights or incidents, as may be necessary for or incidental or conducive to the attainment of the foregoing objects or any of them.

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A BRIGHT OUTLOOK.

Signs of Returning Prosperity are Discernible all along the Line.

Writing to the Vancouver *World* from Revelstoke, Prof. Odlum says: "Not in 10 years have I found expectation of coming good times so general as is now manifest all along the line from the coast to this town. One meets miners and their ores everywhere. Their propositions are numerous. All have faith in this Province, in its wealth of minerals, and the influx of capital. Unless I fail most seriously to read the signs aright, the early spring and summer will see the largest inrush of population into British Columbia that has occurred in its history in the same time. The Revelstoke miners, officials and board of trade take one by the hand and receive him with open arms, when they think he intends to aid in putting before the public even a fraction of their great mining wealth. One in this part of the world gets to see a little of that power in the human soul that sends miners and prospectors in the face of death, and hardships almost worse, through the mountains and valleys in search of gold. In this rich country they say a man can find mines in all directions. 'Just travel north by south and you will surely succeed.' And this is in fact the plan. North by south and east by west must be the method in the mineral districts; though a dangerous policy for the mariner or the ship of state. Revelstoke has improved greatly of late and promises much for the future. The C. P. R. has worked wonders in these mountains in the past years and there is more to follow."

The Masonic At-Home.

The annual At-Home of Kootenay Lodge No. 15, A. F. & A. M., which was held in the Masonic Hall on Tuesday evening, proved an unqualified success. The fact that the number of guests in attendance was not as large as in previous years detracted nothing from the pleasure of the occasion as those present thoroughly enjoyed themselves and the unanimity with which they declared this fact must have more than compensated the officers and members of the lodge for the time and expense taken in providing the entertainment. The lodge room was thrown open during the evening and proved a pleasant retreat for those who did not care to dance; supper was also served therein. The Revelstoke orchestra provided the music for the dancing, which was somewhat late in starting, but any time thus lost was made up before the close, which was not until about 3 a.m.

Divorces in British Columbia.

Chief Justice Davie has refused to hear an application in a case for legal separation under the Divorce Act, until doubts as to the jurisdiction of British Columbia courts to act under the English Divorce Act were settled. In 1867 the legislature of British Columbia passed an ordinance making the English civil and criminal laws existing in November, 1858, in force here, in so far as they were not from local circumstances inapplicable. Under this the Supreme court exercised powers given under the English divorce law. The late chief justice, Sir Matthew Begbie, maintained in 1877 that the statutes were inapplicable and that the British Columbia courts had no authority to hear divorce cases. The late Justice Gray and Mr. Justice Crease differed from this but no final determination had been given so far.

Food for the Gossips.

The truly good people of Kaslo are greatly perturbed over the action of the Methodist parson of that place, Rev. C. A. Procunier, who recently officiated at a wedding in the comique theater there, the contracting parties being two of the performers. Mr. Procunier, as was the case when he was stationed here, is very popular with the people of the community in which he resides, irrespective of denomination. In commenting upon the wedding the *Claim* says: "There is nothing very startling about this. Still the numerous Mrs. Grundys in town have set up another roar, and condemned the parson for allowing himself to be made a drawing card of by marrying these people in the Comique. If the parson had insisted upon having the ceremony in his church Mrs. Grundy would, no doubt, have objected to the theatrical people making a drawing card of themselves for the church. It is impossible to please everybody, and no doubt the parson did what he thought was right, and we trust that weddings in the Comique will become so numerous that the local gossips will be satiated, and the unfortunate parsons allowed to live in harmony and quietness."

Half a Million Dollars in Sight.

The big ore chute in the War Eagle from which 10,000 tons of shipping ore were extracted in the upper levels has been tapped by the No. 2 tunnel after running 700 feet. It is squarely under the works on the higher levels and will give the company another bonanza from which to pay dividends. This ore chute in the upper works was 125 feet long and averaged eight feet in width. The value of the ore as is well known, exceeded $40 per ton in gold. For the past week the face of the tunnel has indicated daily that the ore chute was getting nearer, and now that it is fairly opened up it proves to have the same width and slightly better value than in the upper works. This is the most important strike ever made in the camp as it demonstrates the continuity of the ore bodies in a highly satisfactory way. The No. 2 tunnel is 125 feet under the old workings vertically, so it is safe to predict that 15,000 tons which will net $600,000 will be got out of it.—Rossland *Miner*.

FROM TROUT LAKE.

Work Resumed on the Abbott Group—Trappers Coming In.

The development work on the Abbott group, which has been suspended since J. H. Hoar and W. Breckenridge were killed by a snowslide there a few weeks ago, was resumed this week, O. D. Hoar, the superintendent, having returned to Trout lake this week for that purpose. Some new men have been taken in for the work and, in future, they will work three shifts instead of two, as in the past.

Amongst the arrivals from Trout lake this week was John Stauber. It is a couple of years on more since he was in town before and came out to dispose of about $350 worth of furs, and incidently to nurse his feet which were badly frozen recently while trapping. The furs were all of the smaller animals and represent about three months work.

Another arrival from the same district was Clas. Molson who has been in there for over a year. He brought out about $250 worth of furs belonging to himself and other parties there. Molson has been trapping and mining for years and spent the past summer prospecting in the Trout lake country, and has made a couple of good locations there. Recently he has been at work on the Abbott group.

The walking from Thomson's to Arrowhead, across the Arm, is reported to be very bad owing to the recent thaw, the ice, in many places, being covered with water to the depth of several inches.

Complaints are being made by those having occasion to take supplies into Lardeau and Trout lake that, as yet, no storage accommodation has been provided at Arrowhead.

Paragraphs of General Interest.

The revised assessment roll of Kamloops shows an increase over 1895 of $11,071.

C. P. R. traffic for the week ending Jan. 21, amounted to $341,000. In the same week last year it was $274,000.

Rev. H. Irwin arrived from England last week and will take charge of the Anglican congregation at Rossland.

After discussing the matter at two mass meetings the people of Rossland have decided to apply for incorporation as a city.

The Vernon council are taking steps toward urging the provincial government to assist the building of a railway from Rossland by Boundary Creek to Vernon.

B. Laurance's spectacles and eye glasses are always in stock, every sight for far and near, at the Revelstoke Pharmacy. Eyes examined free by Dr. McLean.

Lord Leighton, better known as Sir Frederick Leighton, the celebrated English artist and president of the Royal Academy, is dead. He was born at Scarborough, Eng., Dec. 3, 1830.

General Manager Hayes, of the Grand Trunk railway, has confirmed the report of the resignation of T. Hannaford, who has been chief engineer for the Grand Trunk for thirty years. He will be succeeded by Joseph Hobson.

The calendar just issued by the *Province*, of Victoria, will prove an ornament to any counting room. In design and execution it reflects the highest credit upon its publishers and, in the most striking manner possible, illustrates the capability of the *Province* company to produce high-class work. It is superior to anything we have seen "from the east" in this line.

A FATAL FALL.

A C. P. R. Bridgeman Falls 50 Feet and is Killed Instantly.

The alarm whistles of the engines working on the railway bridge were sounded last Tuesday morning, announcing that Thomas G. Riley had met his death by falling from the bridge to the river below. Riley had not been feeling well, though he went to work that morning, but decided to rest for another day and started for the shore. A man not far ahead heard him falling and looked back, but saw only his feet dropping between the timbers. It was a fall of almost 50 feet, and striking on the ice and timber, he was dead when picked up by the men working near, not more than a minute after he fell.

The body was taken to the Victoria Hotel, and the coroner, Dr. McLean, summoned a jury. It was shown that his forehead struck a timber with sufficient force to cause death, his left arm was broken twice, and other terrible bruises were visible on his body. His fellow workers did not observe that he was under the influence of liquor. The jury decided that Thomas G. Riley came to his death by a fall which was entirely the result of accident. Mr. Riley was a favorite with the bridge crews, and was their signalman, and their regard was shown by discontinuing work for two days and attending his funeral in a body. A letter was found among his papers from his mother, dated Brooks, Kentucky, Jan. 7, but a telegram to her at that place was not answered, and the burial took place at 2 o'clock Wednesday, at the Revelstoke cemetery.

To Promote Emigration.

Prof. E. Odlum, who lectured here Wednesday evening, is starting on a lecturing tour which has for its object the promotion of emigration to this province. He will visit all the provinces of Canada and Great Britain, delivering free lectures on British Columbia and its resources, and will devote about two years to the work. Immigrants of a desirable kind are a necessity to this province and a large accession to the white population would very materially assist in developing its great natural wealth. Recognizing this fact, the Dominion and Provincial governments have spent enormous sums of public money on emigration schemes, which were often merely political expedients, without obtaining anything like value for the expenditure. It is to be hoped that Prof. Odlum's mission will be attended with more satisfactory results. In him the government have probably obtained the services of the man best qualified for the work, possessing, as he does, a thorough knowledge of his subject and an experience obtained by travel in every part of the world.

Railway Construction in 1895.

Railway building in the United States reached last year a lower point than in any of the last twenty years indeed, in only two years since 1865, thirty years ago, has so small a mileage been built. Our records for 1895 now show only 1,782 miles of track laid, a tremendous decline from the great year of 1887, when almost 13,000 miles were put down. In the eight years since that time the decrease in construction has been great and continuous, and this year the total built was only about 100 miles more than in 1855—forty-five years ago. Not only are the mileage and number of new lines for 1895 smaller than the annual totals for many years, but the number of states in which no track was laid is larger. Of the forty-nine states and territories into which the country is now divided fifteen made no increase of railway mileage last year. The new construction in general consisted of short branches and extensions, the average for the 164 lines built being only a little over 10 miles each. The bottom has been reached, and a moderate revival of railway building may be looked for. Materials are exceedingly cheap, labor is abundant, practicable enterprises are numerous, and on some of them much work has been done; business is reviving in spite of terrific assaults from political and speculative quarters. The railways of the United States on December 31, 1895, aggregate a little over 181,000 miles.—*The Railway Age.*

Church Services To-morrow.

The regular services of the English church will be held in the schoolhouse to-morrow at 11 a.m. and 7:30 p.m. by Rev. F. Yolland.

Service will be held at the Presbyterian Church to-morrow evening at 7:30 p.m. by Mr. Guthrie Perry. Sunday School at 3.

Services will be held in the Methodist church by Rev. J. A. Wood to-morrow morning and evening at 11 and 7.30. Sunday school at 2.30.

CURRENT NOTES.

If there be those among us puffed up and still puffing with the idea that what they call their "family" is old, and gilt with the much cherished decoration of a long pedigree, they will find in the Cosmopolitan Magazine some information to make them resume their normal shape. A study of old families is contained therein. It shows that there are almost no families of Western civilization whose ancestral pretensions amount to anything compared with the few families really known to be old, before whose proofs of antiquity not only the upstarts of a few generations back but the parvenus of a few centuries of ancestral records must confess themselves to be common place newcomers. A first glance at the old European families gives them a semblance of age compared to the aristocrates of America perhaps, but in the presence of the greatest genealogical antiquity discoverable in society they belonged to the parvenu class.

Less than a dozen of the four hundred barons in the British House of Lords date back to 1400 genealogically, the earliest being 1264. Thirty years ago the last male descendant of the barons who exacted the Great Charter from King John, disappeared from the British Legislature, and with him the last of the Agincourt veterans' sons. The oldest family in the British Isles is the Mar family of Scotland, 1093. The M'Nabb used to refuse to acknowledge his descent from Noah, because the M'Nabbs "had a boat of their own," but he never would show his proofs. The Campbells of Argyle, to whom belongs the present Duke of Argyle, began in 1190. The famous French family, Montmorenci, cannot see clear further than 1214. Talleyrand dates form 1199; Bismarck from 1270 the Rohans, 1128; Broglie, 1254; Gramont, 1381; Doria, 1335; Borghese, 1450; La Rochefoucauld, 1019; Graham (Dukes of Montrose), 1128; Noailles, 1230; Poniatowski, 1142; Choiseul, 1060; Radziwill, 1412; Richelieu, 1596; Grosvenor (Dukes of Westminster), 1066; Seymour (Dukes of Somerset), 1240; Corsini, 1170, and Rocca, 1102.

The Austrian house of Hapsburg and the house of Bourbon seem old, the first Hapsburg, who was Count of Altenburg in Switzerland, bearing date 952. The first Bourbon, Robert, the Strong of Anjou, appeared in 864. The Colonnas of Rome cannot prove anything beyond 1100. The Orsinis will have to arbitrate their right to a known ancestry earlier than 1190. Count Albert de Mun, a Socialist in the French Assembly, has a better right to be proud about himself than any other European absorbed in his family, although the first De Mun emerged in 1488 only. But through alliance with the house of Montlezun Count de Mun is connected with the Counts of Gascony of about 1,000, and through them he traces to Merovaeus, the grandfather of the Merovingian Merovingian Clovis, born 465. This is the longest known pedigree of the Western world.

When we seek real aristocrats by age we have to go to the East. The descendants of Mohammed, born 570, are all registered carefully and authoritatively in a book kept by Mecca by the chief of the family. No doubt exists of the absolute authenticity of the long line of Mohammed's descendants. In order to make Mohammed one of themselves they looked up his pedigree, the Mohammed family being reckoned from his grandfather, who was known.

In China a family is recorded systematically from the beginning by preserving the tablets of ancestors, and keeping up the cult by paying periodical honors to them. There are, of course, many old families in China. Families of many generations are also known among the Jews, especially among the Jews of Spain and the East. But when it comes to pedigree, there is one gentleman to whom the world must take off its hat, not as facile princeps, or primus inter pares, but as a great and only nonesuch. This gentleman who has risen into the front rank of political power and notoriety but recently is the Mikado of Japan.

The Mikado is the religious head of the Japanese as well as their ruler. His place is hereditary, and it has been filled by members of his family for more than 2,500 years. He is incomparably the most ancient lineage known. The Mikado is the 122nd of the line. The founder of it, whose hope of posterity, in his wildest dreams, could not have equalled the result, was contemporary with Nebuchadnezzar, 660 B. C. Of the seven great religions enumerated by Max Muller as possessing Bibles, the Mikado's family is older than five.

Insanity.

Members of the learned professions, owing to the greater activity of their brain, are more liable to become lunatics that those who work with their hands.

Lawyers get insane oftener than doctors, and doctors oftener than clergymen.

The Army and Navy send more to the asylums than go from among civilians, and this is true both of officers and men.

Cooks, stokers, and all exposed to great heat continually are far more liable than others.

The criminal classes send ever so many more to the asylum than law-abiding people. In fact, the criminal classes are on the borderland of insanity, as a rule. Imprisonment is itself a cause of insanity in many, and especially solitary confinement.

A GOOD DEED REMEMBERED.

BY SILAS MACKAY.

"Now see here, my friend," said John Proctor, his honest eyes looking gravely into the tramp's face, as he balanced a dime on the tip of his finger. "I'm not going to read you a lecture on the subject of labor, but I want to present to you a little matter of statistics. You know, as well as I, that the country around Tullamore is swarming with men of your class. Not fewer than six, begging for money, have stopped me in the street to-day, while down there at the yard"—indicating with his hand a pile of timber surrounding a building in the distance—"and yet we haven't three applications for work in a month."

"Try me."

"Do you imagine you would work if you had the chance? I have had a little experience with fellows of your sort out here in British Columbia. You have such remarkable appetites." He addressed him generally as the representative of a race. "You work half an hour, then come with the plea that you can't work on an empty stomach, draw an advance of a quarter on your wages, spend it for beer, and that is the last we ever see of you."

"Come down to the yard this afternoon, however, and I'll give you a job. But take this quarter, and be sure to spend at least three-fifths of it for food."

He had changed the dime for a quarter and held it in his outstretched hand.

The man did not immediately extend his hand to take it. In the moment or two that elapsed John Proctor thought, he detected a trace of something allied to resentful pride as a grimy hand closed greedily upon the coin, and the fellow disappeared without even troubling himself to make any formal expression of his gratitude.

As John Proctor took his way across the yard, on his way to the office, he seemed to throw off the unpleasant reflections which had been annoying him, with one shrug of his powerful shoulders. The young man's eyes fell cheerily upon the somewhat incongruous array of buildings that constituted the town. He gloried in the homely little edifices, squatting over the ground in various directions.

Had not every foot of timber been supplied from his own yard? And did not this avalanche of trade mean—Annie? Nothing could be mean or poor which brought these years of waiting to an end. He was a practical man little given to enthusiasm of any sort, but for her sake he looked with glowing vision upon the turreted mountain tops in the distance, with their purple shadows and golden light.

The thought lent cheerful energy to his voice as he entered the lumber-yard and gave some directions to Martin, his hard-worked book-keeper and general factotum. Proctor was deeply engrossed in making out an order for several cartloads of timber, when a shadow darkened the door, and the tramp stood before him. Proctor could not repress an exclamation of surprise. The vagabond observed it, and his face lowered as he asserted himself defiantly.

"Yes, I've come," he said. "What are you going to give me to do?"

John Proctor put on his hat and went with him into the yard, where an empty cart was waiting to be filled. He showed the man a small slip of paper containing a list of building materials, and was about to explain where he would find the articles designated, when the fellow threw off his coat and deftly attacked a pile of lath which happened to be the first item on the list.

"Hullo!" said Proctor, gazing at him in surprise; "you seem to know something about this business."

"A little," returned the man, shortly.

The young man made his way back to the office.

At six o'clock, when the hands were leaving the yard, at the close of their day's work, John Proctor saw his protege standing a little distance away. As the men filed out, a personal friend of Proctor came running in the office with a package in his hand.

"Here, Proctor, run them over quickly and sign the receipt. It's the five thousand dollars from Juarez & Delmar. I haven't a moment to lose."

The young man hastily counted the bank-notes, signed his name to the receipt in a boid, dashing hand, and the agent hurried off.

Left alone, Proctor drew from his pocket a long Russian leather pocket-book and laid the notes carefully inside. As he thrust this into his breast-pocket he chanced to glance toward the window and encountered the hungry eyes of the tramp following all his movements from without. As the man saw he was observed, he paused, seemed about to speak, then changed his mind and sauntered away carelessly. A vague anxiety assailed John Proctor. It was long after banking hours; there was no help for it—he must be the custodian of the treasure until morning.

He sat up late that night. It was after twelve o'clock when he rose, and, locking doors and windows, proceeded to the little inner room where he slept. He drew off his coat, and, folding it carefully, placed it beneath his pillow. Then he examined a revolver which hung upon a hook beside the bed. Reassured by this precaution, he sank into a heavy sleep.

Several hours before a man had crawled upon a low pile of lumber, flanked by two others of towering height. As he stretched himself at ful length, with a bundle of shavings for a pillow, he philosophically reflected that such a bed was not to be despised. He was not ill-qualified to judge, for his experience had been wide and diversified, and he had learned to weigh the moost delicate points of variance with the fine discrimination of a connoisseur.

A littlel ater two glowing sparks of fire seemed to glide down the railroad line, steal around the office, and disappear among the piles of lumber.

In fifteen minutes the mass of dried lumber and the office building were in a blaze, fanned by a brisk breeze from the west.

John Proctor awoke that night to find himself assailed by a foe mightier than his feeble imagination had ever pictured. He tried to rise, but found himself unable, oppressed by a terrible sense of suffocation from dense volumes of smoke which filled the air, through which vast sheets of flame darted their forked tongues toward him. Suddenly the wall of flame and smoke was parted, and the face of the tramp bent over him. He was roughly shaken, pulled off the bed, half dragged, half carried through the little private office, and dragged into the larger room beyond, where the fire had begun its work of devastation. Then voice and memory came back, and he shouted:

"My notes! In my coat-pocket—under the pillow—let me go!"

For answer he was violently propelled forward into the arms of some men, eagerly crowding through the flaming door-way. He fought with them wildly, and finally broke down and cried like a child.

* * * *

"Martin," said Proctor, abruptly, next morning, "did that fellow who got me out last night come out safely himself?"

"Now that I think of it," returned Martin, "he went back a minute, but he got out all right—just as the roof fell in. I thought at the moment a piece of falling timber hit him, but he scrambled off fast enough."

A dread suspicion assailed John Proctor's honest heart, but he repelled it sturdily. Yet all day long, as he wandered dreamily about, answering a thousand idle questions, or fishing from the ruins various mementoes of the wreck, there would constantly intrude upon him the memory of two greedy, devouring eyes peering through a window, a strange retreat into a burning building, and disappearance among the shadows. When night came it was necessary for some one to stay and guard the ruins, for if the wind should rise, some smoldering piles of timber might be fanned into a blaze and the remainder of the stock swept away. Martin, wearied and hollow-eyed, offered his services.

"Not a bit of it, Martin. Go home to your wife and babies. I have engaged a man."

Proctor did not add that the watchman he had engaged was no other man than himself, but when the rest had gone home he remained there alone.

He sat down and buried his face in his hands. He knew what not even Martin had guessed, that this disaster had brought him to the verge of ruin. It would require every dollar of his insurance money to settle his outstanding liabilities, for he had done business on the rushing plan, and had carried a stock out of all proportion to his capital. If he could only have saved that five thousand dollars, or if he had not been so ambitious! A sharp groan escaped his lips.

Suddenly he rose and stood erect. His quick ear had caught the sound of some heavy body slowly moving over the ground.

"Who is there?"

"Only me. Is that you, guv'nor?"

John Proctor bent forward and perceived a man slowly crawling along in the shadow of a quadrangular mass of foists. As the figure emerged into the moonlight he saw that the fellow dragged one leg helplessly after him. His suspicions melted away beneath his natural warmth of heart.

"Are you hurt?"

"Only a falling timber, guv'nor, but the smoke got into my eyes, and I can't see very well."

He had drawn himself to Proctor's feet and stopped, turning a little upon his side, his head propped up with his hand.

"You see, when I came through the door, something fell against me, and not seeing you, and not being able to get along very well, there were so many thieves about I was afraid they might make off with this," holding out a flat leather book, which John Proctor eagerly seized. The man went on talking in an absent way.

"I wouldn't have liked to have you think ill of me. You're the first man who gave me a chance since I got down. I wasn't always a loafer, sir. You spoke of my knowing something about the business, and to be sure I ought, if five years as a carpenter's assistant can teach a man anything. But when my wife died I struck off out West. It's been hard luck ever since—and my little girl—back there with her grandparents——"

His voice seemed to fail for weakness.

"What have you eaten to-day?" asked the other, sharply.

The man answered reluctantly, and almost in a tone of apology:

"You see, sir—down there among the timber—how could I?"

John Proctor was a man given more to action than speech. He addressed the man now in clear, decided tones.

"Do you think you could cling to my neck while I carried you down to the hotel?"

"Why, sir? It wouldn't be fit."

"Shut up! Put your arms around my neck."

The office and lounging-room of the hotel held its usual quota of respectable loafers when John Proctor entered with the uncouth figure on his back. A gurgle of laughter ran through the crowd. The majority fancied the young man's brain had been turned by his recent losses, and that his dementia had taken the form of a violent development of the weakness with which he had been accredited. The laughter suddenly ceased when the young man went straight to the manager, saying in clear, ringing tones:

"Give me the best room you have. This man, who saved my life last night, is badly hurt. Some of you," turning to the spectators, "go at once for a doctor."

A dozen men sprang forward to relieve him of his burden, to help him carry the poor fellow to a comfortable room, where he was gently laid upon the bed. The sufferer received these attentions in silence. His dim eyes stared incredulously about the room, and into the kindly faces bending over him. That anything like this should happen to him, was beyond his comprehension. How long would it last? Would they let him have one good night's rest before turning him out again? But what was this? The stalwart young timber merchant, speaking huskily to the doctor:

"And mind, McLean, do your best. I owe him more than I can tell you. Put him in good trim to take the foremanship of my yard when I get in a new stock."

This tramp was overcome and buried his face in his pillow and wept.

Chinese Weddings and Funerals.

Strangers in China have great difficulty when meeting a funeral or wedding procession in the streets to distinguish one from the other. The same red-cloth coolies, carrying roasted pig and other dainties, appear in the procession, the same smaller coolies, carrying cheap paper ornaments, and both are conducted with the same noise. The crowd at the funeral is as noisy as at a wedding, and the guests eat just as much.

Just to His Taste.

Ethel—We have a new dish at our cooking club called scrambled kisses, and they are just delicious.

Jack (vaguely)—Yes, they're the only kind worth having.

By George, if I were in your place, said the officious friend, I'd apply for a divorce. I'd like to, admitted Mr. N. Peck, but she won't let me.

PARTS OF THE IRON HORSE

FACTS ABOUT THE LOCOMOTIVE THAT ALL CAN UNDERSTAND.

If Electric Motors Take the Place of Steam, the Gain Will Not Be in Beauty—The Engineer and His Charge.

Down grade, a clear track, an easy siding seven miles ahead, No. 2 out of the way, seventy pounds of air, twenty empties and a caboose behind, the fireman on the footboard polishing the hand rail and throwing rapid-transit kisses to the pretty girl on the fence; a fresh pipeful of tobacco, a bright, crisp morning, steam shut off, the locomotive sliding down the slant with only the noise of rumbling machinery and the rush of sixty-five tons of metal, and a breakfast but half an hour off, are conditions which fill the heart of the engineer in the cab with a rapturous love of life and movement. Like an enormous toboggan the freight train glides down the incline, swaying and creaking, jolting and jumping on the curves, but not a puff or hiss from the engine. Then comes the drone of the whistle, the grinding of the brake shoes on the wheels as the air is put on, three of four impatient yaps from the locomotive, a switch is thrown, and the magnificent machine draws ahead slowly and with dignity on to the siding.

It was an old engineer who said, patting the great driving wheel: "Electric motors may take the place of steam locomotives some day, but they never will be as handsome."

He spoke from his heart, for to the engineer and fireman a locomotive is the greatest, the most magnificent, the finest, the most intelligent, and nearest approach to

A HUMAN BEING

in the mechanical world. The engineer speaks of his engine as "her." He encourages her, and chides her, and sometimes swears at her when she is "cranky."

He protects her from stiff joints with the finest of lubricating oil; she is fed with the best of coal, and bedecked with brilliantly polished brass and copper fittings. He watches over her with a jealous guardianship, and humors and caresses her constantly. He is sad when she does not reciprocate his affection, and lauds her unstintedly when she is good.

This enthusiasm of the engineer is shared to some extent by every man who stands beside a locomotive. It is fascinating to the average admirer because it is mysterious. The beautiful proportioned and massive construction excite admiration because they appeal to the eye, but the rods, pipes, valves, link motion, bell cranks, levers, and other parts of its anatomy are beyond the common understanding.

Yet a locomotive is but two stationary engines mounted on wheels which also carry the boiler, fire box, pump, and attendants. If anything, it is more simple in construction than some of the triple expansion or compound Corliss valve engines which are bolted to foundations in a machine shop or a great factory. There are thousands of stationary engines equipped with reversing gears almost identical with those used on a locomotive, and the steam valve of a locomotive is a simple sliding valve.

The locomotive consists, first, of its boiler, which is solidly attached to the two steam cylinders in front. The cylinders are bolted firmly to the frame of the running gear. The back part of the boiler stands between and over the driving wheels, and over it is the cab, which protects the engineer and fireman from the weather.

The furnace, or fire box, is part of the boiler, in that it is not a separate and outside furnace, and the sides of the furnace are formed by the water legs of the boiler, which comes down to below the grate bars. This gives the rear end of the boiler a shape like a keyhole.

The hump or dome on top of the boiler nearest the engine cab is

THE STEAM DOME,

and from this dome the dry steam is taken to the steam cylinders through a pipe which passes through the boiler and divides into two pipes under the smokestack. That part of the boiler which begins under the smokestack and extends to the pilot or "cowcatcher" is called the "smoke box," and in it is a wire netting which catches the sparks and cinders.

The "exhaust" steam from the cylinders passes up through an exhaust pipe which does not quite reach the bottom of the stack inside of the smokebox, so that the steam, forced out of the exhaust in puffs, makes a draught which sucks the air through the grate bars in the bottom of the firebox to perfect combustion.

In the dome end of the steam pipe which conveys the steam from the dome to the cylinders is a valve, which is opened and closed by a rod that passes back to the engine cab. This is the "throttle valve" and when the engineer says he has "thrown her wide open," he means that he has pulled back the "starting bar" so far that the valve in the dome is opened as far as it will go, and the cylinders are getting all of the steam that it is possible to give them. The engineer keeps his hand on the lever of the starting bar, or, as it is commonly called, the "throttle." The lever which comes up, almost touching his knee, is the reversing lever. It is similar in design but much more finished in workmanship, and of handsomer proportions, to the grip lever in a cable car.

At its lower end it is held by a steel pin to the frame and moves back and forth. An arched piece of flat steel with notches cut in the upper edge, called the "sector," is used to hold the reversing lever in any position desired, for a steel tongue, raised and lowered by a lever which extends down the handle of the reversing lever, fits into the notches and thus holds the reversing lever. The reversing lever moves the "reach" far back and forth, and the reach bar is connected with the link motion.

The link motion is a device by which the engineer can let steam in at either end of the cylinder, and thus start his engine ahead or reverse it. This is done by two eccentric rods, the "forward" and "backward," which by suitable mechanism that must be seen to be understood actuate the sliding valve in the steam chest.

By throwing the reversing lever forward the valve gear is so adjusted that the steam enters the cylinder so as to move the engine forward; by throwing the reversing lever back the opposite effect is secured.

A locomotive moves over the steel rails because of its "tractive" force. This traction is increased by increasing the weight over the driving wheels.

THE FRICTION

between the tires of the drivers and the steel rails causes the wheels to grip the metal, and as the rails are immovable the wheels must go around.

The steam, by pressure and expansion, forces the piston in the cylinder to move. The "piston rod" is connected with the "cross head," which moves back and forth between the "guide bars." The connecting rod transmits the motion to the drivers, and the drivers, revolving, move the engine.

It is sometimes necessary to increase the friction between the drivers and rails, and this is done by throwing dry sand on the rails immediately in front of the driving wheels. On some locomotives the sand box is perched on top of the boiler, and a rod from the engine cab opens the sand valves, one for each side of the engine, and the sand falls down through pipes to the rails.

Steam cylinders require oil for lubricating purposes, and this oil is fed to the steam valves through a pipe which passes from the cab through the boiler, so that the oil is not affected by the cold air. As soon as steam is shut off from the cylinders they grow cold and the steam condenses to water. This must be drawn off, and the engineer in his cab, by pulling a rod, opens the "cylinder cocks" and keeps them open until the sound of the escaping steam tells him that nothing but dry steam is passing through. It is when the cylinder cocks are open that the flying locomotive sends out jets of steam to the right and left.

In the tender of the locomotive, which is entirely separate from, although a part of, the locomotive, the coal and water are stored. The water is kept in the tank which forms the sides and back of the tender, and the water, brought from the tank through a feed pipe, is forced into the boiler through an injector.

The fireman, with a large scoop shovel, feeds the ravenous maw of the locomotive with coal. A chain is hooked to the furnace door, and when the fireman slides a scoopful of coal over the iron floor plates to the door he pulls the chain, the door opens, the coal is dumped into the firebox, and the door is slammed shut at once, for no fireman likes to let cold air enter his firebox over the fire.

THE CAREFUL FIREMAN

does his work on the principle that slow combustion is the nearest to perfection because it makes less clinkers and saves fuel and labor in cleaning. He keeps his fire bright and has no "cold" corners, and keeps his fire even so far as thickness of burning coal is concerned.

It is his duty to keep steam up and the boiler supplied with water, help the engineer to look out for signals, oil up, keep the cabin clean, ring the bell, and throw coal at tramps who may be stealing a ride on the front platform of the mail car.

The invention of the automatic air brake relieved the engineer of a great deal of worry and nerve tension, for by a slight movement of the handle of the "engineer's valve" he can apply the brakes on every car of a train equipped with automatic air brakes.

In a short time the old familiar whistle "down brakes," which sends a train crew galloping over the top of freight cars to wind up the hand brakes, will be heard no more, for every railroad in the country is equipping its freight cars with automatic air brakes, thus giving the engineer as much control over a hog train as he has over the "fast mails" and limited throughs.

Standing in a vertical position on one side of a locomotive is the air pump. It compresses air into a main reservoir tank, which generally is placed under the front end of the boiler. From this line a pipe leads to the engineer's valve in the cab, and from this valve the air is admitted to the main air pipe, which extends under the train. The air in this pipe is kept at a pressure of about seventy pounds to the square inch.

Before the train leaves the station the auxiliary air reservoirs under each car are filled with compressed air, and this air is passed into the brake cylinders whenever, from any cause whatsoever, the pressure in the main air or train pipe is decreased. The engineer sets the brake by letting some air out of the train pipe.

If he is approaching a station he lowers the pressure gradually, thus applying the brakes by degrees, but if he sees the headlight of another locomotive coming toward him on the same track he applies the emergency stop by opening the valve slide, and this sets the brake so "quick and hard" that the passengers are "brought up standing."

In the engine cab are steam gauges and air gauges, gauge cocks for ascertaining the level of the water in the boiler, a water glass for the same purpose, levers for opening the safety valve, a cord for ringing the bell, a clock, and generally a number of photographs of pretty women, while under the cushions in a box are tools of all kinds and descriptions, the always present lunch box, and the soap and towels which the fireman and engineer use when they wash up after a run.

"LE GRAND COUP."

A Theologian's Book Causes Much Comment.

A pamphlet published some months ago by the Rev. Abbe Combe, pastor of Dion, France, is just now having a widespread circulation and is being extensively commented upon. Under the heading 'Le Grand Coup,' the writer, who does not pretend to be a prophet, but merely an exponent of facts, refers to a most terrible impending calamity the probable date of which is fixed for Sept. 20 next. According to the theory of Abbe Combe, the world is to be visited on or about the above date, by such a chastisement as to make the nations believe that the end of the world has come, and then will follow an era of prosperity and peace for the Church. The writer bases his argument on the revelations made by Notre Dame de la Salette to peasant children on Sept. 19, 1846; on the corroboration of a number of predictions made since then by several persons renowned for their godly lives, and on the lines of Isaiah xxix, which he claims tally with the vision of the young girl of la Salette. Several of the calamities predicted by this young peasant girl and corroborated by other predictions, have already taken place, Abbe Combe concludes that "the great blow" mentioned by her as being the climax of all those visitations of heaven upon a wicked world will take place, and by calculations, comparisons and deductions, he feels justified in fixing the date for Sept. 20, 1896.

To Guard Against Greater Calamity.

Agent—Would you like a motto, "Beware of the Dog," to keep off burglars?

Young Father—No; but if you have one saying, "Don't Waken the Baby," I'll pay you a good price for it.

ENGLAND AND GERMANY.

SOME OF THE RESULTS IF WAR SHOULD BE DECLARED.

England Has Everything to Gain and Germany Everything to Lose—Cheap German Mechanics Would Have to Return to Germany or Starve in England.

At the present moment, to put the matter in the mildest possible form, diplomatic relations between Great Britain and Germany are somewhat strained, and the possibility of armed conflict between these two greatest European powers is unhappily anything but a remote one.

One of two things must happen, the German Kaiser must abate his arrogant pretensions towards limiting England's suzerainty in the Transvaal, or Great Britain must give up her treaty rights in that part of South Africa, or at any rate greatly modify them, at the behest of the Imperial autocrat.

John Bull will never do the latter, not at the dictation of all Europe, let alone in deference to the wish of a hot-headed young man, an Emperor by accident of birth, a tyrant in disposition.

It remains then to be seen if the Emperor of United Germany will do the former, if not, it means—War.

England has everything to gain and Germany everything to lose by such a calamity. In London alone, it is estimated that there are not less than 75,000 German residents engaged in

ALMOST EVERY TRADE.

In the cabinet-making districts of Shoreditch, Whitechapel, Spitalfields, Hoxton, Bethnal Green and Hackney they are to be found by the hundreds. In Clerkenwell, Pentonville, even in Camden and Kentish towns they are almost equally abundant, working as jewellers, watchmakers, upholsterers, and in many other businesses. In the city and west end German merchants, agents, financiers, hotel and restaurant keepers are to be found in nearly every street. In almost every hotel German waiters are employed, in some to a greater, in others to a lesser, extent.

These foreigners have been tolerated, but have never been popular in England. They have undersold the native population in every trade and in every calling, have been willing to work for the very smallest wage, and content to live in a manner utterly unknown to the great mass of English people.

Should war come, all these people, some respectable and God-fearing, no doubt, but the majority without one care for anyone but themselves, would have to go, and go with astonishing celerity, before the outcry that would be raised against them. The passive dislike now felt for them by English people—strangely enough our Teutonic cousins have never taken kindly either to Scotland or Ireland—would burst into open hatred and the hapless Germans would have to choose between returning to their fatherland or starving in England.

From the metropolis, from Liverpool, Manchester, Birmingham, Sheffield and other cities and towns, they would be expelled by

TENS OF THOUSANDS,

and the only wish accompanying them would be that they might never return.

The worthless, or next to worthless, German cutlery has flooded the English market and all but destroyed the common scissor and case knife trade of Sheffield. It has been the same way with the glass blowers and jewellers of Birmingham, and in the fancy trades so extensively carried on in London. In cheap furniture the "small masters," who are mostly German Jews, sometimes Polish, have brought the prices down to such an extent that it is impossible for any English mechanic to compete with them.

Should war come between England and Germany, this unwholesome competition would at once cease, and years would elapse before it could be even faintly resuscitated.

Germany would by war lose her very best customer, and England would regain her lost markets and work be found for thousands of impoverished work people. There is nothing that England buys from Germany, which is of vital necessity to the nation, but what she can produce or obtain from her colonies. She does not want the German population, she has enough of her own to care for, and she can do far better without their goods than they can do without England's custom.

England does not seek war with Germany, but if it comes she is ready for the conflict. The responsibility of peace rests with the latter power. If that peace is disturbed, no Englishman fears the result. The consequences will fall upon Germany, and she will have to bear them.

COMPARISON OF VALUES OF FOODS.

Prof. Atwater's Experiments Put Cornmeal at the Head of the List.

Prof. Atwater's exhaustive studies and experiments in this line have led him to the conclusion that the greatest nutritive value in any kind of food of the same specific cost is to be found in cornmeal. He finds that in ten pounds of the latter there are slightly over eight pounds of actual nutriment; in 8 1-3 pounds of wheat there are over 6 3-4 pounds of nutriment, in 5 pounds white sugar there are 4 1-2 pounds of nutriment, in 5 pounds of beans there are 4 pounds of nutriment, in 20 pounds of potatoes there are 3 3-4 pounds of nutriment, in 25 cents worth of fat salt pork there are 3 1-2 pounds of nutriment, in the same value of wheat bread there are 2 1-4 pounds, in the neck o beef 1 3-4, in skim-milk cheese the same as the latter, in whole-milk cheese a trifle more than 1 1-2 pounds, in smoked ham and leg of mutton about the same, in eggs at 25 cents a dozen about 7 ounces, and in oysters at 35 cents a quart about 3 ounces. This table will be found of value to those who wish to combine economy and nutritive possibilities in their selection of foods.

The Queen's Self-Possession.

Queen Victoria is fearless and self-possessed in danger.

"Great events," she said, "always make me calm;" and she records how, on one occasion, when her carriage was upset by the side of a lonely Highland road, that during the few seconds when death seemed imminent, her chief thought was that there were "still things I had not settled, and wanted to do."

He that resolves upon any great and good end has by that very resolution scaled the chief barrier to it.—Tryon Edwards.

HOUSEHOLD.

The Dinner Table.

Great care should be taken in arranging the table to avoid overloading. Many people imagine that rich effects are obtained by placing numerous flower vases, fancy spoons, bows and dishes, for no apparent purpose, here and there about the table, until a guest sits in constant fear of upsetting or destroying some object at his every move. Let the decorations be few and rich looking, or dispense with them altogether.

A dinner table should always be covered with felt or canton flannel with the downy side up. This deadens much of the noise made by moving the china and silver about from place to place. To make this cover secure, fasten the ends with small nails or tacks under the corners of the table. Over this is placed the linen table-cloth. This can be as handsome or simple as the owner's pocketbook will permit of. Many table-cloths are elaborately embroidered and trimmed with lace, but a very neat and popular style is the hemstitched one. Tablecloths should always be ironed on the right side when quite damp, until they almost shine. They should be folded lengthwise so that the ridge of each crease is left on the right side, and then rolled to avoid further creasing. They should be long enough to hang over not less than twelve inches at each end of the table. After the cloth is on the table it can be smoothed out with a half-warm flat-iron, care being taken to leave the creases sharp and distinct. The napkins should be three-quarters of a yard square and always be of the same pattern as the cloth, if possible. A handsomely-embroidered centerpiece in the middle of the table adds richness, with a glass bowl or vase full of dainty flowers and ferns placed on it.

Plenty of room should be allowed for each cover. This takes more room than one is apt to think. If the dinner is to consist of several courses, as many plates should be put before each guest, in the order in which the courses are to come. The dessert is, of course, excepted, and may be served on plates not of the same pattern as the other china used. To the right of the plates place the knife, or knives if more than one is used, and the glasses. To the left place the forks in order, the one to be first used farthest from the plates, and so on; the salt and butter are also placed on this side. At the top place the spoons in the order in which they are to be used, the soup spoon farthest from the plates if soup is served first. The napkins may be turned into fantastic shapes or left plainly folded on top of the plates if desired. A plate or two of thinly sliced bread, flat dishes of pickles, olives and salted almonds may be placed prettily here and there, but otherwise the table should contain nothing more when the guests are first seated. Everything which accompanies each course should be removed with it, thus keeping the table in a neat condition during the whole dinner.

Before the dessert is served, everything except the flowers and the spoon or fork to be used should be removed. Many people do not care for the black coffee, as is customarily served after a dinner, and it is always polite to place sugar and cream on the table when it is brought in. The coffee cups should be small and dainty, and it is not necessary that they be of the same pattern as the other china.

Great care should be exercised to avoid much, if any, delay between the courses. Although no one wishes to rush through a dinner, yet it becomes quite tiresome to be compelled to wait any length of time to be served. Neatness, daintiness, and neither rush nor delay in service is what constitutes a perfectly appointed dinner table.

Possibilities of Potatoes.

The secret of having potatoes mealy and palatable is to cook them properly and serve immediately. Potatoes should be peeled very thinly, as the best part of the potato is nearest the skin. As soon as they are peeled they should be placed in cold water, as exposure to the air darkens them. Soaking them in cold water renders them firm, so that they will hold their shape better.

The medium-sized and smooth potatoes are best. The medium-sized potatoes when young, will cook in from 20 to 30 minutes; old potatoes require a longer time. Potatoes are rendered watery if allowed to cook after they reach the proper condition. They should be cooked in clear, fresh water that has just reached the boiling point. Cover closely and boil steadily until they present a mealy, broken surface; then remove them from the stove and drain off the water thoroughly. If they are to be mashed, mash them with a wire potato masher. When this is done, add to each pint of potato a scant 1-2 teacupful of rich, hot milk, 1 tablespoonful of melted butter, 1-2 teaspoonful of salt and a half saltspoon of pepper. Beat the mixture until light, turn it into a dish and serve without packing; the rough surface being more attractive and the potato being lighter when treated in this way.

Potato Puff.—To every pint of mashed potatoes add 3 tablespoonfuls of sweet or cream and then the yolk of 2 eggs well beaten by themselves first and afterward in the potatoes to make the latter light. Last, stir in the whipped whites of the eggs, heap the preparation roughly upon a dish that can be sent to the table, and bake 10 minutes or more, until the mass has risen and browned nicely.

Potato Timbale.—To each quart of mashed and highly seasoned potatoes add 2 tablespoonfuls of fine bread crumbs that have been thrown into a teacupful of boiling milk, and when the whole is slightly cooled stir in 3 well-beaten eggs. Spread a mold with a heaping tablespoonful of butter and then sprinkle with as many fine bread crumbs as will adhere to its inner surface. Press the potatoes into the mold and then bake in a moderate oven for 25 minutes; remove and when slightly cooled turn them upon a platter and serve.

Ringed potatoes.—Peel large potatoes, cut them round and round in shavings, as you pare an apple. Fry with clean, sweet lard in a fryingpan till brown, stirring so as to brown all alike, drain on a sieve, sprinkle fine salt over them and serve.

Potato Rissoles.—Mash potatoes, salt and pepper to taste; if desired add a little chopped onion. Roll the potatoes into small balls, cover them with egg and bread crumbs and fry in hot lard about two minutes.

Saratoga Potatoes.—Pare and cut into thin slices large potatoes (new are best) let stand in ice-cold water a half hour. Add sufficient salt to the water to season them. Take a handful of the potatoes, squeeze the water from them and dry in a napkin; separate the slices and drop a handful at a time into a skillet of hot lard; do not crowd them in the skillet. Stir with the fork until they are a light brown color, drain well and serve in an open dish. They are very nice served cold for Sunday luncheon.

Fried Whole Potatoes.—Peel and boil in salted water, remove from the fire as soon as done so that they will remain whole; have ready 1 beaten egg and some rolled crackers or bread crumbs. First roll the potatoes in the egg and then in the crumbs, and fry in butter till a light brown, or drop in hot lard. This is a nice way to cook old potatoes.

Baked Potatoes—Select potatoes of even size, scrub them with a brush, wipe with a cloth and place in a hot oven. The moment they are done squeeze each one to burst its skin and allow the steam to escape.

Scalloped Potatoes.—Pare and cut in thin slices enough to nearly fill a two-quart earthen baking disk. Place a layer of potatoes in the bottom; sprinkle lightly with salt, pepper, little lumps of butter and a very little flour, then another layer of potatoes and so on until the dish is full within two inches of the top. Fill the dish with rich, sweet milk to within one inch of the top, cover and bake about one hour. Do not stir. Cold boiled potatoes are excellent cooked in the same way, 15 minutes being sufficient time to cook them.

AN INTERRUPTED WEDDING.

An Incident of the Franco-German War—Example of the Horrors of That Time.

The horrors of war are never more deeply felt than in a single concrete example—such an example as the following, furnished by Mr. Archibald Forbes in his "Memories of War and Peace." The occurrence took place during the Franco-German war, while several war-correspondents were at Saarbrucken.

Within two miles of the little town lay a whole French army corps, which any day might overwhelm the town and its slender garrison. So we lived, a little detachment of us, in a hotel on the outskirts, ready for a judicious bolt.

At this hotel there arrived one morning a young German girl who was engaged, we learned, to a sergeant of the gallant Hohenzollerns. She had come, it seemed, to say farewell to her sweetheart before the fighting should begin and he should march away, mayhap never to return.

Some of the livelier spirits among us conceived the idea that the pair should get married before the farewell should be said. Both were willing. The bridegroom's officer gave him leave, on condition that should the alarm sound, he was to join his company without a moment's delay.

All was in readiness, and the clergyman was just about to join the couple in holy matrimony, when the sound of a bugle broke the stillness. It was the alarm! The bridegroom hurriedly embraced the bride, buckled on his accoutrements, and darted off to the place of rendezvous.

In ten minutes more the combat was in full intensity; the French had carried the heights overhanging the town, and were pouring down upon it their artillery and mitrailleuse fire.

Our hotel was right in the line of the fire, and soon became exceedingly disagreeable quarters. We got the woman down in the cellar, and waited for events. A shell crashed into the kitchen, burst aside the cooking-stove, and blew the wedding breakfast, which was still being kept hot, into what an American colleague called "everlasting smash." It was too hot to stay there, and everybody manoeuvred strategically to the rear.

A few days later was fought, close to Saarbrucken, the desperate battle of Spicheren, in which the bridegroom's regiment took a leading part. The day after the battle I was wandering over the field, helping to relieve the wounded, and gazing shudderingly on the heaps of the dead. Suddenly I came on our bridegroom, in a sitting posture, with his back resting against a stump. He was stone dead, with a bullet through his throat.

HIS SELF-DENIAL.

They Had Almost Enough to Set up a Jewelry Store.

The honeymoon was over and they had settled down to show themselves staid and steady old married people.

"Harry," she said, knitting her pretty brows as if greatly perplexed, "I've been trying to arrange things a little systematically to-day."

"Quite right," he said. "It's time we were settled and had everything arranged properly."

"Yes, but, Harry, the fact is I—I—"

"You what? Nothing has gone wrong, has it?" he asked anxiously.

"Oh, no; but everyone was so kind to us that I find it a little hard to—to——. It wouldn't be proper to sell any of the presents, would it?"

"Certainly not."

"That's what I feared," she said with a sigh. "You see, I don't know just what to do with them all."

"Do with them?" he exclaimed with masculine readiness to settle any problem. "Why, use them, of course."

"But how, Harry? How?" she asked. "We have eight clocks and only a 7-room flat."

He gave a low whistle.

"Then we have five dozen silver spoons and four cake baskets."

He began to look perplexed himself.

"There are twelve butter knives and six fruit dishes," she added.

He swore softly to himself, but made no suggestion.

"We have three sets of fruit knives and——"

"Enough," he exclaimed. "Do what you please with them."

"But, Harry, I want you to——"

"They're yours," he interrupted. "They were all given to you and not to me, weren't they? It wouldn't be fair for me to assume any right to them when they were expressly given to you."

And thus she first learned of man's ability to dodge a difficult problem.

A Cyclist Lamplighter.

Paris possesses a cyclist lamplighter. His route is under the fortifications, and he carries his long lamplighter's pole ove rhis right shoulder and guides the machine with his left hand. He goes his rounds and lights all his lamps without once dismounting.

THE FARM.

A Question of Temperament Rather Than "Flank."

"Returning to the question as to what disposition an animal will make of the food, it takes, in time it will be generally admitted that it is simply a question of temperment," writes Prof. Heacker, "Animals, as well as men, are dominated by different temperaments, and they vary in form or type according to the temperaments, consequently type is the index of temperament. In the hound, trotter, thoroughbred, etc., the motion of the muscular system has the mastery, and for this reason the muscular system absorbs the bulk of the nutrients in the food they take. It will be noticed that in this class of animals there is always a large network of veins running over and through the muscles, to carry the nutrients that have been absorbed by the blood to these parts. In the hog, the compact blocky steer, mutton sheep, etc., the vital temperament holds sway, and the nutrients in the food are converted into flesh. With the dairy cow the function of motherhood is the chief object in life, and this is accomplished through the most wonderful of all systems, the nervous. Conception itself is the result of nervous action, and though shrouded in mystery, the fact that the whole process of gestation and motherhood is mainly the result of nervous action is clearly demonstrated through the whole period of lactation. The more highly developed the nervous system the greater the activity of the lacteal functions and the greater the flow of blood to the udder. The udders of great milkers are always covered with a correspondingly large network of veins, and the two running forward from the udder in such cows are always large, to accommodate the large flow of blood from the udder. The closer we examine into this intricate problem the more clearly do we see that temperament really controls the disposition that is to be made of the nutrients that are deposited in the blood, and since type is simply an index of temperament we must train ourselves to a better understanding of animal physiology."

Turnips versus Carrots for Horses.

Carrots have always been extolled as the par excellence of horse feed, and to a certain extent they are. Carrots fed to young stock make them irritable, nervous, and in the case of young stallions vicious. Carrots owe their chief value as a food for horses to the pectic acid contained in them, which so much assists digestion and assimilation, and for this reason are good for old horses. Horse dealers thoroughly understand their value, and feed them generously to old horses. It is within my experience that Swedish or yellow turnips are much better, both as an article of food and as a conditioner, than carrots for horses. Try a few Swedes, cut them up, and sprinkle with corn meal and bran. The soft and glossy coat, the healthy look, with the good spirits of the horse so fed, will soon tell the story.

When to Water Horses.

Always water your horses the first thing in the morning, and do not let the water be too cold. If it is too cold you will probably have a case of colic. Water is best when it is about 10 degrees warmer than the outside air in winter, and as much cooler in summer. Give the hay before the grain, so that the stomach may be partially filled before the concentrated foods get into it. Better still, feed chopped feed. Mix the ground grain with dampened hay or fodder, and give the largest feed at night, when the horse has time to digest it. Fat and food for the muscles are made when the horse is at rest.

Winter Care of Vegetables.

Many good vegetables are wasted because proper winter care is not given them. Farmers are often urged to have a garden that there may be an abundance of vegetables for winter use. For health and economy as well as for variety, a good supply of vegetables is just as needful in January as in July. On some accounts more so.

Beets, carrots and other root crops may be kept just as fresh for months as when harvested if stored in bins, boxes or barrels, and packed in fresh earth. Cabbages may be treated the same way or may be pulled and only the roots buried in earth. This treatment applies to the supply put in the cellar. Where pitted the same effect may be obtained if the earth is put directly upon or among the vegetables instead of the pile being covered with straw or other litter before the earth is put upon it.

One who has not tried this method of storing vegetables has no idea how nice and crisp they can be had in January or March.

Holding Farm Produce.

A correspondent has found one advantage in prompt sales of produce. Every farmer knows, or should know, how much money he should receive for sales each year to meet the ordinary expense. If receipts are cut down by small crops, and low prices, he must plan to cut down expense, or at least not to incur any extra expense. When a big crop is stored in the expectation of better prices, one naturally figures receipts at the expected price, and if it is not realized, there is disappointment, to say the least.

By converting crops into money as soon as they are ready for market, it seems possible to do a safer business. There is less care and worry. On the other hand, when convinced that any product is selling temporarily at a price far lower than conditions justify, the profit that is obtained by holding goes to the one most deserving it—the producer.

Winter Poultry Food.

Bury cabbage and turnips so that they can be easily got at. Cut up fine and feed two or three times a week. Shattered clover, scalded hay and chop feed stirred up with the green stuff make a fine winter food. Keep a pot handy, into which potato and apple parings, table scraps, etc., can be thrown. Boil all together and thicken with chop, adding a handful of linseed meal and a pod or two of red pepper. Feed only enough to partially satisfy the hens. Let them scratch for the remainder—out of doors in fine weather, and under the sheds in cut straw on stormy, snowy days.

WOULD SEIZE NEW YORK.

WHAT ENGLAND WOULD DO IN CASE OF WAR WITH THE STATES.

A Retired American Naval Officer Described the Fall of the City—Gloomily Holds That the Yankee Navy Is Inadequate and Coast Defences Poor—Then Laughs.

The New York World says:—"If there should be war with England, what would England do first?" asked the plain New Yorker.

"Why, seize New York," replied the retired naval officer, "and it would not give her very much trouble, either."

"That is interesting. Tell me how she would go about it."

"Well, she would assemble at Halifax a powerful fleet of, say, have a dozen battle-ships and twelve or fifteen big cruisers. This fleet would be for the especial purpose of seizing New York. Of course, she would send a separate fleet against each one of our big ports at the same time. And, of course, she would know just where each one of our ships of war was and would look out for them independently. But I shall not go into these details. I will simply confine myself to the attack upon New York. This fleet of twenty-one ships would move down with torpedo boats and torpedo destroyers and all the other necessary accompanying vessels."

"And would meet the combined American navy off the end of Long Island?"

"Not at all. There would be a few ships to guard New York, but our navy is so very small and we have so many great ports that we could only spare a few for New York—perhaps the best, but still only a few.

"What would our one battle-ship our five or six monitors and the unarmored cruiser or so avail in the end against such overwhelming odds? There would be a terrific fight, but the chances are our fleet would be in part disabled and in part sunk. At any rate we'll just put it that way for the sake of the story.

"The British fleet is now off the end of Long Island. The commanding admiral divides it into two unequal parts—the larger to go to Sandy Hook, the smaller to force the Sound. The most of the torpedo destroyers would accompany the Sound fleet, because the danger from torpedoes is greater there. This Sound fleet, as you will see by looking at the map, would advance in

A LEISURELY FASHION

and without opposition to a point just outside of Throgg's Neck."

"But where would they get pilots?"

"My dear sir, it is one of the rules of the Admiralty that no British warship shall ever enter foreign waters with a pilot. The Admiralty supplies each ship with the latest charts, and the ships are steered by the charts. Now this map at which you are looking has an exact account of the shoals, currents and channels of the waters around New York. Every British warship has one of these maps.

"So, to continue, the Sound fleet anchors off David's Island and Sand's Point. The Americans have hurriedly completed the torpedo arrangements there. But the work is weak and, after a few hours' bombardment, the British are able to force a landing and to blow the place up.

"Again at Throgg's Neck (Fort Schuyler) they find themselves opposed by a line of torpedoes. But the works are not very formidable and there is a repetition of David's Island. Fort Schuyler is soon made helpless. The fleet moves on, still more cautiously. The torpedo destroyers have hard work in clearing the water from this on because we have been very industrious in laying torpedoes. But at last, with comparatively small delay and small loss, the Sound fleet is anchored not far from Riker's Island and a battery of mortars has been set up on the island itself. New York City is invested in the northeast. Two huge armored cruisers are at the mouth of the Harlem, and the enormous guns and mortars are ready to rain shot and shell on all the upper part of Manhattan Island.

"Now, let us go back to the Sandy Hook fleet. There are, let us say, two battleships, four huge armored cruisers and two big protected cruisers in this fleet, besides the little boats. This fleet, of course, finds itself face to face with our coast defenses on the end of the Hook. There are disappearing batteries and mortars—a really formidable defense. Unfortunately it is not finished. The fleet anchors just out of range of the land batteries which pitch their shells to the three-mile limit. The day is calm—the English have plenty of time and wait for a calm day.

"When the sea is perfectly smooth and accurate firing is possible,

THE BIG GUNS

of the great battleship are brought into action for the first time. In a few days the works at Sandy Hook are demolished and the only real defense of New York Harbor is gone.

"Now come many days of torpedo destroying, of shelling and demolishing batteries that have been hastily thrown up along the shores of the bay. There is much hard fighting. But we have no ships, and at last the English fleet moves in safety up the bay and divides into three parts—one steaming up the East River, one up the Hudson and the other for the waters about the Battery. New York is invested. Everything is ready for a bombardment."

"But hundreds of thousands of troops are concentrated in and around New York."

"Yes, I see them. But what can they do? They are powerless. The British ships have New York at the mercy of their guns. We have no ships to send against them.

"Of course you understand that these ships could bombard the city from the Lower Bay, and no doubt would do it if it was necessary. But, sooner or later, before or after a bombardment, the British fleet would have New York City directly under its guns. And then an officer under a white flag would come ashore to have a talk with Mayor Strong and to suggest the appointment of a Committee of Fifty or Seventy to raise a ransom fund."

"You don't really mean to say that you think this would happen?"

"No, I don't. Only I don't see how the capture of New York and all our seaport cities could be prevented. Do you?"

"No, I don't," confessed the New Yorker. "I was thinking that all these coast defenses they have talked about were done or could be finished in a few days."

"My dear sir, it would take several years to fortify New York Harbor. At present, as I tell you, there are defenses only at Sandy Hook, David's Island and Thogg's Neck, and these are so incomplete that they could be easily destroyed."

"But such a thing as you describe will never happen—never!"

"I agree with you," laughed the retired naval officer, "and for one excellent reason at least."

"What is that?"

"Why there is not going to be a war."

TOLD IN A PARAGRAPH.

It is considered that Japanese men are among the best needleworkers in the world, their only equals being the women of Russia.

It is estimated that it takes two years for the water from the Gulf of Mexico to travel from Florida to the coast of Norway.

Chicago's board of education announces that it proposes to forbid the teachers in its employ to smoke pipes or cigarettes, or to chew gum.

A storekeeper of Kokomo, Ind., is highly indignant over the action of a burglar who broke a $100 plate glass window to get about $10 worth of silver-plated ware.

A Dorsetshire zoologist, seeing an adder swallow its young, tied a string around its neck and then killed it. On reaching home he cut the string, when thirteen little adders wriggled out unhurt.

A St. Bernard was sold for $2,350 at the Birmingham (England) dog show. This is said to be the highest price ever paid for a St. Bernard at auction.

Everything is white just now. It is white deer, white blackbirds, white crows, white squirrels, and one excited observer claims he saw a white weasel. But the Minnesota fish hatchery now has the lead with a family of several hundred white brook trout.

It was the barking of her faithful pet dog that attracted the attention of neighbors to the rooms of Mrs. Kelly, the Portland woman, found the other day frozen in her chair. The dog had remained by her side during the long hours whining and crying for help.

Maine newspapers are telling that a Caribou clergyman, the other Sunday, noticing that the choir seats were unoccupied when the time for beginning the service arrived, rose and remarked: "I see all the singers are absent this morning. Let the congregation rise and sing, 'Praise God, from whom all blessings flow.'"

The fox's reputation for smartness was well sustained by a member of the tribe near Falmouth, Me., the other day. A couple of hounds and a hunter were afer it, and the fox led the hounds to a frozen pond, and out on the ice so thin that it just supported the fox, which escaped, while the hounds went through and were drowned.

In a biographical sketch, intended to be wholly complimentary, of a banker in Lamar, Ks., a newspaper of that town says the banker "has forged his way from a clerkship to a position in the firm." Obviously it would be a delicate and difficult task to undertake to explain that the use of the unfortunate figure of speech was well meant.

BRITAIN'S PREPARATIONS.

Strengthening Her Stations in the West Indies and British Columbia.

Information received at the Navy Department is to the effect that unusual preparations are being made at St. Lucia, Great Britain's most important naval station in this hemsphere, and it is said that at Barbadoes, Bermuda, and Esquimault, there is also great activity. During the last week vast quantities of coal have been shipped to St. Lucia. The troops at Barbadoes have been drilled to a degree not general at this season of the year, and there are other outward signs of an intention to put the stations on a war footing. The fact that Great Britain maintains at all times large supplies of coal at St. Lucia, and that they are being greatly increased, is regarded as most significant, and indicative of a general policy to restore these outlying military posts to their fullest efficiency. Whether Great Britain goes to war with Germany or any other power, her West Indian naval stations would be most valuable for her ships to secure supplies and to be reported. St. Lucia is the finest naval coaling station and the strongest military post possibly with the exception of Halifax, outside of the British Islands, and since 1890 its strength and capacity have been vastly increased.

Reports that have come abroad indicate that Britain is stirred up to the necessity of increasing her naval and military strength at all stations. It is known to but comparatively few people that since Dec. 15 large forces of men have been employed on the fortifications at Vancouver, and that the defences are being rapidly completed. Bermuda is said also to have its garrison increased, and it is to be noted that one of England's finest cruisers has recently been added to the North Atlantic fleet. So quietly have preparations proceeded all along the lines of defences and in the equipment of naval stations near the American coast, that there is but little known of the real strength of Britain on this continent.

"Hide and Seek."

Soft steals the twilight o'er the churchyard green,
About it ghostly shadows gather gray;
No sound disturbs the stillness of the scene,
Save distant shouts of children at their play.

One little maid, more daring than the rest,
Hides where a headstone makes a safe retreat;
Braving the terrors that the place invest,
She waits the pattering sound of seekers' feet.

What should she know of human anguish deep,
Common to all, to monarch as to slave?
What recks she of the dead, who silent sleep,
Who sorrow hide, and seek rest in the grave?

O! happy, careless childhood, no dread thought
Of death or pain can mar your golden prime;
You have no passed, tear-stained and sorrow-fraught,
Nor do you fear "th' avenging hand of time."

Peaceful the dead rest in untroubled sleep,
While all about them childish laughter sounds
And the gray twilight shadows softly creep
Over God's acre, with its grassy mounds.

GOOD WAYS TO HIDE MONEY

METHODS BEFORE THE DAYS OF "BURGLAR PROOF" SAFE.

Old Clocks, Beds, Hats and Shoes Were Used—In a Scuttle Full of Coal and the Very Modern Device, the Pocket Stocking.

An old-school lady living at Englewood, N. J., had a set of large stationary drawers topped by cupboards built into one of her huge closets. The lower drawer, instead of resting directly on the floor, ran on grooves perhaps two inches above it. She would pull out this lower drawer, place her jewel cases in the space left below, and then push in the drawer, which she kept filled with linen. In all probability no burglar would ever think of hunting down there even if he should find that he had the time.

Equally shrewd was another woman who, whenever she went out, put her money and jewelry in the coal scuttle, covering them up carefully with several layers of coal. This might have proved a rather risky experiment in the winter months, when the fire had to be fed, as not even the housemaid knew what was below the "black diamonds," but their owner felt that no burglar would ever think of looking there and was perfectly satisfied.

A favorite hiding place for money, especially for bills of large denominations, has always been the large

FAMILY BIBLE

and the unabridged dictionary. This is still common in rural places. So is the practice of sticking money snugly away under a corner of a carpet, particularly under some large piece of furniture. This is a method that has much to commend it.

Tea caddies and sugar bowls make excellent teemporary safes. Another hiding place is the old-fashioned country clock, which is almost historic as a spot for tucking away little bundles of valuables. An old tradition was that the old clock, outside of its value as a timepiece, was particularly useful as a receptacle for three articles very much needed in the household, quinine, rat poison and money. The only trouble with the clock was that too many petty thieves knew about it. But the good housewives of the old time never thought of that.

It is safe to say that the number of women who put away jewelry in pocket-books under a mattress for safe keeping, afterwards carefully smoothing the bed down, can be numbered by the thousands.

The pocket of an old dress that hangs in an unconcealed way in a closet is regarded by many women as one of the safest places imaginable for spare rings, brooches and bracelets, and even for a pocketbook. Old shoes, standing in their proper place directly alongside of new ones, are likewise much esteemed, for a great deal can be shoved down into their toes without giving the slightest evidence of the value therein.

Just why a knotted handkerchief should be considered

A SAFER PLACE

than an ordinary pocketbook for the trying of money is not apparent, but nevertheless, a good many elderly women have made use of this all their lives. A country woman once received $50 from her husband, and calmly tying the money up in her handkerchief, placed the handkerchief under her pillow and slept the sleep of the just. The next morning she forgot all about it, and it was not until the middle of the day that she recollected it. Then, in a fit of wild excitement she hunted high and low for the handkerchief, and it was not until an hour or two after that she learned from her housemaid that found under her pillow, the handkerchief had gone into the clothes hamper. It was found there with the knot still in it and the money safe.

Nine out of ten women traveling carry their money and their jewels in a little chamois case or wrapped in a bit of linen in their corsets. Instances have been known where a tourist about to take a train has been obliged suddenly to retire into a recess of the waiting-room to extract her railroad ticket from its hiding place.

Stockings, in fact, seem to be a favorite place of concealment, for money and small pieces of jewelry are often stowed away in them when they are packed away in bureau drawers.

CANADA'S HARDY SONS.

What Sort of Soldiers Canadians Make—What Others Have to Say of Us.

Commenting upon the Venezuelan difficulty The British Army and Navy Gazette, in its last issue, just to hand, says: "We cannot too strongly advocate that the people of Canada lose no time in memorializing the British Government to restore their own old corps, the Royal Canadians, which was so loyally raised by them under such historic circumstances and enrolled in our own regular army as the 100th, or Prince of Wales' Canadian Regiment. England does not forget how the flower of Canada's sons left their hearths and homes to assist her in the clouded days of 1858."

In another column The Gazette tells of the showing made by Canadians during the war between the North and South in the United States. Major Malet, who was an officer in the army of the Potomac, according to this journal, estimates Canadians as the best soldiers physically the world can produce. In his company of the 81st New York Volunteer Infantry, he had 45 Canadians, whose hardy frames no toil could exhausts, and whose gay spirits no hardship could dampen. While the army was on its march in the burning heat, with the thermometer above 90 in the shade, these lads plodded merrily along, beguiling the way with jest and song. These sons of the north were amazed at the wastefulness of their American comrades, who threw away their blankets and other paraphernalia to lighten their burdens and make the marching easier. The tireless Canadians made a practice of picking the cast away articles up, carrying them into camp and claiming a reward. The instance is given of a Canadian walking into camp after a terrible forced march, bearing 12 blankets besides his own, on his shoulders, and obtaining $1 for each, when the nights got cold and the Americans needed covering.

Library students in Paris now wear "muzzles" when persuing the old books in the National library—" not because there is fear they will bite the old volumes, but to prevent the inhalation of the book microbes into their lungs." The germ theory is responsible for many curious things, and this is one of them.

THE LEGISLATURE.

Debating the Reply to the Governor's Speech.

The address in reply to the speech from the throne was moved by Mr. Huff, a new member of the legislature who succeeded Chief Justice Davie in the representation of the Cowichan-Alberni electoral district, and seconded by J. M. Kellie.

In his address, Mr. Kellie complained of the drain upon the provincial resources by the Dominion government, and would urge that the representatives of British Columbia at Ottawa should unite, irrespective of party, in demanding more liberal treatment. Giving particular attention to West Kootenay, he showed that in the matter of expenditure by the provincial government that territory had not received more than its right, for its contribution to the provincial treasury in the past five years has been $285,000 and the provincial expenditure there $235,000. He called attention to the neglect of the Dominion government to improve the navigation of the Columbia river, with the result that trade is being diverted to the States that otherwise would be done with Canadian cities.

The growing evil of claim jumping was next touched upon, Mr. Kellie expressing the conviction that a remedy can be very easily found if the legislature will apply itself to the subject. He referred to a very serious state of affairs in the Trail Creek district, where a large tract of land has been granted to the Nelson & Fort Sheppard railway company, who have thus been enabled to prevent the construction of the narrow gauge railway from Trail Creek to Rossland authorized by the legislature last session. He reminded the house that last session Mr. Corbin of the Nelson & Fort Sheppard, when the Red Mountain railway bill was under discussion, had endeavored to obtain legislation on the strength of erroneous statements as to the nature of the country, and the same Mr. Corbin is blocking the development of Trail Creek by refusing to allow the construction of a necessary line of railway which of necessity must pass over some of the lands granted to the Nelson & Fort Sheppard. As the members are no doubt aware this matter is now being dragged from one court to another.

The Speaker informed the hon. member that if the matter is still pending in the courts it must not be the subject of discussion here.

Mr. Kellie—Is this house going to allow Mr. Corbin to hamper the development of Trail Creek for perhaps two or three years?

The Speaker said he had not ruled on that, but simply stated that by the rules of debate matters pending in the courts must not be discussed in the house. He read from May to that effect. He also reminded Mr. Kellie that if he would confine himself to the matter of the speech he would be more in order.

Mr. Kellie inquired if he could deal with the railway matter by means of a motion, in a few days.

The Speaker—When the motion comes up I will rule upon it.

Mr. Kellie then proceeded to deal at considerable extent with the resources of British Columbia, reading statistics to show their immense development during recent years. He spoke of the enormous development of the mining resources of West Kootenay, showing that there was shipped out of that country last year $2,300,000 worth of ore and bullion, to say nothing of the thousands of tons stacked at the mines ready for shipment. He believed, taking the conservative estimates of well informed men, that the export in the present year will be at least $10,000,000, and this from only one and a relatively small portion of the great mining territory of British Columbia. He recognized that development such as this calls for large public expenditure, and he would not support any government of this province which would not make the liberal expenditures needed for this purpose.

Mr. Semlin, the opposition leader, said that he sympathized with the complaint made by Mr. Kellie as to Mr. Corbins actions, but thought that the provincial government must be put upon their defence for having placed Mr. Corbin in a position to act as he has done. He wanted some enlightenment as to certain officers of the government who have been declared defaulters or who have been dismissed, and he asked why the members of the government have been so remiss as to allow these irregularities to go on for years without being aware of them. He asked who are to be the ultimate losers, in the matter for instance of the deficiency said to exist in the intestate estates fund—Though he held that the province is morally bound to stand the loss. He held that the government has been, in its general administration, careless, extravagant and inefficient, and for evidence referred to the items in the public accounts. He criticised the maintenance of an establishment at London at the expense of the province and held that it is altogether useless. He wished to refer in conclusion to the declaration of policy made to-day by the Premier, and in which he could see no difference as compared with that declared by the governments from time to time for the past fourteen years. The expansive treasury constantly referred to is being followed right up by an expansive civil service system. The policy of railway development has so far only resulted in involving the province in financial responsibilities, and offers no encouragement for further efforts in this direction. Rumor says that the Finance Minister has given his promise in London that he will not ask for any further loan for three years, and if this promise is kept he infered from the speech made by Mr. Kellie to-day that that gentleman will be found on the opposition side in earnest, roundly condemning the government for not making the liberal expenditures desired in his district. As to the policy of the opposition, if the government are to shield themselves behind the vote of the house in the matter of some constituencies the opposition will insist that with respect to other constituencies the government shall be held to the same rule.

The standing committees on railways and mining will each have the benefit of advice from both representatives of West Kootenay.

Amongst the notices of motion are two by Mr. Kellie. One to introduce a bill to suppress claim jumping, and also a bill respecting wages.

Amongst the Acts introduced by the attorney-general is one to regulate traffic on highways, which makes it obligatory for one vehicle meeting or being overtaken by another to turn to the left.

Another Act of the attorney-general, designed to preserve the forest wealth of the province, requires every person setting out a fire to build it in a trench or enclosure of stone or earth sufficient to prevent the fire escaping to the adjacent woods or forests. All locomotive engines passing through any fire district are required by this Act to be provided with the most approved means to prevent the escape of fire from their furnaces, ash-pans and smoke stacks, which latter must be protected by a bonnet or screen of wire netting of not less than 22 wires to the inch square.

Local and Personal Items.

H. A. Brown, of the Union Hotel, who was seriously indisposed early in the week, has happily quite recovered.

The carnival, which was billed for tonight at the skating rink, has been postponed until next Saturday evening.

Considerable progress has been made this week in building operations. The contractor for the new English church is pushing the work on that edifice, and the framing of McCarty's big cold storage building has been completed.

Dr. McKechnie, who arrived in town last week, has taken up his residence at the Central Hotel and opened an office in the adjoining building. Dr. McKechnie comes from Ontario where he has been practising for the past two years.

The sad accident whereby Thos. Riley lost his life on Tuesday has cast a gloom over the bridge crews engaged on the work, the members of which have absented themselves from the various entertainments this week out respect to their deceased comrade.

The thaw of the past week has left the streets in a very "rocky" condition and it is as much as one's back hair and false teeth are worth to drive or walk over them. Luckily there are a few public spirited citizens left in town who are endeavoring to put the roads in a passable condition again.

At the Police court on Tuesday, an individual named Harry Tussing was committed for trial by F. Fraser, J.P., on a charge of obtaining $5 from James McMahon by false representations in connection with an advertising scheme. A similar charge was preferred against Tussing by R. S. Wilson, the conclusion of which was adjourned for eight days.

A fair sized audience greeted Prof. Odlum at the Methodist church Wednesday evening on the occasion of his lecture on Alaska. As an eye-witness he described the country, its people and their customs, and the progress of the mining industry there. His discourse of an hour and a quarter's duration proved both instructing and entertaining and was much enjoyed by his auditors. Referring to the Alaskan boundary dispute between Great Britain and the United States, he thought that the matter could be very easily settled considering that the difference was so small (only six inches) and declared that "the people who would wage war for such a trifle would be murderers."

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MOST PERFECT MADE.
A pure Grape Cream of Tartar Powder. Free from Ammonia, Alum or any other adulterant,
40 YEARS THE STANDARD.

Ferry—West Kootenay District.

SEALED PROPOSALS, properly endorsed, will be received by the Honourable Chief Commissioner of Lands and Works up to noon of Thursday, 6th February next, for the right to maintain and operate a ferry across the Columbia River at Trail, and within a limit of two miles above and below that place, for a term of five years from 1st August next.

Proposals must give a description of the size and kind of boat intended to be used, the mode of propelling the same, and the various rates of toll proposed to be collected, and give the names of two persons who are willing to execute a bond for $500 to secure the faithful carrying out of the contract.

The competition will be on the rate of tolls and the amount of bonus to be paid to the government annually for the exclusive privilege of operating a ferry. A certified cheque to cover the amount of the first year's bonus must accompany the proposal.

All officers of the Government, with their animals and freight, to pass free.

W. S. GORE,
Deputy Commissioner of Lands & Works.
Lands and Works Department,
39-3t Victoria, B.C., 6th January, 1896.

NOTICE TO TAX PAYERS,

REVELSTOKE DIVISION OF WEST KOOTENAY DISTRICT.

NOTICE is hereby given, in accordance with the Statutes, that Provincial Revenue Tax and all taxes levied under the Assessment Act are now due for the year 1896. All of the above named taxes collectible within the Revelstoke Division of the District of West Kootenay are now payable at my office.

Assessed taxes are collectible at the following rates, viz.:—

If paid on or before June 30th, 1896:—
Provincial Revenue, $3 per capita.
One-half of one per cent. on real property.
Two per cent. on wild land.
One-third of one per cent. on personal property.
One-half of one per cent. on income.

If paid after June 30th, 1896:—
Two-thirds of one per cent. on real property.
Two and one-half per cent. on wild land.
One-half of one per cent. on personal property.
Three-fourths of one per cent. on income.

J. D. GRAHAM,
Assessor and Collector.
January 4th, 1896. 39-5t

Nakusp & Slocan Railway Company

NOTICE.

NOTICE IS HEREBY GIVEN that a plan, profile and book of reference of the branch line of this railway from Three Forks to Sandon, examined and certified under section 125 of the Railway Act of 1883 by the Deputy of the Minister of Railways and Canals, on 11th December, 1895, was deposited at the Land Registry Office at Victoria on the 20th day of December instant.

A. J. WEAVER BRIDJMAN,
Victoria, B.C. Secretary.
December 20th, 1895. 37-4t

Nakusp & Slocan Railway Company

NOTICE.

NOTICE IS HEREBY GIVEN that a revised location plan, profile and book of reference of a portion of the branch line of this Railway from Three Forks to Sandon, examined and certified under section 130 of the Railway Act of 1888 by the Deputy of the Minister of Railways and Canals on the 12th December, 1895, was deposited in the Land Registry office at Victoria on the 21st December, 1895.

A. J. WEAVER BRIDJMAN,
Victoria, B.C., Secretary.
December 21st, 1895. 37-4t

Administrator's Notice.

In the County Court of Kootenay, holden at the East Crossing of the Columbia River:

In the matter of Pearl Henderson, otherwise known as Marie Nierman, and,

In the matter of the Official Administrator's Act; dated the Fourteenth day of November, 1895:

UPON READING the affidavits of Joseph Dee Graham and Peter Rasmus Peterson, it is ordered that James Ferguson Armstrong, Official Administrator for the County Court, District of Kootenay, shall be administrator of all and singular the goods, chattels, and credits of Pearl Henderson, otherwise known as Marie Nierman, deceased, and that this order be published in the KOOTENAY MAIL newspaper, for the period of sixty days.

Signed, CLEMENT J. CORNWALL,
C.C.J.

The creditors of Pearl Henderson, otherwise known as Marie Nierman, late of Revelstoke, in the District of Kootenay, are required within sixty days from this date to send to me, by registered letter, addressed to me, at Donald, British Columbia, particulars of their claims and of the securities held by them (if any). After the expiration of the said sixty days I shall proceed to distribute the said estate, having regard to those claims only of which I shall have had notice.

Dated at Donald, in the district of Kootenay, British Columbia, this 18th day of November, 1895. 33-9t

J. F. ARMSTRONG,
Official Administrator.

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Agent, Revelstoke.

GEO. McL. BROWN,
District Passenger Agent, Vancouver, B.C.

Trains leaving Revelstoke on Sundays, Mondays and Thursdays make connections with the Palatial Steamers "Manitoba," "Athabasca" and "Alberta," which leave Fort William for Owen Sound every Sunday and Thursday, and for Windsor and Sarnia every Wednesday.

Columbia & Kootenay Steam Navigation Co. LTD.

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Kootenay Lake Points,
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Leaves Wigwam for Nakusp and Robson, Mondays and Thursdays at 7 p.m.

Leaves Robson for Nakusp, Wigwam and Canadian Pacific Railway points (east and west) on Tuesdays and Fridays at 6 p.m.

Connection is made at Robson with C. & K. Ry for Nelson and with steamer "Lytton" for Trail Creek and Northport.

For local time card of the Company's steamers on Kootenay Lake apply to the purser on board.

For full information as to tickets, rates, etc., apply to T. Allan, Secretary, Nelson, B.C.

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VANCOUVER ..... Nov. 16

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LAKE ONTARIO ..... " 20

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Apply to nearest steamship or railway agent, to

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or to ROBERT KERR, Gen. Passenger Agent, Winnipeg.

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H. N. COURSIER.

T. L. HAIG,

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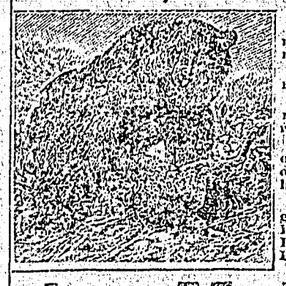

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