# The Miner.

WHOLE NUMBER 397. Nelson, British Columbia, Saturday, April 2, 1898. PRICE FIVE CENTS


Connell R.S.

## THE CITY COUNCIL.

### BUSINESS TRANSACTED AT THE REGULAR MEETING.

**Noel & Thompson Deny Charges.—The Nelson School Question.—Insurance Companies to be Taxed.**

The regular meeting of the city council was held on Monday evening; present Mayor Houston, Aldermen Hillyer, Gilker, Malone and Teetzel.

After routine the public works committee reported referring the draft agreement with H. J. Evans for gas franchise, to full council as the committee did not wish to make any changes in it. The report was received and laid over until next meeting of council for consideration.

Tenders were received for grading Water street as follows: Allan Bros., 37 cts. per cubic yard for earth, $3 for rock, $1.50 for loose rock, 15 cents per lineal foot for culvert pipe. Newling & Co., 30 cts. for earth, $1.15 for rock, 75 cts. for loose rock, and 25 cents for culvert pipe. Noel & Thompson, 22 cts. for earth, $1.25 for rock, 50 cents for loose rock and 10 cts. for culvert.

Ald. Teetzel moved, seconded by Ald. Gilker that the contract be awarded to Newling & Co.

Ald Hillyer stated that the way in which Noel & Thompson were robbing the men employed by them on the Ward street contract was a disgrace to the city. It was a clear robbery when men were forced to board at a $7 per week hotel when they could get as good accommodation for $6.

Ald. Teetzel suggested that it would be better for the city to do the work by day labor and pay $2 than not to have the contractor live up to the terms of the contract regarding payment of $2.50 wages.

Contractor Thompson of Noel & Thompson asked permission to address the council and stated that they were paying the men $2.50 per day and if it could be proven otherwise they would not ask for the return of their certified check held by the city. The men were allowed to board where they please and the contractors have never taken a cut from married men.

The mayor said that if any men came forward and stated that they had not been paid $2.50 he would see that they were paid the difference out of the certified check.

Ald. Malone moved that the contract be awarded to Noel & Thompson but failed to secure a seconder, and on motion of Ald. Hillyer it was decided to lay the question of awarding the contract over until next meeting of council.

Ald. Hillyer introduced a resolution regarding the establishment of a ward school in the east end, pointing out that in that part of the city there were a large number of children who found it impossible to attend the present public school on account of distance and bad roads.

The mayor suggested that a better way would be to ask the provincial government to make Nelson a city school district after July 1st.

Dr. Arthur and Mr. Geo. Johnstone representing the Nelson school board were present and addressed the council. Dr. Arthur stated that their object was to secure the co-operation of the council in their efforts to induce the government to increase the appropriation for the Nelson school. The board was prepared to ask the government last year that Nelson be made a city school district but found that the cost was going to be too heavy. If the government could be induced to appropriate sufficient money to erect a 12-roomed central school, it would place the district on a good footing for taking over the schools.

A discussion on the best means of accomplishing the purpose aimed at followed and it was finally decided that the council and school board meet and discuss the question on Thursday evening at 8 o'clock.

On motion of Ald. Hillyer seconded by Ald. Malone it was resolved that the intersection of Baker and Josephine streets be macadamized, provided the property owners on the four corners bear the cost, the same to be deducted from their frontage tax in the event of Baker street being macadamized.

A draft agreement made between John Elliott, solicitor for the city and J. A. Ackman representing the Nelson Land & Development company was submitted to the council for approval. The terms of agreement were that the city pay the company $50 damages and $200 costs in consideration of the injunction restraining the corporation from trespassing on the company's property being dissolved. The question of compensation for land expropriated to be decided by arbitration. On motion the mayor was authorized to take a settlement with the company and report at next meeting of council.

The city clerk was authorized to write the Kamloops city council in reply to their communication re changes in the Liquor License Act, stating that the Nelson city council did not desire to take any action in the matter.

Sewer By-law No. 26 was reconsidered and finally passed.

The mayor was instructed to purchase a water gauge and have the water service pipes extended to the city buildings.

The mayor brought up the question of taxing Insurance companies doing business in the city. Although Nelson has now an excellent water system and a good fire brigade, the insurance companies have so far given no indication of any intention of reducing the rates. They should be forced to contribute something to the revenue of the city and he suggested that a by-law be introduced imposing a license fee of $200 on each company. Ald. Hillyer gave notice of such by-law.

On motion of Ald. Hillyer seconded by Ald. Gilker, Chief Thompson of the Fire brigade, President J. A. Turner of the board of trade and J. J. Malone, chairmen of the board of works were appointed fire wardens under the provisions of the fire limits by-law and A. L. McCulloch building inspector. Council adjourned.

## ACCIDENT NEAR YMIR.

**Man Blown to Pieces from Careless Handling of Dynamite.**

A sad accident happened at the Elise mine on the Wild Horse creek near Ymir on Tuesday evening, whereby a Finlander named Edward Meki lost his life. It appears that he was thawing out fifteen sticks of dynamite in the oven of a stove when it exploded and killed him instantly. His face and head were practically blown to pieces and both arms and a leg were blown off and a large hole made in his stomach. The cabin was entirely wrecked, but the strangest part of it is that a man was sleeping within two feet of the stove, when the accident happened and escaped uninjured, while the foot of the bed was blown away.

Dr. Arthur, coroner, went out on Thursday to Ymir and held an inquest. A verdict of accidental death due to his own carelessness was returned. The funeral of the remains was held on Friday, and Pete the packer deserves great credit for getting up a subscription to provide a decent burial.

## ORE SHIPMENTS.

**Summary of Amount of Ore and Matte Exported from the Port of Nelson.**

The ore shipments through the port of Nelson, for the past week, as given below were marked by no special feature except that the Hall Mines smelter made a large shipment of lead bullion, the product of the new lead stack. The shipments for March aggregate considerable more than for either of preceding months of the year but the values amount to less, owing no doubt to the closing down of the Trail smelter. The average however for the first three months of the present year is close on $1,000,000 per month. The following are the figures for the week:

MATTE AND BULLION.

| | TONS |
|---|---|
| Hall Mines (Copper Bullion) | 16 |
| Hall Mines (Lead Bullion) | 20 |

ORE

| | |
|---|---|
| Le Roi mine, Rossland | 1680 |
| Payne Mine, Slocan | 370 |
| Queen Bess | 20 |
| Idaho, Slocan | 170 |
| Iron Mask | 80 |
| Last Chance | 80 |
| Rambler | 45 |
| Montezuma | 80 |
| Reco | 20 |
| Miscellaneous | 119 |
| Total for the week | 2700 |
| Approximate Value | $126,160 |

| | TONS | VALUE |
|---|---|---|
| Total for March | 11,749 | $ 608,415 |
| Total for February | 8,678 | 949,138 |
| Total for January | 9,500 | 1,197,489 |
| Total so far for 1898 | 29,927 | 2,815,042 |
| Total for 1897, via Revelstoke | | 719,134 |
| Total for 1897, port of Nelson | 55,271 | 7,613,324 |

## THE CORBIN CHARTER.

**The Kettle River Valley Railway Bill Passes the Committee Stage.**

The application of the Kettle River Valley railway company for a charter to build into the Boundary creek district passed the railway committee of the House of Commons at Ottawa on a division, by, 54 to 48. Some amendments to the bill were made, the most important being one reserving to the Governor General-in-Council power to fix maximum and minimum rates on ores and to cancel the charter in case of evasion by the company.

**Petroleum Near Kuskonook.**

R. Morrison of Kuskonook is inspecting a petroleum field, discovered last winter by T. Ryan, about eighty miles from Kuskonook. The Searchlight says that samples will be sent to Nelson to be analyzed and if they come up to expectations a company will be formed to develop the property. The Crows Nest Pass railway passes through the petroleum belt.

The architects of the city are kept very busy preparing plans for new buildings to be erected during the coming summer. The prospects are that the appearance of the city will be more changed by the erection of new buildings and other improvements than during any other year in its history.

## BOARD OF TRADE.

### A SHORT SESSION HELD LAST NIGHT.

**Letter From Rossland Board of Trade Received and Filed.—By-Laws to be Amended.**

A meeting of the South Kootenay Board of Trade was held in the new Board rooms over the Bank of British Columbia, on Friday evening at which there was a large attendance. Applications for membership were received from C. R. Ford, Jacob Dover, J. R. Rowley, T. W. Gray, A. H. Kelly, C. Hillyer, G. H. Keefer and J. Hirsch, who were duly elected members.

A letter was received from the secretary of the Rossland Board of Trade complaining of an article written by the Nelson correspondent of the British Columbia Review, which the letter alleged contained mistatements regarding the British America Corporation and asking the Board to take action in the matter.

On motion of Messrs. Fletcher and Houston, the communication was received and placed on file.

The President stated that he had been informed by G. H. Martin, traffic agent of the N. & F. S. railway, that he had made arrangements with Mr. Croasdaile of the Hall Mines smelter regarding the handling of ore and that the rate from Hall Siding to Nelson had been reduced to $1 per ton. If the Board desired, Mr. Martin who was present would explain the matter.

F. Fletcher thought the matter was settled by the report of the railway committee and the fact that the N. & F. S. railway had made a reduction in their rates showed that the Board had accomplished the object aimed at. He did not think any apologies were required from the company as to why they had acceded to the request of the Board.

H. E. Croasdaile moved and T. G. Procter seconded a resolution that in future three clear days' notice be given of all meetings of the Board, that the business to come up at the meeting be stated on the notices and that no resolutions be passed and sent out from the Board of which notice is not given in the notices to members. This motion gave rise to considerable discussion and was finally ruled out of order by the president as conflicting with the by-laws of the Board. Mr. Croasdaile then gave notice that at the next meeting of the Board he would introduce a motion to amend the by-laws along the lines of his motion. A motion to adjourn until April 12th at 8 p.m. was moved by J. Houston seconded by J. Roderick Robertson and carried.

There were several matters of importance to be brought before the Board, especially the question of increased appropriation for school purposes, but the motion for adjournment postponed their consideration until April 12th when the regular annual meeting for the election of officers, etc., will be held.

## BRITISH COLUMBIA BENCHERS.

**John Elliott of Nelson to Represent Kootenay Barrister.**

The ballots for the election of Benchers of the British Columbia law society were counted in Victoria last Saturday and resulted in the following gentlemen being elected: Hon. C. E. Pooley, Q.C., H. D. Helmcken, Q.C., J. Stuart Yates, E. V. Bodwell and F. B. Gregory, Victoria; I. G. Phillips, Q.C., Charles Wilson, Q.C., and E. P. Davis, Q.C., Vancouver, and John Elliott, Nelson. These gentlemen along with the Attorney General and Sir Henry Crease and Hon. J. T. McCreight, retired Judges of the Supreme Court, will form the governing body of the law society for the ensuing year. Mr. Elliott is the first practitioner from Kootenay to have the honor of election as a Bencher.

**The Delight Group.**

James McCreath returned on Saturday last from a visit to the Delight group on Toad mountain, bringing with him some fine specimens of rock from the mines. Drifting on the lead is steadily progressing and the showing is improving with development.

**Death Sentence Commuted.**

Everybody in the Kootenay will remember the efforts made last fall to find the whereabouts of a miner named Jack Quincy, who it was said, could prove that Henry Craemer did not commit the murder of a woman and a child in Seattle. Craemer was sentenced to be hanged on Thursday of last week, but an hour or two before the time set for execution, Governor Rogers commuted the death sentence to imprisonment for life.

**"Judge" Evans Superannuated.**

Benjamin Evans, the jolly, rotund usher who attended His Lordship Justice Irving at the special assize last week has been superannuated on an allowance of $480 per year. For the past twenty years "Judge" Evans as he was long ago christened by the members of the provincial bar, has been a familiar figure around the Supreme Court in Victoria and was looked upon as almost as indispensable an adjunct to the dignity of the proceedings as the wigs and gowns of the judges and lawyers. He entered the public service on April 18th, 1878, and always attended the late Sir Matthew Baillie Begbie on his circuits through the interior of the province. He is full of interesting stories and incidents of the dispensing of justice in the early judicial history of the province when it required the strong hand of the law and stern justice to maintain order in the outlying districts.

**Cricket Meeting.**

A meeting was held in the office of Mr. W. F. Brougham on Wednesday evening for the purpose of forming a cricket club in Nelson. There were present Messrs. Brougham, Hedley, Cummings, Macrae, Thomson, Elliott, Fraser, Senkler, Hirsch, and Burne. Mr. John Elliott was elected chairman and Mr. Fraser secretary of the meeting. A provisional committee consisting of Messrs. Senkler, Hedley and Thomson was formed whose duty inter alia, shall be (1) To ascertain the views of the city authorities as to the use of the public recreation grounds for cricket. (2) To canvas individual members of the city with the object of inducing them to become members of the cricket club proposed to be formed. (3) to ascertain as far as possible the probable cost of the necessary outfit for the club, and the means of obtaining the same. (4) To take such other steps as they may deem advisable for promoting a cricket club in this city.

The provisional committee were instructed to report at a meeting to be held at the same place on Wednesday, April 6th at 8 p. m.

## J. RODERICK ROBERTSON EXPLAINS

**His Position on the Railway Question—Is in Favor of Competing Railways.**

In conversation with a MINER reporter Mr. J. Roderick Robertson, manager of the London and British Columbia Gold Fields Ltd., expressed his surprise at the report which appeared in the coast papers regarding the meeting of the mine owners held here on Saturday last. Mr. Robertson stated that there were actually present at the meeting the following gentlemen: Messrs. Croasdaile, Fletcher, Procter, Selous, Robertson and Keen, (Sec), although some few proxies were held by the Secretary, who in answer to a question stated to the meeting that the givers of these proxies had not specifically directed him to vote for the resolution which was not particularly set out in the telegrams calling this special meeting. A petition to the government was referred to by the president as having been signed by the leading business men of the city, in opposition to the granting of a charter to the Kettle river valley railway but on subsequent enquiry it has been found that the petition had not been signed by a considerable number of merchants as it was not approved by them.

Upon a resolution endorsing the petition, an amendment was moved by Mr. Robertson as follows: "That this Association recognizing that the mine owners and inhabitants of the Boundary creek and Kettle river districts being primarily and chiefly interested in the development of that portion of the Dominion and that they are best informed of their own needs and requirements consider that the government should grant such railway charters as may be desired by said operators and inhabitants of the aforesaid district.

In speaking to the amendment which failed to secure a seconder, Mr. Robertson expressed his desire to see the fullest development of railway competition throughout the district and called attention to the great benefit Nelson derived from having competing railway lines in addition to its steamboat service. Mr. Robertson is also of the opinion that the construction of the line into the Boundary country would greatly benefit that district and in all probability would ultimately induce the Canadian Pacific railway company to parallel the Corbin system as they have done in other sections of the country. The action of the Board of Trade of Nelson, looking to a reduction of rates both on the C.P.R. and N. & F. S. railways, etc., shows that the Board is alive to the necessity of cheap and competitive rates in order to the further development of the commercial and mining interests to best advantage. Mr. Robertson is one of the earliest investors in Nelson and the establishment of the headquarters of his company here demonstrates that he considers Nelson the most central and convenient point for their operation.

**Want of Confidence Motion Defeated.**

In the provincial legislature on Thursday J. Fred Hume, M. P. P. moved a want of confidence motion in the government on the budget. The motion was defeated on a party division of 13 to 18. Ex-speaker Higgins and J. M. Kellie voted with the minority.

## GENERAL LOCAL NEWS.

### EVENTS OF INTEREST IN AND AROUND NELSON.

**Brief Mention of Happenings in the District During the Past Seven Days.**

P. Burns returned on Thursday from Calgary.

A week from to-morrow, April 10th, is Easter Sunday.

F. S. Andrews of Slocan City registered at the Phair this week.

W. W. West, of the outlet ranche has purchased the steamer Halys.

N. F. McKay, barrister, of Kaslo spent Wednesday in the city on legal business.

There are a number of cases of whooping cough among the children in the city.

Good progress is being made on the construction of the new C. P. R. transfer wharf.

C. R. Forde of Henry Forde & Co. returned on Wednesday from a business trip to Rossland.

Hon C. H. Mackintosh of the British America Corporation is en route to Rossland from London.

MARRIED—At Nelson on Wednesday March 30, by Rev. R. Frew, Harry McLeod to Mary McIsaac.

The 17th annual meeting of the Canadian Pacific railway company will be held on Wednesday next.

J. N. H. MacLeod, chief engineer of the Crow's Nest Pass railway registered at the Phair on Monday.

Rev. Charles Ladner of Rossland spent Wednesday in the city, the guest of Rev. Geo. H. Morden.

Horace Bucke, barrister of Kaslo, was in the city this week on legal business with the county court.

On the fifth page will be found some interesting notes of the Quartz creek district from our Ymir correspondent.

J. L. Retallack of Kaslo, passed through Nelson on Monday, on a six weeks' trip through the United States.

Col. O. T. Stone of Kaslo, has returned from a two months' visit to California greatly improved in health.

Mr. Houghton, formerly customs officer at Rossland spent Saturday last in Nelson. He expects to visit England shortly.

Miss Garretson of Spokane has arrived in the city to take charge of the millinery department of Mrs. McLaughlin's store.

D. J. Macdonald, provincial inspector of mines has gone to Victoria for a short visit. He will return to Kootenay about April 12th.

M. DesBrisay & Co's store has been raised to the level of the sidewalk, and is greatly improved thereby both in appearance and convenience.

Dr. Ryan of Goat river landing, G. H. Garden and A. F. Proctor of the Crow's Nest Pass railway survey registered at the Phair on Tuesday.

The Juno claim on Toad mountain, above the Athabasca, three miles from Nelson, is looking well. There is a six foot ledge which gives good assays.

The improvements to the Phair hotel have been commenced and the carpenters, painters, kalsominers, and paper hangers are hard at work.

E. N. Murphy, contractor on the Crow's Nest Pass railway and brother in-law of H. D. Hume of the Hotel Hume spent Wednesday in the city.

A petition signed by 1200 voters and 1300 others, asking that the provincial franchise be extended to women, has been presented to the legislature.

Alex. S. Lee of Edinburg, Scotland, representing British capitalists and W. Orr Patterson, a mining expert of Buluwayo, South Africa, are at the Hume.

W. F. Thompson of the Trail Creek News has disposed of his interest in THE MINER to W. A. Jowett, and intends leaving shortly for Glenora.

Alfred Johnston, charged with seduction, is now in the provincial jail awaiting trial, which takes place on the 12th inst. before His Honor Judge Forin.

Mr. Rex Macdonald, barrister, and Mrs. Whitney, sister of Mr. R. Hedley, were married on Wednesday at the Church of England by Rev. Mr. Akehurst.

F. R. Dunn who was injured in an accident at the Kootenay Power Company's works at Bonnington Falls is rapidly recovering the use of his injured limb.

Work on the foundation of the Odd Fellows' new block at the corner of Baker and Kootenay streets has been commenced.

Mr. and Mrs. Edward Mills mourn the loss of their only child, an infant, ten months of age, whose death occurred on Sunday morning last after a brief illness.

The amount of assessed value of Greenwood City, according to the assessment roll just completed is $251,695, an increase of $47,000 over the assessment of 1897.

Rev. A. W. Sheppard, Presbyterian missionary at Ymir, was in the city on Wednesday en route to the Silver King mine where he held service on Wednesday evening.

L. B. Hamlin, the engineer sent by the British Columbia government to report on the navigability of the Hootalinkwa river died early in February at Dawson City.

The men building the trail to the Last Chance mine have finished their work, and Mr. Wilson leaves on Monday to put a force of men at work building the houses.

Braden Bros. of the Pilot Bay smelter have purchased the Steamer Ainsworth, which will be placed on the route between Kuskonook and Bonner's Ferry for a tri-weekly run.

The regular meeting of the Ladies' Hospital Aid society will be held on Monday April 4th, in the Presbyterian church, at 3 o'clock. The ladies of Nelson are cordially invited to attend.

The telephone line between Swansea and Fort Steele by way of Cranbrook has been completed and will be extended to other points in East Kootenay as rapidly as the work can be done.

D. Wadds of Nelson and Miss E. E. Medlock of Vancouver were married at the Church of England in Rossland by Rev. Mr. Irwin on Saturday last, and arrived in Nelson the same evening.

It is reported at Fort Steele that Col. Baker will be opposed by Mr. Baillie, editor of the Fort Steele Prospector at the approaching general elections for the representation of East Kootenay.

The Cranbrook Herald is the latest addition to the MINER exchange list. The first issue bears date March 22nd, is well printed and well edited. The Herald "stands for Cranbrook first, last and all the time."

A sitting of the county court was held this week with His Honor Judge Forin presiding. There were a large number of cases up for hearing and judgment in every case but one was given in favor of the plaintiffs.

It is stated that the early construction of the Nelson and Bedlington railway is a certainty and is not dependent upon the report of the final surveys or anything else, and work will begin before the first of May.

The members of the Rossland Bar Association say that the government appropriation of $5000 for a new court house is altogether inadequate and have passed a resolution to that effect. They think the amount should be doubled.

The examination of candidates for admission to practice as Provincial Land Surveyors in the Province of British Columbia will be held at the office of the Hon. Chief Commissioner of Lands and Works, Victoria, on Monday, April 4.

The conference to be held on Thursday evening between the School Board and the City Council regarding schoo matters failed to materialize owing to there being no quorum. The only members of the council who attended were the Mayor and Ald. Hillyer.

R. W. Bacom of Ymir, spent Tuesday in Nelson purchasing his stock for a new hardware store which he is opening in that lively mining camp. Mr. Bacom stated that he could do almost as well with the Nelson dealers as he could with the large eastern wholesale houses.

The entertainment given in the Methodist church under the auspices of the Nelson Lodge I.O.G.T. on Monday night was a great success socially and financially. The church was crowded to the doors and each number on the programme was well received.

Rossland was made a chief port of entry yesterday with D. R. McDonald as collector of customs. W. S. Keay, late of the Trail office will be chief clerk in the Rossland office and Mr. Stevens will be sub-collector at Trail and Mr. Patterson sub-collector at Sheep creek.

# The Miner.

THE MINER is printed on Saturdays, and will be mailed to any address in Canada or the United States for one year on receipt of two dollars. Single copies five cents.

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ADDRESS

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NELSON, B. C.


## LODGE MEETINGS.

NELSON LODGE, No. 23, A. F. & A. M. meets second Wednesday in each month. Visiting brethren invited.
G. L. LENNOX, Secretary.

I. O. O. F. Kootenay Lodge, No. 16, meets every Monday night, at their Hall, Kootenay street. Sojourning Odd Fellows cordially invited.
WM. HODSON, Secretary.

NELSON LODGE No. 25, K. of P., meets in Castle hall, McDonald block every Tuesday evening at 8 o'clock. All visiting knights cordially invited,
J. J. MALONE, C.C.
GEO. PARTRIDGE, K. of R. and S.
(820)

NELSON LODGE, I. O. G. T. Meets in Castle Hall, McDonald Block, every Monday evening at 8 o'clock. Visiting Templars cordially invited.
J. MORLEY HOAG, Chief Templar.
JOHN TELFORD, Sec'y.

S.O.E. NELSONS QUEEN NO. 241, SONS OF ENGLAND, meets second and fourth Wednesday of each month at K. of P. Hall, MacDonald Block, cor. Vernon and Josephine streets. Visiting brethern cordially invited.
ERNEST KING, Worthy President.
CHAS. H. FARROW, Secretary.

SATURDAY, APRIL 2, 1898.

## CROW'S NEST LINE ROUTE.

It is really positively shocking, the way in which the Canadian Pacific Railway refuses to take advantage of the advice proffered by the Rossland Miner. It would save Sir William Van Horne and Mr. O'Shaughnessy a great deal of worry if they would leave the management of their Kootenay affairs in the hands of that estimable journal, which by the way when it wishes to give some weight to its words borrows our title and calls itself THE MINER. It must of course be galling to the master mind which directs the course of the paper to see its best laid schemes so often go "aglay," (possibly this may not be the correct word but it is intended to be Scotch for wrong) and we are sorry to have to give it another shock. Last week it declared categorically that the Crow's Nest Pass line would do some little mountain climbing in the back country of the Salmon river and finally descend upon Trail and proceed thence on its way westwards having sidetracked Nelson. We are fortunately in a position to say that however right and proper such a route may appear to our Rossland contemporary the recent surveys of the country have proved to the men who manage the C.P.R. that it is utterly impracticable, and they still have the railway under their control. On the other hand fresh surveys have removed many of the difficulties which were anticipated in the route to Nelson by way of Balfour, and that route will be adhered to.

## THE MINING REPORT.

The annual report of the Minister of Mines is a bulky volume of 610 pages. It was our lot some years ago, when British Columbia was hardly known and people in Victoria had hazy notions of how to reach Kootenay, to point out than one of the best ways of attracting attention to the country was to issue a good mining report, to show the world that what Australia and South Africa could do, we could do also. It was true that there was not much material out of which to construct a report, but there was something. In 1895 a small pamphlet was issued from this office and met with considerable success. It contained all the information about West Kootenay, then obtainable, which was sufficient to show thoughtful men that the country was worth looking into. Its object was to draw attention to the country, and as it was copied largely into some of the London papers, this was accomplished. It is gratifying today to look on the report before us. The importance of issuing such a document has been recognized and in Mr Carlyle's hands the work has been so excellently carried out that the province may at once boast of his work and of the great progress made in the development of her natural riches, which has afforded him material for his production.

The book commences with tabular statements of the most useful kind, showing the production of each district year by year. There is a considerable discrepancy between the total value of mineral exports given for West Kootenay and that already published by the local journals. Probably both are right. The mining papers get their information from the Customs as the ore leaves the country, whereas Mr. Carlyle's figures are made up from the returns after the ore has been sampled at the smelter. These returns may not come in for weeks. Then there is the difference in the price of silver between the time of shipment and the receipt of the returns, all of which affect the figures given. Though the local figures are not wrong, it would be best to accept Mr. Carlyle's and the mineral export for West Kootenay for 1897 may therefore be put down at $6,765,703. Of this the Slocan contributed the lion's share, $3,280,686, Rossland sent out $2,097,280 and Nelson $789,215. The increase over the figures for 1896 is to be especially noted.

In his opening remarks Mr. Carlyle strongly censures the action of a certain class of company prior to the passing of last year's Company's Act, and further on in his account of the Illecillewaet division, he has some pointed remarks to make as to the management of a certain celebrated concern.

A point which has caused much stir is the proposal that the government should require a certain amount of work to be done on a claim within 90 days of the date of location, in order to hold it. There is much common sense in the suggestion which is apparently based upon the regulations in force in our Australian colonies. But it will not commend itself to the prospector, and on the eve of a general election his feelings are not unlikely to be consulted.

With this report Mr. Carlyle takes leave of the public and retires to the congenial seclusion of a large salary from a big concern, which he most heartily deserves. The province has been the gainer for his services during the short time that he has been in its service and in saying farewell to him we are sure that we carry the feelings of the whole mining community with us, when we wish him every possible success in his new occupation and hope that his employers will benefit as much by his ability as British Columbia has.

## THE ESTIMATES.

The estimates have been laid on the table. The revenue is put down at $1,453,389 and the expenditure at $1,992,609, leaving a deficit of half a million in round figures.

It is quite possible that the government will be blamed for proposing to incur such a debt. A rabid opposition journal would just seize on such a chance as this and prate, till all is blue, about carelessness and extravagance. While by no means approving of the general conduct of the public business by the present government we cannot withhold our approbation of the brave step they have now taken. It is quite possible that the coming elections may have had something to do with it; but nevertheless credit is due to the ministers for a statesmanlike and sound financial policy. In other words they recognize the elasticity of our finances and the rapidly increasing growth and prosperity of the province. Future populations will be quite ready to bear their share of the expenditure which has provided them with roads bridges and other advantages.

The principal items of the estimated receipts are $242,680 from the Dominion of Canada, including the grant per capita on a population of 98,173. Looking a little further on we find the estimated income from Revenue Tax amounts to only $95,000. Speaking broadly that means that the government only expects to collect this tax from one-third of the population, The proportion of adult males must be greater than this, and the tax should be made to produce a larger sum. Here in Kootenay the amount collected is exceedingly disproportionate to the population. Free miners certificates are expected to return $175,000and general mining receipts $165,000, a total of $340,000, most of which will come out of Kootenay.

The chief items of expenditure are public debt, $295,666. Civil government (salaries) $145,710. Administration of justice, $295,608, Education, $280,622 and public works, $620,200. The last of these is the most interesting because it at once affects our pockets, not in the way of extracting taxes but by putting dollars in. It is gratifying to note that the government has behaved liberally towards Kootenay, and Nelson has no cause to grumble at her share of the good things. The local works for which money is provided are, Rossland Court house, $6000; Nelson Court house, $4000; lockup at Ymir, $600. Grant for construction of civic building at Kaslo to be used for government purposes when required, $2000. $4000 for the Nelson public schools and $1000 for the Nelson wharf; $300 each for the Nelson and Rossland fire departments and $200 each for those at Trail and Kaslo. $40,000 is allotted for roads and bridges in the south riding of West Kootenay in addition to special grants of $18,000 for roads, etc., in the Trail district and $8000 for the Six Mile creek road, leading from the Outlet to the groups of claims at the head of Lemon creek. The L. & B. C. Goldfields very properly receive $1000 as part of the cost of the excellent road they have made from Ymir town to Ymir mine, which benefits a large section of country.

## SPAIN AND THE UNITED STATES.

The Spanish American affair has reached a crisis which will be settled one way or the other by the time these lines are in print. In spite of the finding of the American Court of Inquiry the Maine incident seems to have dropped entirely out of the negotiations. The government at Washington has announced its intention of interfering in Cuba and gave Spain until yesterday to say what she is going to do about it. Spain is apparently casting about for a graceful way of backing down and will probably do so under cover of the "good offices" of France. In the meantime the funds keep up, which is a sure indication that the financiers of Europe are of the opinion that there will be no war, and their opinion means a good deal.


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A. H. CLEMENTS, Treasurer
Nelson B. C. August 14th 1896.
(419)


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Mrs. McLaughlin has just received her Stock of Spring Millinery in all the Latest American and Canadian Styles.
The regular opening will take place about April 1st.
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AFTER THIS DATE MESSRS . .
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Nelson, March 19th, 1898. 884

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Made by the Dangler Stove and Manufacturing Co.
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The Gem Blue Flame Oil Stoves are made of the very best material and with the latest improved machinery. The Manufacturers are the Patentees of many valuable features used only on the Gem. Call and examine them. : : : :
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DEALERS IN 733
Hardware, Paints, Oils, Glass, Etc.

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Today. Latest American (among others J.B.Stetson) English, Canadian Blocks
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Meats, Teas, Coffees, Fruits and Vegetables, dried and canned, and other Groceries. A first class assortment.
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We have just unloaded a car of Vancouver Sugar which we are offering very cheap.
Besides the 100 lb. sks. we have it in 10 and 20 lb. cotton sks. Very nice for families.
Our stock is the largest in the city. Nearly everything bought in car lots and we can undersell the lowest.
Kindly inspect our goods and get prices. Always a pleasure to show you what we have to offer.
M. Des Brisay & Co.
568

. . Emory & Walley . .
MEN'S FURNISHINGS, CLOTHING, HATS, Etc.
Have opened on Baker Street with the above line of goods. Stock is not yet Complete but new goods are arriving every few days.
... WE ARE AGENTS FOR ...
Kennedy & Douglas, Merchant Tailors, Toronto
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Have all kinds of Rough and Dressed Lumber,
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LIMITED.

KOOTENAY LAKE AND RIVER.
Summer Card. Effective March 15, 1898.

South b'nd, **S.S. International.** North b'nd.

| Read down | | | Read up | | |
|---|---|---|---|---|---|
| Train Lvs | 1.00 p.m. | Sandon | 10.50 a.m. | Train Ar | |
| " Ar | 3.45 " | Kaslo | 8.00 " | " Lv | |
| Boat Lvs | 5.45 a.m. | Kaslo | 8.10 p.m. | Boat Ar | |
| " | 6.45 " | Ainsworth | 7.10 " | " | |
| " | 7.15 " | Pilot Bay | 6.30 " | " | |
| " | 7.45 " | Balfour | 6.00 " | " | |
| " | 9.00 " | 5 Mile Pt. | 5.10 " | " | |
| " | 9.45 " | Nelson | 4.45 " | " | |
| Train Ar | 12.58 p.m. | Northport | 1.00 " | Train Lvs | |
| " | 2 50 " | Rossland | 12.00 noon | " | |
| " | 6.40 " | Spokane | 8.00 a.m. | " | |

Sandon-Kaslo train daily. Boat and Spokane train daily except Sunday.

**S.S. Alberta.**

| | | | | |
|---|---|---|---|---|
| Train Lvs | 1.00 p.m, | Sandon | 10.50 a.m, | Train Ar |
| " Ar | 3.45 " | Kaslo | 8.00 " | Lvs |
| Boat Lvs | 6.00 " | Kaslo | 1.00 " | Boat Ar |
| " | 6.20 " | Ainsworth | 11.40 p.m. | " |
| " | 7.0 " | Pilot Bay | 11.00 " | " |
| " | 10.00 " | Kuskanook | 8.00 " | " |
| " | 12.00 " | Gont River | 6.00 " | " |
| " | 1.00 a.m. | Bound'y | 5.00 " | " |
| Boat Ar | 8.00 " | Bonners Fy | 2.00 " | Boat Lvs |
| Train Lvs | 11.40 " | B'rs Ferry | 1.15 " | Train Ar |
| " | 2.45 " | Spokane | 7.00 a.m. | " Lvs |

Sandon-Kaslo train daily. Boat leaves Kaslo for above points Tuesdays and Saturdays. Returning on Wednesdays and Sundays.

Meals and berths not included.

Passengers on S. S. International from Nelson, Spokane, etc., for points on Kootenay Lake south of Pilot Bay, will connect at that point with the S.S. Alberta.

Passengers for Nelson via S.S. Alberta, from points south of Pilot Bay can by arrangement with purser have stop-over at Pilot Bay or Ainsworth, or connect with S.S. International at Kaslo.

The company's steamers connect Kootenay Lake and Slocan points with all points in the United States and Canada, by way of Spokane and Kootenay River.

Tickets sold and baggage checked to all points by pursers on steamers or at our office.

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**Spokane Falls & Northern R'y.**
**Nelson & Fort Sheppard R'y.**
**Red Mountain R'y.**

The only all rail route without change of cars between Nelson and Rossland and Spokane and Rossland.

(Daily Except Sunday)

Leave 9.20 a.m. NELSON Arrive 5.35 p.m.
" 11:45 " ROSSL'D " 2:55 "
" 8.00 a.m. SPOKANE " 6.40 p.m.

Passengers for Kettle River and Boundary Creek, connect at Marcus with Stage Daily.

**COLUMBIA & WESTERN RY.**
Schedule
EFFECTIVE MONDAY NOV. 22, 1897.

| WESTBOUND | | | | EASTBOUND | | |
|---|---|---|---|---|---|---|
| P.M. | P.M. | P.M. | | P.M. | P.M. | P.M. |
| No. 5 | No. 3 | No. 1 | | No. 2 | No. 4 | No. 6 |
| 3:45 | | 9:00 | ROBSON | 8:0 | | 2:30 |
| 5.00 | 2:00 | 10:00 | TRAIL | 7:00 | 12:55 | 1:15 |
| | 3:15 | 11:15 | ROSSLAND | 6:00 | 12:00 m. | |

No's. 1 and 2 connect with C. P. R. main line steamers, and trains to and from Nelson at Robson.

No's. 3 and 4 are local trains between Trail and Rossland.

No's. 5 and 6 are local trains between Trail and Robson. No. 6 connects with train No. 4 from Rossland.

All trains daily.

F. P. GUTELIUS, Gen. Supt.

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Use a first class line in traveling between Minneapolis, St. Paul and Chicago, and the principal towns in Central Wisconsin.

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Direct connections at Chicago and Milwaukee for all Eastern points. . . . .

For full information call on your nearest ticket agent, or write . . . . . .

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Builders are invited to inspect my stock of Rough and Dressed Lumber, Shingles, Laths, Doors, Sash; Mouldings Turned Stock, &c.
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G. O. Buchanan 415

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To all Eastern and European Points.
To Pacific Coast and Transpacific Points.
To the Rich and active Mining Districts of Klondike and the Yukon.

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Daily to St. Paul.
Daily (except Monday) to Eastern Canadian and U.S. Points.
Tickets issued through and Baggage checked to destination.

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To Rossland and Main Line points.
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**Kootenay Lake—Kaslo Route.**
STR. KOKANEE
Except Sunday. Except Sunday.
4 p.m.—Leaves—NELSON—Arrives—11 a.m.
Calling at way ports in both directions.

**Kootenay River Route.**
STR. NELSON.
Mon. Wed. Fri. Mon, Wed. Fri.
7 a. m.—Leaves—NELSON—Arrives—8.30 p. m.
Runs to Kuskanook (formerly Armstrong's Landing) calling at way ports and makes close connections at Pilot Bay with Steamer Kokanee. Steamer may make additional trips provided business offers.

**Trains to and from Slocan City, Sandon and Slocan Lake Points.**
(Sundays Excepted)
9 a. m.—Leaves—NELSON—Arrives—2.20 p. m.

ASCERTAIN PRESENT
**Reduced Rates East**

and full information by addressing nearest local agent. or GEO. S. BEER, City Ticket Agent, Nelson,
W. F. ANDERSON, Trav. Pass. Agent, Nelson.
E. J. COYLE, Dist. Pass. Agent, Vancouver.
Write for Klondike folder and Map.


# THE VAGARIES OF FATE

By THOS. LAURIE.

## CHAPTER I.

The Vernons of Folgate Towers were fast dying out; Ralph, the eldest of three brothers, was on his deathbed, the other two, Stanley and Meredith, had already passed away to join the shades of their ancestors. Stanley had been in the army, married, died and had left one son, called after his uncle, Ralph. Meredith, the youngest of the three brothers, had originally no profession, but had traveled much in Southern lands, mainly for the sake of his health, which was always delicate. About fourteen years before his death he was at Malaga, where he fell desperately in love with Inez Fontanilla, whom he had first seen performing at the Opera House there, under an assumed name, and whom he eventually married, being much struck, not only with her beauty and accomplishments, but, as he afterward discovered, by her many virtues.

The announcement of this marriage, under the circumstances, gave great offence to his elder brother, Ralph, and had the effect of completely estranging them—a sad calamity to poor Meredith, who was dependent upon his brother's bounty.

In his altered circumstances a little daughter was born to him, and his wife's resources being almost expended, he was obliged to turn his undoubted talents as a musician and painter to the best advantage, for the sake of those so near and dear to him. If his brother, Ralph, had only read the letter which Inez had sent to him recording her true history, all might have been so different; but he remained obdurate, and had returned every letter they had addressed to him, unopened.

Although Meredith had wooed and won Inez as an opera singer, her family was really more ancient and aristocratic than his own, and had numbered amongst them many dons and grandees of sunny Spain. Unfortunately, however, she was left when very young to the guardianship of the family lawyer, who had died a few years afterward, leaving all his professional concerns to a younger partner. This miscreant, having first tried to obtain a hold upon her affections, and being unsuccessful, at length slunk away, no one knew whither, taking with him the whole of Inez's fortune, which was very considerable.

Poor Inez was for a time inconsolable, but being highly accomplished, ultimately resolved to preserve her independence by turning her artistic talents to account, and had accepted an engagement at the opera house, where her fresh young voice and striking beauty proved a great success, and won many hearts, including that of Meredith Vernon.

During the fourteen years which followed their marriage, Ralph made no sign of relenting, and Inez, having resumed her professional duties, she and Meredith managed to eke out a fairly comfortable existence. In the meanwhile the little Inez was growing up, a source of unalloyed happiness and comfort to her parents.

At length poor Meredith died from the immediate effects of a chill, his health having been so delicate for years past that he had no recuperative energy left with which to withstand the inroads of an acute disease.

His last efforts were spent in committing the future of his darling wife and child to the care of his brother, but even this communication remained unanswered, although it was not returned.

* * * * * *

Ralph Vernon's nephew, familiarly known as "Master Ralph," had been brought up by his uncle at Folgate Towers, where he was allowed to do much as he pleased. He was, however, a brave, high-spirited lad, whose natural disposition fortunately enable him to overcome the spoiling process to which he had been subjected for several years, in fact since the death of his mother, which had happened when he was about 8 years of age.

He was brought up as his uncle's heir, and no expense was spared on his education, a public school having succeeded private tutors at St. John's College, Cambridge, succeeded Eton.

His uncle was very punctillious and irascible, as young Ralph for some undergraduate indiscretion managed to get "rusticated," the vials of his uncle's wrath were outpoured upon him, so that he was dismissed from his roof, and sent into the world with a paltry allowance, just enough to supply him with actual necessaries.

Young Ralph, was, however, as proud as his uncle, and determining to carve out a way of his own in the world, went to London, where by means of private tuition and journalistic work he got introduced into the family of a Cabinet Minister, to whom he ultimately became private secretary.

During his leisure, out of the Parliamentary Session, he cultivated his inherent literary tastes, and had already published some poems and essays which had been very favorably reviewed.

He was now becoming successful, and a bright future was opening up before him; his success being all the more pleasing and meritorious, being the reward of his own unaided industry and effort.

He had been working hard for about three years—three years, which although not without many cares and sorrows, he could now look back upon as, perhaps, the happiest in his life, for there is no pleasure so unalloyed as that which springs from independent, manly effort, in the cause of right and truth, and no happiness so pure as that which comes as the fruition of noble conduct which has achieved success.

Before leaving his chambers in St. James' one morning he found a telegram awaiting him which he opened eagerly, as he had for some days been expecting to hear from a publisher to whom he had submitted the Ms. of his latest work—an historical romance. His surprise may therefore be conceived when he read as follows:—

"Come to Folgate Towers at once. Your uncle is seriously ill, and wishes to see you without delay.—Blake."

"My uncle ill, and he has sent for me!" were the words which first trembled from his lips, as he recovered from the shock which the sudden and unexpected news had imparted to him. His mind was busy with the past now, and, like one who had been nearly drowned, memories succeeded each other in such rapid succession that he had almost forgotten the cause which prompted them. He thought of his father and mother, and of his short-lived childhood passed with them—then of his first appearance at Folgate with his widowed mother—his uncle's welcome—the beauties of his new home, the kindness of everybody to him. And as he thought of poor old Blake, his uncle's faithful factotum, who had signed the telegram, and who had often screened his youthful delinquencies, he felt the tears silently trickling down his cheeks as an unconscious attestation of how deeply he had been moved.

Suddenly recollecting, however, the import of the message, he called the manservant of his chambers, and whilst this imperturbable old party packed his portmanteau, he hurriedly swallowed some breakfast, wrote some necessary notes to account for his absence, and started off by the 10.10 express to the home of his youth.

He took a second class single ticket to Carnforth, the nearest station to the Towers, having previously despatched a telegram to Blake, saying he was coming, and to send the dog-cart to meet him on his arrival. He had just time to catch the train, and entered a compartment which he was unfortunate enough to find empty, and thus he was left to muse over his past life and its earlier associations in connection with the object of his present journey.

Finding himself alone he threw himself at full length upon the seat and indulged his memory to his heart's content.

It was one of those carriages divided into three compartments by means of partitions half-way to the roof, and Ralph occupied the middle one without having previously noticed whether the others were occupied or not.

He had not, however, proceeded far on his journey before he was made aware of some one being in the compartment next to his, in the direction in which the train was going, by sundry noises which had not hitherto assailed his ear. Presently he heard a sweet but excited voice exclaim in a slightly foreign accent: "Please don't stare at me so; it is rude, and no gentleman would do so."

The only answer to this remark was a kind of guttural noise, between a cough and a groan.

Again the sweet voice, as if in desperation. "How rude you are. Oh, please don't. Do put down that horrid pistol, or I'll summon the guard."

"Will you, —— you, will you?" said her tormentor, who was evidently about to seize hold of her, when her screams for help brought Ralph to his feet in a moment, and vaulting readily over the partition which divided them, he saw that the poor girl had fainted, whilst her assailant stood over her with a revolver in his hand.

To disarm him was but the work of a moment, as the tremulous, drink-sodden ruffian was no match for the wiry, sinewy form of Ralph, who caught him by the throat and asked him authoritatively what he meant by his conduct in assailing in such a cowardly manner an unprotected lady?

"So like her—so like her," was all Ralph could get out of him; so quietly pocketing the revolver, and giving the fellow such a shake as almost sent him through the window of the carriage, he threw him on the seat, and without more ado tied his ankles, also his wrists together, with the idea of keeping the wretch quiet until they reached the next station.

Having thus secured the abject scoundrel, who now alternately groaned and cried for mercy, Ralph directed his attention to the poor girl, who was still lying unconscious in one corner of the carriage.

He was much struck by the beauty of her face, which looked like that of a sleeping angel, for her low, broad forehead, her exquisitely-shaped nose and sweet little mouth seemed indeed angelic in their loveliness, whilst the pallor of her brow, cheeks and lips made her all the more interesting. Her hair and eyelashes were of a deep chestnut color, the former being simply coiled at the back of her head, and the latter thick and long. Her figure was petite, but perfect in its symmetry and development, and her little gloved hand showed breeding and refinement.

She was neatly but not expensively dressed in mourning, and Ralph as he gazed at her and thought he had never seen anyone so lovely, wondered who and what she was, and how fate had brought her to be assailed like a lovely flower in the hand of a maniac, by the drink-maddened wretch who now lay before him.

Presently, as he watched her, her eyelids began to quiver, and a slight flush on each cheek foretold the approach of her returning consciousness. Ralph tenderly took one of her hands in his own, and as he did so it closed convulsively on his, and she awoke with a start and asked where she was and what had happened.

Suddenly recollection seemed to awaken within her, and she sobbed hysterically. Ralph's presence, however, until now seemingly unknown to her, appeared to strengthen, as his kind voice soothed and comforted her. Little by little she regained composure and perfect consciousness, and quickly took in all her surroundings. She was profuse in her thanks to Ralph, who was now so overcome by the novelty of the situation that he could only bow and utter commonplaces, which seemed to add to his embarrassment.

How often is it thus with true heroes—men who have distinguished themselves by bravery in action under fire without a thought of self! Yet these will tremble like schoolboys afraid of a caning when they come before their Sovereign to be decorated for the deeds of daring they have done in defense of Queen and country.

Ralph now directed his attention to the prostrate wretch lying before him, who seemed cowed and exhausted; he begged for something to drink, and besought Ralph to take a bottle which he would find in his pocket, and let him have some, when he promised to briefly tell his history.

Prompted by pity, Ralph did as he was requested, and after a copious draught the helpless roue proceeded as follows:—

"I know that I have not long to live, and that when you have handed me over to the authorities, they will shut me up in the madhouse, from which I have just escaped; but I thank God you have saved me from adding murder to the long catalogue of my sins. My downward career began about twenty years ago, when I had become head of an old established and respectable firm of lawyers in Madrid, owing to the then recent death of the senior partner. Amongst our most influential clients was a young lady possessed of considerable property, to whose wardship I had succeeded and with whom I eventually became madly in love, but she had over and over again refused me. I really became mad, and taking with me all the deeds of any value I could lay my hands on, including all that my lady-love possessed, I gave up everything and started for Paris, where for some years I led a life of riot and dissipation. I took to gambling, and in ten years lost all that might have enabled me to live in luxury during a long life. Since then I have become a wandering vagabond, most of the succeeding years having been spent in prison, or in a madhouse, and only a few days ago I escaped from an asylum in the South of England, and got some money (no matter how!) and have been drinking heavily ever since.

"I got into this train in order to go to Liverpool, with no settled purpose except to escape from my pursuers; but I shall never reach there now, as my wicked race is nearly over, and at most a few weeks in gaol or madhouse, will soon kill me. I thank you again, sir, for having prevented me from having killed or injured the young lady, but she reminded me so strikingly of her I loved in Spain that a sudden uncontrollable impulse prompted me to do the deed which you so timely averted.

"Would you mind letting me have another drink, as my tongue is parched from so much talking?"

Was it mere curiosity that prompted Ralph to inquire the name of the young lady he had robbed in Spain? Who knows? But in reply to the question the man answered:—

"You may as well know all. Her name was Inez Fontanilla, and if she had only listened to my suit I should not have so cruelly revenged myself upon her, nor should I have been the miserable, hopeless wretch whom you now see before you. That young lady whom you saved from my mad impulse is her living image, although I have never seen nor heard of her since."

During this painful recital the young lady in question, worn out by excitement and exhaustion, had peacefully fallen asleep, and was still slumbering quietly when the narration ceased.

The train was now fast approaching Rugby, and Ralph unfastened the wrists and ankles of his unfortunate fellow-passenger, who immediately fell on his knees and besought him "not to be too hard upon him, as his punishment was more than he could bear."

The vehemence of his utterances at length awoke the young lady, and he begged her too, to forgive him for his temporary madness. When the train stopped, Ralph called the guard, and whispered something to him, when he went away, but soon returned with two porters and a policeman, who took the nerveless drink-dazed culprit into custody and Ralph followed them to a waiting room, where he legally charged him, and handed his own card to the police officer, who said the man's description had already been sent to the police office as that of an escaped lunatic.

Ralph managed to secure the reservation of the carriage in which he had traveled, and having procured some refreshment for his fair fellow-traveler, in whom he was deeply interested, the train sped away toward the end of its journey.

## CHAPTER II.

Ralph's traveling companion thanked him in a few well chosen words for his great kindness to her, yet so quietly and withal so timidly did she express herself that Ralph blushed like a school boy, and felt so irresistibly drawn toward her that he there and then felt prompted to ask her to allow him to be her protector through life. Reason, however, withheld him from being so impulsive and they soon settled down to the enjoyment of general conversation, and gradually became more or less confidential as they hurried on.

Ralph found that his interesting, but so far anonymous "compagnon de voyage" had also booked through to Carnforth Station, but his surprise may be imagined when she told him the object of her visit was to deliver a message from her dead mother to a cruel uncle. By degrees she unfolded her past history, dwelling tenderly upon the untimely death of her father, her dear mother's subsequent struggle to live, and then with tears in her bonnie brown eyes, she told him of the cruel fate which had recently left her an orphan, and, so far as she knew, without a friend in the world. She narrated the circumstances of her poor mother's efforts to communicate with her only male relative—and that by marriage—her uncle, who had never even acknowledged the receipt of the many letters addressed to him, and finally said that her present journey was in pursuance of her mother's last request, viz., "to deliver into his hands, if possible, the letter I bear."

Ralph was deeply touched by her pathetic narrative, and ventured to inquire the name of the relative to whom she was hastening, stating that he formerly lived near Carnforth and used to know everybody in the neighborhood. When the name of Vernon trembled from her lips he became so eager and excited that he scarcely knew what he was saying or doing, and so quickly plied her with questions that he almost frightened her. A great light was breaking in upon him and a feeling of rapture such as he had never known filled his heart with unspeakable joy.

"Your father's name was Meredith Vernon, and some twenty years ago he married your mother in Spain, where she was an opera singer?"

"Yes, yes!" she replied eagerly, "but how do you know all this?"

"Before I reply," said Ralph, "may I ask you what your Christian name is?"

"I have two," said the wondering girl, "one after my dear mother, and the other after my dear father; my full name is Inez Meredith Vernon."

"And, I dear, am your cousin Ralph, whom you have never seen!"

"Can it be possible?" said Inez. "I am so glad to meet you."

"Are you, dear Inez? And I, too, am delighted to make your acquaintance today, however strangely. You said just now, that so far as you knew, you had not a friend in the world, but you can say so no longer, as I at least shall be your devoted friend so long as I live."

Tears of joy stood in Inez's beautiful eyes, and as Ralph took hold of her small hand, one of these trickled down her joy-flushed cheek and fell upon his hand.

"Dry your eyes, dear child," said Ralph, "for so long as I can prevent it you shall never shed another tear."

"Oh, I am so happy," replied Inez, "and my tears were those of real happiness—the first I believe I ever shed, for during the past few years I have had little cause for joy."

"The future is before us both, dear Inez; God alone knows what fate may have in store for us, but hope's brightest hues are lighting up my heart, and henceforth your happiness and welfare I shall esteem as my own, and the proculation of both shall be my pleasantest duty."

"You are so kind, and you know so little of me," said Inez.

"I have not read your face in vain, dear, and the first moment I saw you, my heart seemed to go out to you instinctively, and I felt that I could have defied the whole world in your behalf when I saw you at the mercy of that poor drunken wretch."

So these happy hearts throbbed on through the speeding hours until Ralph, who had been silent for a few minutes, suddenly asked, "What was your mother's maiden name, dear?"

When Inez promptly replied, "Inez Fontanilla," Ralph seemed much excited, but simply added, "I thought so."

Much to Inez's surprise he repeated the story which he had first heard from her assailant—an old story to her, as she had often heard it from the lips of her mother—and added:—

"You cannot guess where I got my information, Inez?"

"Of course, someone must have told you, Ralph," said Inez.

"Yes, indeed, dear, some one told me, and when I tell you that the miserable wretch who assailed you in this carriage a short time ago, was the cause of all your mother's misfortunes, you may recognize the hand of fate working out compensation in its own mysterious way."

Inez seemed dazed with the intelligence, but said: "I really don't understand, Ralph! Do you mean to say—?"

"I really mean, dear, that the man whom I gave into custody at Rugby was the Spanish lawyer who robbed your mother before her marriage; for I had the story from his own lips while you were sleeping. I cannot explain why I asked him the name of the lady he robbed, but I was impelled to do so without any particular motive, and with some hesitation he mentioned the name of 'Inez Fontanilla.' More than this, your likeness to your mother seemed to so impress the disordered mind of the ruffian that in a moment of frenzy he desired to murder you, mayhap forgetting the years that had intervened since she rejected him."

"How strange and wonderful it seems," said Inez. "But really, Ralph, I have not adequately thanked you for your bravery and kind protection. You know, I hope, how deeply thankful I am, but my heart is so full, and my mind so distraught that I cannot find words to express the gratitude I feel. How mysterious indeed, is Fate, that has not only brought you and me together to-day, but has enabled you to save me from the vindictiveness of him who robbed my poor mother and caused her so much unhappiness, after so many years."

"The same Fate that is now working for us, dear," said Ralph, "has assuredly been working against your mother's enemy, and his probable end too dreadful to contemplate. We must all bow to the inevitable, 'but the end is not yet!' God grant that our future may more than compensate us for the past."

The train was now nearing Liverpool, where they had to change for Carnforth, and where they had some little time to wait, during which Ralph felt proud in ministering to his cousin's creature comforts.

At length they started once more, and beguiled the hours as young people only can, under such happy circumstances, and in due time reached Carnforth, where they found a dog-cart awaiting them, in which they drove off to Folgate Towers—a distance of only a few miles—which they both found most exhilarating after the long imprisonment in the train.

As they approached the house, they were both swayed with different emotions; Ralph with memories of the past doubts and fears, alternating with a strange, unbidden joy, which he could scarcely realize.

"Old Blake," as Ralph delighted to remember him, met them at the door and courteously bade them welcome. "You're right welcome home again, Master Ralph," said the old man with tears in his eyes, and Ralph thanked him heartily.

"I'm very glad to see you looking so well," said Ralph. "How is uncle?"

"He is very low, sir, and has been asking for you all day."

"All-right, Blake, take me to him at once."

Blake watched his opportunity and whispered, "You're never married, sir, are you?"

"Married!" said Ralph, "no, certainly not; give a fellow a chance!"

He then introduced Blake to Inez, and said:—

"Tell the housekeeper to take Miss Vernon to her room, and to look after her until I return."

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We must draw a veil over the meeting of the uncle and nephew after so many years' estrangement, but the old man was delighted to see him again, and Ralph was equally happy.

When the excitement of their meeting was over, his uncle said to Ralph that he felt the hand of Death was upon him, and he could not die happily until they had forgiven each other and had an understanding.

"There is another thing that troubles me, my boy," continued his uncle, "and if you will open my secretaire you will find a letter in the last pigeon hole to the left, tied up with green tape."

Ralph did as he was directed, and his uncle told him it was a letter announcing the death of his poor brother Meredith, and he asked him to read it. Ralph did so, and was deeply touched by its perusal; the old man then said:—

"I fear I have been wrong in not replying to that letter, but I am now anxious to make all the reparation I can, and I want you to do all that can be done to discover poor Meredith's wife and child. Spare no expense in advertising or in obtaining any legal assistance you may require; but I fear the time is too short, and I know I cannot live long, and can only die happy when they are, if possible, found and some arrangement made in their behalf."

Ralph promised to do all that was necessary without any delay, but added: "I think, dear uncle, the task you have given me is a very easy one, for I have found—but I must go back to the beginning and tell you all about it."

Ralph then related his experience since he left London in the morning, in which the poor old man took the deepest interest, and when he learned that Inez was found, and at that moment beneath his own roof, he was overjoyed, but could only say: "Thank God." And when Ralph asked if it were not as if the hand of Fate was in it all, "Nay, my boy," said his uncle, "say rather the hand of God in His divine Providence."

Immediately afterward he asked Ralph to bring him his niece, whom he had never seen. But noticing that he appeared exhausted after his recent excitement, Ralph suggested that he should

rest for a little, and he would, as soon as she also had somewhat recovered from her fatigue, bring her up to him, and to this the old man readily assented.

On having his uncle Ralph immediately sought out Inez, whom he found in an arm chair in the library, beside a hospitable and most grateful fire, which had really been prepared for his own coming, and here they sat holding sweet converse, during which he told her all that had happened between his uncle and himself, until the dressing bell rang, when Inez said:—

"What am I to do, Ralph? I had no idea I was going to stop here even for a night, and have left nearly all my things in London."

"Never mind, dear Inez," said Ralph. "No change of apparel could make you look more lovely in my eyes."

"Oh, fie! fie! no compliments, please," Inez replied. And when they left the library Inez found a maid awaiting her.

Ralph belied his own words when he found her awaiting him in the drawing room, wearing a plain, tightly-fitting black silk dress, cut square in front, and with no ornament but a white rosebud which she had selected from the flowers which the housekeeper had thoughtfully placed in her room, for he fairly started with surprise, and thought he had never seen any one look so lovely.

Dinner over, he asked he to bring her letter with her and to accompany him to their uncle's room. The old man seemed all the better for his rest, and welcomed Inez most affectionately.

"Poor dear!" he said, "what a brute you must have thought me! But I shall do my best to make amends now."

He little expected to see such a graceful, lady-like girl, so refined in every movement, and so charming withal, and when she offered him her mother's last message, the poor old invalid fairly broke down.

After a few moments, however, he said to Ralph: "Read it, my boy," and he, nothing loth, although with much emotion, read the last message from the dead.

In this, the writer detailed her family history, and her misfortunes, and finally besought him, for his own brother's sake, not to leave her poor orphaned child unprotected, or uncared-for, and to believe that anything he did for her would be recorded in Heaven.

All present were deeply moved by the reading of this sad epistle, and the old man took Inez gently by the hand and said:—

"Thank God, I have found you, dear; your future is to some extent in my hands, and I accept, with unfeigned pleasure, the responsibility your poor mother has placed upon me. I shall not be very long with you, but when I am gone, you will find I have endeavored to make amends for a great mistake of which I am heartily ashamed."

Inez leant over the old man, and tenderly kissing him, said:—

"I do hope you will recover, dear uncle, and I shall only be too happy in nursing you back to health again, if possible. Don't think of the past, or worry about anything. You are indeed too kind to me, but I am deeply grateful."

She could say no more, and sobs almost choked her utterance, but she took his wasted hand, and kissing it passionately, sobbed out: "Good night, dear uncle," and accompanied by Ralph left the room.

A few short weeks passed, during which Ralph and Inez did all they could to smooth the death-bed of the poor old man, but the end was now near.

A few days before his death, Ralph and Inez sat beside him, and Ralph told the old, old story of his love for his cousin to the dying man. A sweet smile passed over the old man's face, and he could only murmur, "God bless you both," as he joined their hands together. It was his last act, for he rapidly merged into unconsciousness, and three days afterward he passed away, and they laid him with his fathers.

After the funeral it was found that he had bequeathed all he possessed to Ralph and Inez in equal proportions.

Soon afterward they both left Folgate for a time, Ralph to settle his affairs in London, and Inez to stay with some of his friends in the neighborhood until the period of mourning was over. Then they married and "lived happily together ever afterward."

In due time Inez presented Ralph with a son and heir and thus was preserved the ancient family of the Vernons of Folgate Towers.

THE END.

### Great Britain and Zanzibar.

At last slavery has been abolished in Zanzibar. On April 6 the sultan issued a decree which abolishes the legal status—incredible as it sounds, we have actually been enforcing plantation slavery in the islands ever since we took possession of them—but provides that rights over concubines shall remain as before unless freedom is claimed on the ground of cruelty, the women being treated as wives. Compensation is to be awarded for slaves legally held and if Zanizbar is unable to meet the expenditure help is to be given by England. The clauses as to compensation are said to have made the Arabs receive the decree without discontent, and there is reported to be no probability of resistance. The Arabs, say the telegrams, were so cowed by the recent bombardment that they will not show fight. It is asserted, however, that in future the greater portion of the clove crop will remain unpicked. We doubt it. If the cloves are worth picking—i. e., will pay for picking—the owners will be able to get people to pick them. We cannot refrain from saying that the story of our dealings with slavery in Zanzibar is extremely discreditable. Till forced into better ways by public opinion the foreign office refused to act upon what was long ago settled to be the cardinal policy of this country—the policy of abolishing slavery whenever and wherever we had the power and opportunity.—London Spectator.

### No Core.

The small boy who when asked by a smaller boy for the core of an apple he was eating replied, "There ain't goin' to be no core," foreshadowed an interesting feature of future economics. In the vast business of preparing evaporated apples for the market the cores and skins were formerly thrown away. Now these parts of the fruit are utilized for making jelly, and it is said that some of the largest houses in the western apple growing regions have thus created an industry almost equal in profitableness to their original business.—Youth's Companion.

The largest gold coin in existence is said to be the gold ingot of Annam, a flat, round piece, worth about $225, the value being written across it in India ink.

# A REAL HERO

By A. W. WHITEFORD.

"Well, Mike, we will have to divide the gang for awhile this morning, because there is two jobs that have to be done right away. They broke the frog at the north switch last night, and we will have to put in a new one; and then there is a bad rail reported just at the end of the trestle, down in the hollow. We will load up while we are all here together, and I will take two of the men to put in the frog, and that leaves three for you. I guess I'll send Teddy along with you, too. He can't do very much when it comes to a lift, but you can put him on the rachet, drilling holes, or something. You'll need all the help that you can get, for that's a job that must be done in a hurry."

The speaker was William Hogan, familiarly known as "Old Bill," foreman of the section gang that kept in repair five miles of the track of the Burlington on each side of Rock Bridge, Ill., and he was giving his orders for the day's work

The Mike spoken to was Mike Lynch, the workman who had been longest in the employ of the company, as a member of the gang and whose right it was to take charge of the second division whenever the work was such that the gang had to be divided.

They were standing with the rest of the gang in front of the little red shanty or section house in which were kept their hand car, "dumpies," rails, splices, spikes, and, in fact, everything that goes together to make up a section gang outfit.

But we must not forget Teddy, with whom our story has the most to do. He was the son of Hogan, the foreman, a well-built, active, freckle-faced lad, about 15 years of age, and he was employed in the capacity of a water boy during the summer months when he did not have to go to school.

He had to carry water for the men to drink from the neighboring farm-houses when they were working along the track in the country; and, when not either going or coming with a bucket, he was kept busy carrying tools from one to the other, running after spikes and doing a countless number of little things that were constantly turning up and were always left for "the kid" to look after.

Besides all this his keen ear was always the first to detect the rumble of an approaching train, until the men had come to depend upon him to give them warning when they were out between stations on their hand car.

He was a general favorite, too, with them all, because he was always good-natured and willing to work, and on this particular morning after his father had finished giving his orders Mike turned to him with the remark:—

"All right, Teddy; you come along with us. You see, your father knows how to pick good company for you. We'll make a roadmaster out of you yet, if you stay with us, and then we'll all expect a job as boss some place."

"You can take the hand car, Mike, and we'll take the 'dumpy,'" said Hogan, when they had gathered together all the things needed and were about ready to start. "And if we get done first we'll come down and help you finish up. If we don't, you can come up to where we are."

And with this the two parties separated, Hogan and his men starting in one direction with the "dumpy," while Mike and the balance clambered up on to the hand car and began "pumping" and were soon moving in the opposite direction.

The trestle spoken of, which was really an uncovered bridge, spanned a gully known as "McCoupin Hollow." It takes its name from the creek that flows through it, and with possibly one or two exceptions is the highest railroad trestle in the state of Illinois, it being fully 90 feet from the rails to low-water mark.

It is 450 feet long, and the lay of the land is such that the track is compelled to curve so at each end that it is almost impossible to see the trestle until you are almost upon it.

Lying, as it does, between two steep hills, it is a hard pull both ways for heavy trains, and in order to get out of the gully without stalling and having to double the engineers generally "let 'em roll" down into the hollow, some of the more reckless ones often rushing across the trestle at the rate of 50 or 60 miles an hour. It can then readily be seen that a bad rail at the end of the trestle might mean a very serious mishap.

It was only about a mile and a half from the town, so it was not long until Mike and his men reached the place, and after throwing off the new rail they had brought, unloading their tools and lifting the hand car to one side of the track, they proceeded to examine the rail.

One glance at it showed that it was in imminent danger of breaking every time a train ran over it, one spot in particular being worn almost in two, so they immediately began to fit the new one to take its place.

Had it been a straight piece of track this would have been a very easy matter, because all rails are made a standard length, and they would simply have to take out the bolts at the end, pull out the spikes from the ties throw the old rail out, slip in the new one and finish the job by driving in new spikes and pulling up the bolts in the ends.

But it was on a curve, and the rail had to be bent to fit the circle; so, after placing the new rail alongside the old one and measuring to find out how much of a curve they would have to give it, they proceeded to bend it to the desired radius.

This is done with a bending machine, as it is called, which consists of an iron frame that looks something like an immense jaw, in which the rail is placed and held securely, and then by means of a lever a large screw is forced against the rail until it is brought to the required shape.

After much tugging, pulling and twisting, all hands working until the perspiration was running freely from their faces, they succeeded in getting it bent, and in a few moments they were ready to take up the old rail.

Before starting, however, Mike pulled out his watch and a copy of the monthly time card, which is a necessary part of every section foreman's outfit, and after looking it over carefully and then comparing it with his watch he turned to one of the men, remarking as he did so:—

"Well, Jim, I guess you can go back and do the flagging. Forty-nine is the first train due, and she won't be along for an hour. We will be all done before then, but you know the rules. When she does come along you can stop her and get on, and have them run down through here on the lookout for us and then come on into town, for you know the boss said when we were through here we should come up to help him out."

The "Jim" spoken to was a rather sleepy-looking sort of a fellow—a good enough worker if he had some one along with him all the time to tell him just what to do, but who, as events soon proved, lacked the first requisite of a good railroader—quick judgment.

He was not naturally careless, nor was he lazy; he simply always did the very best he knew how, and as he had worked in the gang for a number of years and had "flagged" before Mike thought he was the best man present for the work.

As Mike finished speaking Jim merely said "All right," and, picking up a red and green flag and a handful of torpedoes from the hand car, he started across the trestle and was soon lost to view around the curve.

Before he had disappeared Mike and the other two men began to removed the old rail, while Teddy proceeded to gather together the necessary bars, chisels and spikes that he knew would be needed before they finished the job.

When the men had succeeded in removing the bolts from the ends of the rail, they began to pull the spikes from the ties, being governed as they did so by a rule which section men everywhere must observe at all times—i. e., when removing a rail from the main track, to be replaced immediately, the outside spikes must be left in the ties.

They soon had all the inside spikes removed, and, after working the rail loose from the outside ones with pinch bar, they rolled it over and dumped it off at one side of the track, and turned to pick up the new one to place it in position.

Just at this moment Teddy, who had not been doing much for the past few minutes, except looking on, imagined he heard a familiar far-off noise that sounded like the whistle of an engine, but as none of the men noticed anything, and he did not hear it again, he concluded he had been mistaken, and thought no more about it.

When they tried the new rail in position, they found that a large "bur," as it is called, which is really a ragged end on the rail, would have to be cut off before it would fit properly. A few blows with a sledge-hammer by one of the men on a chisel held by another soon removed the difficulty, and they proceeded to try it again.

Just as they picked it up, and began to move with that slow, careful step that section men invariably use when carrying a heavy rail, a sound suddenly burst upon their ears that first startled and surprised, then frightened and almost paralyzed them.

It was unmistakably the rumble of an approaching train, and their well-trained ears, so long accustomed to the sound, told them all too plainly that it was very near, and that it was running at a high rate of speed.

But before they had time to even pass an opinion or express any doubt they heard it whistle for the trestle and in another instant it appeared in sight, coming round the curve on the other side of the gully.

As was afterward brought out at the investigation, it was an extra freight or "turn around," as they are often called, that runs on orders from the dispatchers at headquarters, and pays no attention to the regular time-card, except for the meeting-points with regular trains.

Jim had not flagged it, because, as he reasoned out by some method known only to himself, it was not 49—which was the regular daily passenger—and as there was still half an hour before it was due, it was not yet time to do any flagging; so he let it go by, the fireman afterward telling how he saw him standing there by the side of the track, with his flags rolled up under his arm.

As they were only a few minutes ahead of their limit—for every freight train must keep ten minutes ahead of a passenger train following it—the engineer wanted to keep ahead as far as possible, and thus finish his run without having to pull in on a side track, and let 49 go by him, and he was coming down the hill at least 50 miles an hour.

Imagine then, if you can fully, the seriousness of the situation.

Here was a very heavy freight train running with the speed of the wind, all unconscious of the fact that there was a 30-foot rail out on the outside of a curve not half a mile distant, and which they would reach in a few seconds at the farthest.

To stop was impossible, for the most powerful air brake ever constructed could not have brought them to a standstill in time to save them, and without warning, engine, cars, men and all would go plunging to the bottom, a crushed, unrecognizable mass, from which, if it did not take fire and burn up, would be taken the mangled bodies of the trainmen.

As these thoughts rushed with lightning-like rapidity through the section men's minds, and they realized that if they remained where they were, they, too, would be crushed beneath the mass, it is little wonder that Mike shouted:—

"Drop it, boys, and run for your lives!"

But not so with Teddy; for, swift as the train was coming, his mind was swifter, and when he saw the men were going to drop the rail, he cried out, in as firm a tone as he could command:—

"Throw it on the ties, men—throw it on the ties!"

And almost unconsciously they obeyed him, dropping the rail within a few inches of where it belonged when in position.

The construction of a rail is such that it is heaviest on the bottom; and as it fell right side up, it did not turn over, but lay there ready to be placed in position.

As the men ran down the embankment, on the inside of the curve, Teddy picked up a pinch bar and pried one end of the rail into place, then ran quickly to the other end, and pried it over. Running now to the middle of the rail, he drove one end of the bar down in between the ties, and then, grasping the other end in both hands, he threw all his weight against the rail, thus holding it in position.

And now his object was made clear. He was taking the one chance in a thousand—the only one that could be taken, in fact, and he was risking his life to do it. As was noticed when the men took up the old rail, they did not pull the outside spikes, and as a train always crowds over against the outside rail on a curve, he figured that if he could only hold the rail in place until the weight of the train was upon it, the inside flange on the wheels would then keep the rail in position until the train passed over it. The rail was 30 feet long, and he knew that if the train only got on it there would be little possibility of it slipping, because it is only about 14 feet between the trucks on a car, and before one truck would be off at one end, another would be on at the other, thus keeping a continuous pressure on the rail until the train passed over it.

As he stood there holding the bar, with the train thundering along within a few feet of him, a thousand different thoughts seemed to pass through his mind, but never once did he seem to think of the danger he was in.

He thought of the consequences of a wreck, of Jim, who had gone back to flag; but chief among his thoughts was the one that his father was responsible for this piece of track, and he would be held to account for anything that occurred. He must do as he knew his father would have done had he been in his place.

The train by this time had almost reached him. He could see the look of terror on the face of the engineer as he leaned from the cab; for he, too, had seen and realized what was about to happen, and was taking the only chance open to him.

Instead of attempting to stop or to slow down at all, he had simply "hooked her up" a notch and pulled the throttle open to its farthest limit, and was increasing his speed at every revolution of the wheels.

In another instant they were upon him. A rush, a roar, a mighty hissing of escaping steam. He felt the ground rock and tremble beneath his feet, a sudden shock as the bar was torn violently from his grasp and he was hurled with terrific force to the ground.

When he regained consciousness, he was lying on the grass, pillowed by the coats of the men he had last seen running away from him, with Mike bending over him, bathing his face with water from the pail, and there was a faint suspicion of a sob in his voice as he exclaimed, fervently:—

"Thank God, my lad, you are not dead!"

But Teddy was far from being dead, and, although bruised and scratched up to quite an extent, he was soon able to sit up and watch the men, as they finished spiking down the rail that had been the cause of all the trouble, and by the time they were through he was on his feet, insisting that he be allowed to help load the tools on the hand car.

But he was not permitted to do anything of the kind, and, after the men had hurriedly loaded the hand car (for 49 was almost due and they wanted to get to town ahead of it), they compelled him to take a seat, not allowing him even to stand and hold on to the handles.

When they were about half-way to town, they met Hogan coming down the track on the run, for the crew on the freight had reported the incident the moment they reached town, and he was anxious to find out what had really happened.

The expression on his face when he saw his son safe and sound can be better imagined than described, and his words of thankfulness as he clasped him in his arms we will leave unsaid.

The occurrence was reported officially to the road master and superintendent of the division, and the result was that Jim was immediately discharged, and special rules and notices were sent to every section foreman on the division to pay more attention in the future to what kind of men they employed, especially when they sent them out to do any flagging.

After a long consultation between Hogan, the road master and the superintendent, it was decided to send Teddy to school at the company's expense, and there is where he is to-day, fitting himself to be a civil engineer.

If he continues the same energetic, faithful boy, and there is not the least doubt that he will, his skill as a surveyor and civil engineer, and his practical knowledge of track work, will form a combination some day that, perhaps to use the words of old Mike, "will make him a road master yet."—Golden Days.

### Difficult Driving.

The bespangled riders who guide a score or more of horses at terrific speed about the sawdust circus rings have been considered for generations the most skilful and picturesque horsemen in the world.

An entirely new and far more difficult problem in driving has recently been devised and satisfactorily solved in Germany. The new driving feat includes all the difficulties of the circus trick, besides introducing several entirely new features.

The feat is rendered specially difficult by combining the difficulties of driving four horses abreast with that of managing a very elongated tandem. The team is complicated by hitching four horses abreast to begin with, with a team of three horses in front of these, two immediately before these, and a single horse at the apex of this curious pyramid

This remarkable team was devised by William Wesner, of Vienna, and by him driven repeatedly. He has performed several feats in fancy driving with his team before the Emperor of Germany and the Emperor of Austria, and has received medals from both monarchs. The performance is quite the most difficult feat of horsemanship in the world.

The difficulties of controlling ten horses harnessed in this way may be readily understood. The distance of the leader in this case is fully 35 feet from the driver's box.

The strange team is controlled with eight reins. Two reins are carried to each set of horses harnessed abreast. Mr. Wesner not only controls this complicated team in straight driving, but has succeeded in maneuvering it in the form of the figure 8.—Pearson's Weekly.

### Better Than Bottles.

Although handy and useful at a pinch, a bottle is a very poor sort of arrangement for carrying records of disaster at sea. It is almost impossible to see it more than a few yards away, besides which it travels slowly, and is liable to be smashed against rocks.

A capital substitute has been recently invented. This is a light rubber ball two or three feet in diameter and brightly painted. It floats so high that the wind carries it at a great rate. Two hundred miles in five days has been covered by one of these nautical couriers. Such an invention might even be used with advantage to bring help to a disabled vessel in midocean.

### Convinced.

"I used to think," said the man with the melancholy mien, "that many of these gibes at messenger boys were unjust. But I'm afraid that isn't the case."

"What has caused you to change your mind?"

"I've seen one of them practicing for hours every day this month to learn to stand still without getting off his bicycle."—Washington Star.


NELSON

Planing Mill!

DOORS, SASHES and TURNED WORK,
BRACKETS and OFFICE FITTINGS
SATISFACTION GUARANTEED.
PRICES REASONABLE.

THOS. GRAY
NELSON, B. C.

The Pelton Water Motor

Is so superior to all others as regards strength durability, economy of water, in fact, in all that constitutes a HIGH CLASS WATER MOTOR, as to admit of no comparison, adapted to every variety of service and made of sizes varying from the fraction of one to 100 horsepower,

Recent scientific tests made at the Michigan university in connection with several other motors claimed to be the best on the market, showed 45 per cent. higher efficiency in favor of the Pelton, while the relative cost per H. P. to buy was only one-third to one-half that of others. Water companies desiring to make the most of their water supply should discriminate in favor of the PELTON

One of these motors is now running presses of THE MINER, where it may be seen in operation.

Write for circulars.

The Pelton Water Wheel Co.
121-123 Main St. SAN FRANCISCO, CAL.

INCORPORATED 1670.
THE
Hudson's Bay Company,
FORT GARRY MILLS, WINNIPEG.

Many people claim to sell the best Flour. We do not make claims, but only ask the favor of a trial. Our Hungarian is acknowledged by all unprejudiced people to be the best value in Canada.

THE HUDSON'S BAY COMPANY
BAKER STREET NELSON, B. C.

Thos. Dunn & Co., L'd.
DEALERS IN
MINERS', BLACKSMITHS' AND MILL SUPPLIES
BAR AND SHEET IRON, MINERS' PICKS, BAR AND SHEET STEEL,
MINERS' SHOVELS, WIRE ROPES, MANILLA ROPES,
DYNAMITE FUSE AND CAPS.
... QUICKSILVER
Write for Quotations. Cable Address, "Dunn."
(133) VANCOUVER, B. C.

OVER SEVENTY YEARS' ESTABLISHED REPUTATION.

NEAVE'S FOOD
IN 1-lb. PATENT AIR-TIGHT TINS.
EXTENSIVELY USED ON THE MINING CAMPS OF AUSTRALIA and in SOUTH AFRICA.
A Large Amount of Nourishment in a Portable Form.
Will KEEP Indefinitely,
Not Affected by Damp.

"Contains all the elements of food in an easily digested form."—DR. GORDON STABLES, M.D., R.N.

"This Food may be used with advantage by persons of all ages."—SIR CHAS. A. CAMERON, M.D.

JOSIAH R. NEAVE & CO., Manufacturers, FORDINGBRIDGE, England.

A FULL LINE OF
ENGLISH TOBACCOS
Just received at the
POST OFFICE CIGAR STORE, 779 S. J. MIGHTON

COOL REFRESHING DRINKS
Telephone 31.
NELSON SODA WATER FACTORY
All kinds of Carbonated Waters. Orders delivered promptly.
629 —P. O. BOX 88—

Fred J. Squire
HAS RECEIVED A COMPLETE STOCK OF
WINTER and SPRING GOODS
TWEEDS, SERGES, WORSTEDS, Etc.
PRICES TO SUIT THE TIMES.
SUITS $25.00 AND UPWARDS.
COR. BAKER AND WARD STREETS. 90
NELSON, B. C.

## MINING TRANSFERS.

Where no consideration is named in transfers the nominal sum of $1 is to be understood.

**Nelson.**

March 23—
La Bonnaire—Peter Barrie to Robt McDougall, $5.
Royal Arthur—Willie Trumpet and James Leonard Stamford to Solomon Johns.
Elk, Bellerophone, Mars ½-William Heddle to Solomon Johns.
October—D. Campbell to Kenneth Mining & Development Co.
Phoenix, Tiller—Benjamin F Hall to H O McClymont, ½.
Hummer—Fred Kummer to A B Mackenzie, ½
March 25—
Sparkler—P P Cullen to A B Mackenzie, ½.
LaBonnaire—Robt McDougall to Edward Blaquere, ½.
Main—Michael Egan to P J Nichols.
Black Star—Philip Chesley to Susie Ford, ½, $50.
Maud—C Osborne Wickenden to Francis Clarke Gamble, ½.
Addie—Francis Clarke Gamble to C Osborn, Wickenden, ½.
March 26—
Flying Dutchman ½, Phoebus ½, Pilot Knob 15-120, Independence ½, Mars ½, Venus 1-5—T A Lassley to W H Hutchinson, $2000.
March 28—
Sunrise—Peter McLean to Geo Pollock, ½.
Blue Nose—John A Kirkpatrick to Hugh Jones, $75.
March 29—
Goodenough—Abe N Johnston to Ferguson Pollock, ½.
March 30—
Sunshine—John W Handler to Robert W Bacom, ½.
Sunshine—Robt. W Bacom to L A Snyder, ½.
Grubstake—J H Douglas to S L Goldberg, ½.
Ottawa—R Breano to S L Goldberg, 7-16.
Hercules—Amanda Zedler to Peter Battiste, ½.
Hibernia—Peter Battiste to Amanda Zedler, ½.
Big Trout—William McGrogan to Chris Willis.
March 31—
Liberal Chief, Westside, Wetaskiwin Fraction—John C Johnston, James Jones and Arthur G Johnston to D D Birks.
Queensbury—O K Benn to James Dawson, ½.
Lendor—C E Desrosiers to Ferdinand Morris, 1-12, $500.
Alta May, Terry, Big Four—W M Pinkston to Frank E Davidson, ½, $40.
Big Four—W M Pinkston to F E Davidson, ½, $40.
Terry—W M Pinkston to F E Davidson, ½, $50.
Alta May—J H Schenk to F E Davidson, ½, $50.
Evening Star—J F Armstrong to J B Dabney, $2000.

## NEW LOCATIONS.

**Nelson.**

March 25—
White Mountain—N Hartman, Salmon river, west of Jack Wilson's cabin, formerly Atlas.
Alexandre—E Croteau and G Pellout, head of n fork of Wild Horse creek, adj. Dumas.
Blue Jacket—G Herring, M B Bridgeford, N Hartman, ½ mile from w side Salmon river and ½ mile n of Jack Wilson's cabin.
Boston Boy—E P Lowe, 2½ miles from Deer Park adj. White Swan.
March 29—
Dodo—J Chesnutt, between N. & F. S. railway and foot of Round mountain, adj. Southern Bell.

## Mining News.

The office of the Whitewater Mines Limited has been removed to Nelson.

A car load of high grade ore is shipped every day from the Ruth mine at Sandon.

The Le Roi company has ordered a 300 light electric plant for use in the various buildings about the mine.

A force of men have been started to work in the May Queen claim on Hardy mountain near Grand Forks.

Ore on the new strike in the Winnipeg mine in Wellington camp has been assayed and shows a value of $50 to the ton.

Mr. Cotton's motion to exempt laborers in mines from taking out miners' licenses was defeated in the B. C. legislature on a strict party vote of 16 to 11.

During the month of February the Idaho mine in the Slocan shipped 100 tons of ore. For the month of March up to the 26th, the mine shipped 500 tons, and the prospects are that this amount will be largely exceeded in April.

Over 8000 claims have been recorded with the agent of the Dominion government at Dawson City since last September. Excitement has prevailed in the Klondike country all winter and a large extent of new ground is being worked.

Two miners named John McGingle and Gus Parsons were seriously injured last week in the LeRoi mine by a premature blast. The cause of the premature blast is supposed to have been a defective piece of fuse.

A notice appears in last week's British Columbia Gazette of the rectification of the crown grant of the American Boy claim in the Slocan, the original application having been defective in that it omitted a portion of the ground owned by the company.

**Extra-Provincial Companies.**

(REGISTRATIONS)

Chrysolite Gold Mining and Development Company. Capital, $1,000,000 in $1 shares. Head office Waitsburg, Walla Walla county, Wash. S. F. Griswold, Rossland, attorney.

Puget Sound Iron Co. Capital $500,000 in $10 shares. Head office, San Francisco, Cal. Samuel M. Robbins, Nanaimo, attorney.

Upper Yukon Company. Capital $35,000 in $1 shares. Head office, Seattle W. H. Bone, Victoria, attorney.

Walla Walla Mining, Milling & Smelting Company. Capital, $300,000 in $1 shares. Head office, Walla Walla, Wash. Smith Curtis, Rossland, attorney.

(LICENSES)

Alaska Gold Fields, Limited. Capital £100,000 in £1 shares. Head office in England. Charles Robert Hamilton, Rossland, attorney.

Tangier Mines, Limited. Capital £120,000 in £1 shares. Head office in London, Eng. J. D. Graham, Revelstoke, attorney.

**Certificates of Incorporation.**

The Lardeau-Goldsmith Mines, Limited, Capital $200,000 in shares of 10 cents each. Head office, Rossland. The object of the company is particularly to buy the Ophir and Oregon mineral claims on Pool creek in the Lardeau Mining Division of West Kootenay.

**A New Mining Division.**

A new mining division to be known as the Teslin lake mining division has been formed with Frederick William McCullough as mining recorder. The boundaries of the new mining division commence where the 133rd degree of longitude intersects the northern boundary of British Columbia, thence southerly following the height of land between Pike lake and Katanee river to a point half way between Lynn canal and Taku inlet on the International boundary; thence easterly following the north shore of Tracy Arm; thence easterly following the height of land between the watersheds of the Stickine river and Teslin lake; thence north easterly following the height of land to the northwest corner of McDame mining division; thence west along the northern boundary of British Columbia to the point of commencement.

## ARMIES OF SPAIN.

**Total War Footing is About Six Hundred Thousand Men.**

Seventy thousand Spanish soldiers have been killed wounded and otherwise incapacitated for duty during the present war with Cuba. The present force of Spanish in Cuba is 135,000 of which it is estimated that 80,000 men are effective for military purposes. The strength of the Spanish army at home and including her colony possessions is 100,000 men, which can be increased to 600,000 in time of war.

## YMIR NOTES.

**Interesting News Notes From the Lively Quartz Creek Mining Camp.**

YMIR, March 30.—(Special Correspondence)—Mr. John McLeod, postmaster, intends to build a store on First Avenue as early as possible.

The Tamarac mine is getting an engine and boiler and a squad of men are busily engaged in hauling it up the hill from the wagon road. The grade is very steep but it is expected that the machinery will be up at the mine by Saturday.

Mr. John McKane of Rossland was in this district this week and visited his property on Beaver creek, the Wasco group. The property is showing up very well. There are at present five men working on it and the shaft is down 50 feet. The last assays average $25 per ton.

Preparations have begun at the Dundee mine for the construction of the concentrator and tramway. The timber is nearly all cleared and the machinery is expected soon.

A negro minstrel show will be given by the Ymir minstrels on Friday April 1st. There are some gaily painted posters out and the town intends to turn out en masse to what promises to be the best entertainment ever given in Ymir.

An unfortunate event happened in Ymir on Saturday and has aroused a good deal of sympathy in the town. Mr. Percy Gleazer late editor of the Ymir Miner was arrested on a charge of criminal libel at the instigation of Mr. A. Bernard Buckworth, J.P. The preliminary hearing was before Police Magistrate Crease at Nelson on Tuesday evening and Mr. Gleazer was bailed to appear at the next court of competent jurisdiction.

The Ymir Miner has again changed hands. Mr. Gleazer has sold out to Mr. Carson who managed the paper last summer.

## A SANITARY ENGINEER.

**To Investigate the Sewage Question in Kootenay Towns.**

In the Provincial Legislature last Friday Dr. Walkem moved seconded by Mr. Hume: "That an order of this house be granted for a return of copies of all correspondence between the provincial board of health and the municipal authorities of Nelson in respect to the disposal of the sewage of that town."

Dr. Walkem in moving the resolution called attention to the manner in which the provincial board of health had annoyed the interior towns of Kootenay. He said that, had the board of health treated any of the larger cities of the coast in the same manner that it treated the Kootenay towns there would be such a storm raised as would wipe the provincial board of health out of existence.

Hon. Mr. Turner said that there would be no objection to the resolution. He said that Kootenay towns had made certain representations to the government, and the representatives from one city had asked that a competent engineer should go up to the Kootenay and consult with the councils of the different municipalities and make a report as to the most correct system which could be adopted in the different towns. He said that the government had agreed to send a competent man, and that in the meantime nothing would be done.

Mr. Cotton asked whether in the interval the city of Nelson would be allowed to use its sewerage system, as was being done at present.

Hon. Mr. Turner replied in the affirmative, saying he did not know of any other way in which the sewage could be disposed of.

Dr. Walkem in closing the debate said that he hoped that the engineer sent up would be a competent sanitary engineer and not a civil engineer, who imagined himself to be a sanitary engineer.

**Voters in Each District.**

The following is the return presented in the legislature of the number of voters in the province at the 31st of January last:

| | Voters. | Applic'ts. |
|---|---|---|
| Comox | 547 | 52 |
| Cowichan-Alberni | 669 | 20 |
| Esquimalt | 478 | 34 |
| Nanaimo | 972 | 76 |
| Nanaimo N. | 702 | 12 |
| Nanaimo S. | 814 | 18 |
| Victoria City | 5,762 | 292 |
| Victoria N. | 357 | 15 |
| Victoria S. | 635 | 40 |
| Cariboo | 566 | 33 |
| Cassiar (Stickine)—No returns. | | |
| Cassiar (Skeena) | 199 | 97 |
| Kootenay E. (Donald) | 580 | 10 |
| Kootenay E. (Ft. Steele) | 133 | 22 |
| Koot'y W. (Revelstoke) | 600 | 744 |
| Koot'y W. (Trail Ck.) | 312 | 286 |
| Kootenay S. | 1,383 | 484 |
| Lillooet E. | 273 | 15 |
| Lillooet W. | 208 | 21 |
| Westminster City | 1,493 | 12 |
| Vancouver City | 3,949 | 81 |
| Delta | 1,136 | 7 |
| Chilliwack | 743 | 41 |
| Dewdney | 818 | 52 |
| Richmond | 964 | 11 |
| Yale N. | 958 | 109 |
| Yale E. | 1,480 | 52 |
| Yale W. | 562 | 80 |
| Total | 26,703 | 2,718 |


ATLANTIC
Steamship Lines

From St. John.
Lake Winnipeg—Beaver Line.....April 6
Lake Huron—Beaver Line.....April 13
From New York.
Teutonic—White Star Line.....April 6
Brittanic—White Star Line.....April 13
St. Louis—American Line.....April 6
New York—American Line.....April 13
Lucania—Cunard Line.....April 9
Servia—Cunard Line.....April 12
Noordland—Red Star Line.....April 6
Freesland—Red Star Line.....April 13
From Portland.
Labrador—Dominion Line.....April 16
Vancouver—Dominion Line.....April 27
Conhaqinian—Allan Line.....April 13
Mongolian—Allan Line.....April 23
Cabin, $47.50, $50, $60, $70, $80 and upwards.
Intermediate, $32.50 and upwards.
Steerage, $22.50 and upwards.
Passengers ticketed through to all points in Great Britain or Ireland, and at specially low rates to all parts of the European continent. Prepaid passages arranged from all points.
Apply to GEO. S. BEER, C.P.R. Ticket Agent, Nelson, or to, WILLIAM STITT, 554 General Agent, C.P.R. Offices, Winnipeg.

KASLO & SLOCAN RAILWAY
TIME CARD NO. 1

| GOING WEST. | | Daily | GOING EAST. | |
|---|---|---|---|---|
| Leave | 8.00 a. m. | Kaslo | Arrive | 3.50 p.m. |
| " | 8.26 a. m. | South Fork | " | 3.15 p.m. |
| " | 9.36 a. m. | Sproule's | " | 2.15 p.m. |
| " | 9.51 a. m. | Whitewater | " | 2.00 p.m. |
| " | 10.03 a. m. | Bear Lake | " | 1.48 p.m. |
| " | 10.18 a. m. | McGuigan | " | 1.33 p.m. |
| " | 10:30 a. m. | Bailey's | " | 1:21 p.m. |
| " | 10.39 a. m. | Junction | " | 1.13 p.m. |
| Arr. | 10.50 a. m. | Sandon | Leave | 1.00 p.m. |

ROBT. IRVING, G. F. & P. A. GEO. F. COPELAND, Superintendent. 360

PROPERTY FOR SALE.

A good dwelling house and 35 acres of land opposite Nelson, B.C, on Kootenay lake. The house is finished and plastered. Painted inside and outside and contains 7 rooms. Seven acres of the land are cleared and has 500 to 600 fruit trees on it. Three-quarters of an acre is set in strawberry, gooseberry, currant, and grape vines, Terms Cash. Address,
ABRAHAM GAGNON,
Kettle Falls, Stevens Co.
871 Washington.


## NOTICE.

Notice is hereby given that the General Annual meeting of the stockholders of The Bright Prospects Gold Mining & Development Company, Limited Liability, will be held at the office of the company, in the city of Nelson, B.C, on Tuesday the twelfth day of April, A. D. 1898, at the hour of two of the clock in the afternoon for the purpose among others to elect a Board of Directors, pass a resolution for the reincorporation and registration of the Company under the Companies' Act of 1897, under the specially limited liability clauses of that act, for the resolving to reduce the shares of the company from 1,000,000 shares of $1.00 each to 500,000 shares of $1.00 each, and for such other purposes as may lawfully and regularly come before it, and hereof take due notice and govern yourself accordingly.
By order,
878 GEO. L. ROBINSON,
Secretary of the B. P. G. M. & D. Co., Ltd.
Dated March 7, 1898.

## NOTICE.

NOTICE is hereby given that sixty days after date I intend to make application to the Chief Commissioner of Lands and Works for permission to purchase the following described land, situated on the east shore of the Columbia River Narrows; commencing at the south west corner of Lot No. 745 Group 1 West Kootenay, running thence eighty (80) chains East, thence forty (40) chains South, thence eighty (80) chains West, thence forty (40) chains North, following the river bank to point of commencement. (851)
G. W. JORDAN.
Dated 27th day of January, 1898.

## NOTICE.

Notice is hereby given that 60 days after date I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase 320 acres of land situated near the confluence of Meadow Creek and Goat River in West Kootenay District, described as follows;
Commencing at a post marked F. C. Chandler's S. W. Corner (at the N.W. corner of F. L. Newman's land,) thence east 40 chains, thence north 80 chains, thence west 40 chains, thence south 80 chains to point of commencement, containing 320 acres more or less.
F. C. CHANDLER,
January 3rd, 1898. 842 Locator


. . HOLBROOK & CHASE . .
CITY SCAVENGERS
Are prepared to do all kinds of scavenger work and chimney sweeping. Orders left with Kirkpatrick & Wilson will receive prompt attention.
(821) HOLBROOK & CHASE.
Nelson. P. O. Box 189.

J. HARRIS & Co.
CALGARY, ALTA.
WHOLESALE DEALERS IN
OATS and HAY
Car lots Supplied on Short Notice.
Correspondence Solicited. 834

J. O. PATENAUDE
OPTICIAN & WATCHMAKER
Eyes tested for Astigmatism.
All kinds of fine watch and clock Repairing.
SATISFACTION GUARANTEED or MONEY REFUNDED. 802

MINES EXAMINED
AND REPORTED ON BY
F. M. CHADBOURN
Twenty years' experience in mining. Thorough knowledge of mines of British Columbia. Terms Reasonable.
718 NELSON, B. C.

W. A. JOWETT
MINING & REAL ESTATE BROKER
INSURANCE and ... COMMISSION AGENT.
VICTORIA ST., NELSON, B. C.
214

W. J. G. DICKSON.
REAL ESTATE,
COMMISSION AGENT,
MINING BROKER.
BEALEY BLOCK, BAKER ST.
NELSON, B. C. [335]

JOHN McLATCHIE
Dominion and Provincial Land Surveyor.
649 NELSON, B. C.

JOHN HIRSCH,
Provincial Land Surveyor.
OFFICE:
NELSON AND ROSSLAND, B. C.
140

G. D. CURTIS
ARCHITECT
635 OVER THOMSONS' BOOK STORE.

F. L. OSLER and J. W. CARWIN
Mining and Real Estate Agents.
NELSON - 602 - B.C.

FOR SALE.
BAKER ST. Two Lots with Three Stores
BAKER ST. One Lot with Two Stores.
VERNON ST. Several Lots (Fifty foot frontage)
603 W. J. G. Dickson, Baker St.

NELSON IRON WORKS
NELSON, B. C.
Iron and Brass Castings of Every Description. Repairs and Jobbing
832 A SPECIALTY.

Ye Olde Fashioned . .
ENGLISH GINGER BEER
Thorpe & Co., Ld. Tel. 60. Vernon St.
708

. . UNION HOTEL . .
KUSKANOOK, B. C.
PEDRO CHERBO GIMMI MANNERINO
. . . Proprietors. . . .
Good Meals. Clean Beds, and well
877) Supplied Bar in Connection.


## MONEY TO LOAN.


The Canadian Mutual Loan and Investment Company of Toronto, Ontario, are prepared to lend money on reasonable terms and at low expense on lots in Nelson to aid parties in building thereon and on those with buildings on now. For further terms and particulars, apply to
STEWART & LENNOX, Agents.
Offices upstairs, Turner & Boeckh Block, Nelson, B.C.


## NOTICE.

**ADDITION 'A' NELSON TOWNSITE**

Notice is hereby given that I have appointed Messrs. GAMBLE & O'RIELLY real estate agents, my sole agents for the above property. Any person wishing to purchase lots in said Addition "A" can get full particulars from them.
Jan. 18, 1898. (839) F. C. INNES.


E. G. PRIOR & CO., LD. LTY.
ESTABLISHED IN 1859.
Corner of Government & Johnston Streets, Victoria.
Mining Supplies
MINERS OUTFITTED FOR THE YUKON.
JESSOP'S DRILL STEEL, BAR IRON, all sizes,
STRIKING HAMMERS, ORE TRUCKS,
TRACK IRONS, BLACKSMITHS' TOOLS,
BUILDERS' HARDWARE.
FARM IMPLEMENTS AND VEHICLES OF ALL DESCRIPTIONS.
WRITE FOR PRICES
857 Branch Stores at Vancouver and Kamloops.

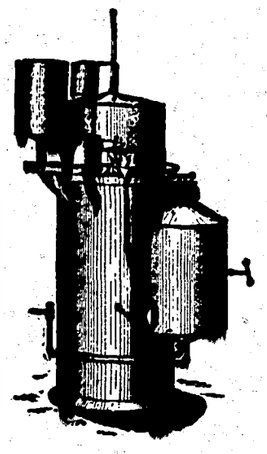
Joseph A. Sayward
LUMBER! LUMBER!!
All kinds of Rough and Dressed Lumber.
Lath, Shingles, Mouldings, Sash and Doors.
PROMPT DELIVERY TO ALL POINTS.
WRITE FOR PRICES.
567 PILOT BAY, B. C.

M. R. SMITH & CO. Biscuit Manufacturers. Established 1858. VICTORIA, B.C.
Awarded Three Gold Medals and Six Silver Medals at B. C. Exhibitions. Awarded Medal and Diploma at Colonial and Indian Exhibition, London, England, 1896.
We make a Special Biscuit for the Klondike, carefully prepared with finest vegetables in a condensed form and packed in tins. This is an excellent food for mining camps and for those taking long journeys. Our Dog Biscuit is the cheapest and best in the market. Try them.
THIS IS THE LARGEST BISCUIT FACTORY IN WESTERN CANADA.
212

P. BURNS & CO.
Wholesale and Retail Meat Merchants
HEAD OFFICE NELSON, B. C.
Branch Markets in Rossland, Trail, Nelson, Kaslo, Sandon, Three Forks, New Denver and Slocan City.
Orders by mail to any branch will have careful and prompt attention.
530

ARMSTRONG & MORRISON
The Largest Sheet Metal Works on the Canadian Pacific Coast.
MANUFACTURERS OF
Riveted Steel Pipe Ore Cars Ore Buckets
Monitors Elevators Steel Wheel Barrows
CORRESPONDENCE SOLICITED.
715 HEATLEY AVENUE 717 VANCOUVER, B.C.

Ram Lal's Pure Indian Tea
BEST FOR KLONDYKE because one pound has the strength of two pounds of cheaper teas.



THE BEST ARTIFICIAL LIGHT
. . . ACETYLENE GAS . . .
Made by a perfect automatic machine generates gas for consumption only—pressure never over 1½ ounces to the square inch. It is therefore absolutely safe—approved by Canadian Underwriters. A better and cheaper light than any other.
Machines in operation all over the country giving perfect satisfaction.
Niagara Falls Acetylene Gas Machine Co., Ld.
NEWLING & CO
Gen'l B.C. Agents. Nelson, B. C.
Mention this Paper if making inquiries. (875

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SHELF HARDWARE
BAR IRON and STEEL
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Smart's Perfection Ranges
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MINER'S SUPPLIES A SPECIAL FEATURE
Agents for E. B. EDDY'S Paper. A Large Stock of all Kinds on hand. : : :
Vancouver Hardware Company, Ltd.
849 VANCOUVER and NELSON, B.C.

## MINING PROTECTIVE ASSOCIATION.

**Passes Resolutions Opposing the Truck Act and the Corbin Charter.**

A special meeting of the West Kootenay Mining Protective Association was held at Nelson on Saturday last. The principal objects of the meeting were the consideration of the proposed Truck Act and the discussion of the railway situation.

A resolution was passed protesting against the Truck Act as unnecessary and calculated to work a great injury both to employers and employed. The members felt that the present system should not be interfered with as it was found to work very satisfactorily.

The following petition was adopted by the Association:

"To the Right Honorable, Sir Wilfrid Laurier, K. C. M. G., and the Executive Council of the Dominion of Canada.

A petition of the undersigned business men of Nelson, in the District of West Kootenay, Province of British Columbia, humbly showeth, that,

Whereas, it is a matter of greatest importance to the welfare of Canadian commerce, that the charter now being applied for by Mr. D. C. Corbin, into the Boundary Creek and Kettle River districts be not granted; and

Whereas, in the event of the proposed railway being built, the trade of that section of the country will be directed from Canadian to American centers. As an instance of this, we would respectfully point out that at present 90 per cent. of the merchandise hauled into West Kootenay over the Nelson & Fort Sheppard Railway—of which Mr. Corbin is President—is of American manufacture, and not made in Canada, as would be represented by the persons applying for the charter: And

Whereas, the construction of the proposed railway would divert the ores of Boundary Creek district to American smelters, thereby depriving Canada of the benefits of this large and rapidly growing industry, which industry, we would respectfully urge upon your honorable body to foster in every possible way: And

Whereas, it is understood that the Canadian Pacific Railway Company are prepared to immediately extend their road from the Columbia River westward into the Boundary Creek District, we feel strongly that, upon the Government receiving satisfactory assurance of the prompt prosecution of this work, the Canadian Company should have the preference over a line that would draw trade from Canadian channels:

Therefore your petitioners pray that the charter applied for be not, at present, granted to Mr. D. C. Corbin—*in the face of the fact that a Canadian road is ready to at once build into* the Boundary Creek *country*—and thus preserve to Canada the trade and smelting industries which are rightfully hers.

And as in duty bound your petitioners will ever pray, etc."

In discussing the railway situation it was pointed out that should the charter be granted to Mr. Corbin it would affect disastrously the best interest of the country. Situated as Nelson is geographically, and with the Crow's Nest Pass railway under construction, it was the opinion of the meeting that to encourage systems which would divert the trade of the country to the American side is not desirable. The smelters of the Kootenay district should be encouraged but so long as roads controlled by Americans are carrying the ores of this country to smelters on their side of the line, this important industry will be retarded here.

## PROVINCIAL ESTIMATES.

**Items of Expenditure on Public Works in West Kootenay.**

The estimate of revenue and expenditure of the province of British Columbia for the fiscal year ending June 30th, 1899, was laid before the provincial legislature last week. The estimate of revenue for the year amounts to $1,453,389.45 and the estimated expenditure to $1,992,609.75.

The items of expenditure on public works, affecting the Kootenay district are as follows:

| | |
|---|---|
| Court House Nelson, addition & furniture | $ 4,000 |
| Court House Rossland | 6,000 |
| Towards construction of civic buildings at Kaslo available for govt purposes. | 2,000 |
| Lock-up at Ymir | 600 |
| Lock-up at Goat river | 500 |
| Public School Nelson | 4,000 |
| Public School, Rossland | 5,000 |
| Public School, Ymir | 1,000 |
| Public School, Slocan City | 1,000 |
| Roads, Bridges and Wharves: | |
| West Kootenay, North Riding | 28,000 |
| West Kootenay, South Riding | 40,000 |
| Rossland and Trail roads | 18,000 |
| Ymir road up Wild Horse creek | 1,000 |
| Road Ten Mile creek, Slocan | 3,000 |
| Road Six Mile creek, Slocan | 8,000 |
| Wharf Nelson | 1,000 |

**Whitewater Dividend.**

The late owners of the Whitewater mine held a meeting in Kaslo on Saturday last and decided to declare a dividend of $40,000 making a total of $104,000 paid in dividends to date. The amount of the dividend includes the net profits of the big silver property up to March 23rd, the date of sale to the Whitewater Mines, limited. The mine is now in charge of S. S. Fowler, with J. Roderick Robertson of Nelson as general manager. Six years ago on March 29, J. C. Eaton took hold of the property, then a mere prospect. He will now devote his energies to other promising claims in the vicinity. The new company intend to erect a concentrator as soon as the snow goes off.

## Business Locals.

**Trout Flies at Thomson Stationery Co., Ld.**

Bread 5 cents a loaf for sale at Farley & Simpson's.

Spring and Easter opening at Fred Irvine & Co's., Tuesday.

**Fish Lines and Hooks at Thomson Stationery Co., Ld.**

A good loaf of Home Bakery Bread for 5 cents at Farlery & Simpson's.

FOR SALE—Several houses, central location. 25 per cent. on investment. Apply Stewart & Lennox.

Spring and Easter opening at Fred Irvine & Co's., Tuesday.

**Trolling Lines and Spoon Baits at Thomson Stationery Co., Ld.**

T. Lillie has opened out a new boot and shoe store on Ward street to be called the Queen Shoe Store.

Fred Irvine & Co. intend opening latest styles in Ladies Blouse Waists, Dress Costumes, Dress Shirts, Capes, etc., Tuesday, of which they invite inspection.

A grand Electrical Diorama of Alaska and Klondike gold fields will be given in the Salvation Army hall on Monday evening, April 4th, by the Electroscope Co. for the benefit of the Salvation Army Klondike relief fund.

**Fishing Rods and Landing Nets at Thomson Stationery Co., Ld.**

Remember Spring opening at Fred Irvine & Co's., Tuesday.

Lessons given by an experienced needle woman to children and young ladies in needle work and embroidery at corner of Ward and Mill streets each Tuesday and Saturday from 2 to 4 p.m, commencing on Tuesday, April 5th. Pupils desired, terms moderate. MISS BECK, enquire at A. G. Shaw's.

**Gaff Hooks, Reels and Casts at Thomson Stationery Co. Ld.**

Remember Spring opening at Fred Irvine & Co's., Tuesday.

**WANTED TO PURCHASE**

In Nelson, a roomy cottage, conveniently situated. Cash if approved of. Apply to GEO. S. BEER.
C. P. R. Passenger Office, Nelson.

**Millinery Opening.**

Mrs. McLaughlin wishes to state to the ladies of Nelson that her opening takes place Wednesday and Thursday, April 6 and 7. Miss Garretson of Spokane, a lady with first class experience has charge and will fill all orders on shortest notice.

Spring and Easter opening at Fred Irvine & Co's., Tuesday.

**AN APOLOGY.**

Don't think we have forgotten you, we are sorry but its not altogether our fault; you see these matters have to be attended to in rotation and it being a new enterprise we could not tell how many men we should have, Next week we expect two more men and then we will be in a position to fill all orders the same day they are received. We are glad you like our cigars. Yours truly,

EHRLICH & NEELANDS,
... MANUFACTURERS OF THE ...
ROYAL SEAL, KOKANEE
and KOOTENAY BELL Cigars.

Remember Spring opening at Fred Irvine & Co's., Tuesday.

Editor MINER:

Sir,—I wish to call the attention of the Mayor, Council and Chief of Police, to men who are carrying on business in cigar stores, which is only a blind, the principal object being to run a gambling den in the rear. If men only were admitted I for one, would not complain, but when boys whose parents believe them to be at school are found in these rooms it is about time they were done away with.

W. P. ROBINSON.

April 1st, 1898.

## NEWS IN BRIEF.

**The General News of the Week Briefly Summarized.**

The Yukon military expedition will leave Ottawa early in April.

The Ontario recounts leave the parties 50 Liberals, 43 Conservatives and one Patron.

United States Senator Proctor, who has visited Cuba, gives a very gloomy picture of affairs on the island.

The San Francisco Chamber of Commerce has adopted a resolution asking Congress to abolish the bonding privileges with Canada.

The act of the Manitoba Legislature compelling all companies incorporated outside the province, to register in Manitoba has been disallowed at Ottawa.

The Earl of Elgin and Kincardine, viceroy of India since 1893, desires to resign his post and the government is considering the appointment of his successor.

Mr. Davis' bill to allow members of the North West Mounted Police to be pensioned after 20 years of service instead of 25, was passed without opposition in the House at Ottawa.

The afternoon train which leaves the Windsor station, Montreal, daily has now been called the "gold train" by reason of the number of men who travel by it on the way to the Klondike.

Mr. Casey's bill in the Dominion parliament requiring railways companies to provide for the safety of their employees and passengers by equipping cars with automatic couplers and air brakes, has passed its second reading.

The newspapers announce that Japan between 1895 and 1905 will have devoted 193,000,000 yens to the building of warships. Forty seven have already been ordered, with short terms of delivery, in England, France and Germany.

The Association of the Chamber of Commerce of the United Kingdom has adopted a resolution favoring the compulsory adoption within some limited period, of the metric system of weights and measures, legalized by the Act of last session.

The Canadian Pacific Railway company expects at an early date to build three big ocean liners, which will be placed on the route between Vancouver and Yokahama. The Empress vessels will then be used for the passenger and freight service between Vancouver and Australia.

The fifty-fifth annual boat race between crews representing the Universities of Oxford and Cambridge was won last Saturday by Oxford in 22 minutes and 15 seconds. The course was the usual one of four and one-quarter miles, from Putney to Mortlake.

**Teacher's Salaries.**

The estimates for the year make provisions for payment of teachers in the Nelson schools as follows: Principal $900 per year; 1st assistant, $720; 2nd assistant, $660; 3rd assistant, $600; 4th assistant, $600; 5th assistant, $600. While the salaries are slightly increased over those of last year, they are not yet up to the amount they should be.

The fire brigade were called out yesterday morning about 8 o'clock to a fire in the C.P.R. ticket office. The fire was discovered just as it was getting a good start in the wood work near the furnace, but through the exertion of the office boys was kept under control until the arrival of the brigade, when it was put out after causing but slight damage.

A man named Frank Burke formerly a C.P.R. brakeman committed suicide at Nakusp last Saturday by jumping off the Steamer Trail into the Columbia river. As he jumped overboard he said, "Just tell them that you saw me." The coldness of the water made him repent of his rash act and when too late he made desperate attempts to get out but without avail and he sank before he could be rescued.

**CHURCH NOTICES.**

CHURCH OF ENGLAND. Matins 11 a.m. Even Song, 7.30 p. m. every Sunday. Holy Communion on 1st and 3rd Sundays in the month, after Matins; on 2nd and 4th Sundays, at 8 a. m. Sunday School at 2.30 p. m.

PRESBYTERIAN CHURCH. Services at 11 a. m. and 7.30 p. m. Sunday School at 2.30. Prayer meeting Thursday evening at 8 p.m. Christian Endeavor Society meets every Monday evening at 8 o'clock.

METHODIST CHURCH. Corner Silica and Josephine Streets. Services at 11 a. m. and 7.30 p. m. Sabbath School 2.30 p. m. Prayer meeting on Friday evening at 8 o'clock. Epworth League C.E. Tuesday at 8 p.m.

ROMAN CATHOLIC CHURCH. Mass at Nelson every Sunday at 8 and 10.30 a. m. Benediction at 7.30 to 8.00 p. m.

BAPTIST CHURCH.—Services morning and evening at 11 a. m. and 7.30 p. m. Prayer meeting Wednesday evening at 8 p. m. Meetings are held in the school house. Strangers cordially welcomed.

ARABIAN HAIR RESTORER.—Renews the color and promotes the growth. At Vanstone's Drug store.


Try
Vanity Fair
Cigarettes
W. S. Kimball & Co.
Rochester, N. Y.
17 First Prize Medals.

HARNESS
AND SADDLERY
Heavy team Harness, $40 to $60; Express Harness, $20 to $35; Single, light, $15 to $35; Team Housings, $5 to $10; Pack Harness, $4 to $8; Horse Collars, $2.50 to $5. Oil Coverings, Whips, Etc.
L. POGUE,
WARD ST. 895
Opp. Court House.


**NOTICE.**

In the matter of the goods of Thomas Allen, also known as Thomas October Allen, late of the City of Nelson, deceased, Intestate. All persons who are indebted to the above estate are required to pay the amount due forthwith; and all persons who have any claims against the above estate are required to send in their accounts, duly authenticated, on or before the tenth day of May, 1898, to

FELL & GREGORY,
Board of Trade Bld'g, Victoria, B.C.
Solicitors for Robert Lemon Allen, Administrator of the above estate.
Victoria, B.C., Feb. 18th, 1898. — 861


Manufacturers of HOISTING and MINING SHIP'S RIGGING Wire Ropes
BLEICHERT TRAMWAYS
The Dominion Wire Rope Co'y., Ltd., Montreal, Que.
835 STOCK CARRIED IN ROSSLAND, B. C., BY J. D. SWORD, AGENT.
Manufacturers of "Lang's" Underground Haulage and Colliery Wire Ropes


## Mining Stock Market.

NELSON DIVISION

| | | | |
|---|---|---|---|
| Hall Mines | 7.50 | Athabasca | .23 |
| Dundee | .65 | Bright Prospects | .15 |
| Fern | .70 | Kenneth | 25 |
| Salmo Con | .15 | Lerwick | 05 |

TRAIL CREEK DIVISION

| | | | |
|---|---|---|---|
| Le Roi | 8.00 | Iron Colt | .13 |
| War Eagle | 1.25 | Poorman | .11 |
| Iron Mask | .40 | Deer Park | .13 |
| Josie | .28 | Evening Star | .07 |
| Monte Cristo | .20 | Good Hope | .04 |
| Lily May | .20 | Virginia | .16 |

SLOCAN DIVISION

| | | | |
|---|---|---|---|
| Slocan Star | 2.00 | Dardanelles | .11 |
| Reco | 1.60 | Noble Five | .18 |
| Rambler-Cariboo | .33 | Wonderful | |
| Arlington | .10 | | |

We invite particular attention to the following snaps, subject to sale:

| | | | |
|---|---|---|---|
| 5,000 Noble Five | .18 | 1000 Dundee(p'd) | .36 |
| 1000 Athabasca | .26 | 2500 Iron Colt | .12 |
| 500 Slocan Star | 1.75 | 1000 Fern | .76 |

List your Mining Stocks and Real Estate with us. We have cash buyers.

A First Class List of
**REAL ESTATE and MINING PROPERTY**
of all kinds For Sale.

**FOR SALE**

| | |
|---|---|
| 2 Lots, corner Carbonate St | $ 600 |
| 2 Lots, Carbonate St | 400 |
| 1 Lot, Vernon St | 325 |
| 1 Lot, Cedar St | 300 |
| 1 Lot, corner Carbonate St | 275 |
| 4 Lots, corner Cedar St | 900 |
| 4 Room House, 1 Lot | $ 650 |
| 6 Room House, 1 Lot | 1200 |
| 7 Room House, 1 Lot | 1500 |
| 6 Room House, 3 Lots | 1300 |

**FOR RENT**

| | |
|---|---|
| 7 Room House (close in) | $30.00 |
| Store Room Vernon St | 17.50 |
| Store Building, Vernon St | 60.00 |
| Office Room, Baker St | 15.00 |

**MONEY TO LOAN**
For Building Purposes. No Delay.

**H. G. M'CULLOCH & CO.**
(830) GENERAL BROKERS.
BAKER ST. — NELSON, B.C.
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**Henry, Forde & Co.**
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GRAIN WAREHOUSES.
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NELSON OFFICE: Corner Stanley and Victoria Streets.
ROSSLAND OFFICE: Cor. Washington St. and 1st Ave.
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NELSON, Box 175. ROSSLAND, (804) Box 733.

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Are now giving straight Loans on improved City Property, on easy monthly Payments. — — —

SPECIAL FEATURES

No shares to be subscribed for. No fines. No forfeitures. For futher particulars as to terms, etc., apply to undersigned. — —

**FOR SALE**

| | |
|---|---|
| 50 ft. lot Vernon St. | $1300 |
| 30 ft. lot, Baker St. | 900 |

Real Estate in all parts of the city.

**FOR RENT**

One 3-Roomed Plastered House.
One Large New 8-Roomed Plastered House finished April 15,

**C. D. J. Christie**
Real Estate and Insurance Broker
Office Opposite Post Office 844

**Your Blood**
Is Thin and Impoverished after the long winter. : : : : :
**Century Sarsaparilla**
Combined with Iron is the best purifier and enricher. Take it now and you will not be troubled with that Tired Feeling. : :
SOLD ONLY AT
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Cor. Baker and Josephine Streets. (892

**NEW MUSIC STORE**
Full line of Latest Music from Chicago and New York.
Applications from persons desirous of participating in Rehearsals for either Brass or Orchestra received.
Music Supplied for Parties, Balls, etc.
Instruction given on the Pianoforte.
For terms, etc., apply to
**BOURCHIER & GUIDEL**
Musical Publishers and Importers
TURNER-BOECKH BLOCK
WARD ST. : : : : NELSON.

**No Table is Complete**
WITHOUT GOOD BREAD AND BUTTER.

Our latest arrangements enable us to supply both.

From this time on we will receive tri-weekly shipments of Fresh Jersey Creamery Butter which is put up under our own Brand. The Price will be 35 cents per lb.

We also deliver Fresh Bread, Pies and Cakes.
Vegetables in season arriving daily.
For Prices call up Telephone No. 40.

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**The . . . B. C. C. O. D. GROCERY**
Farley & Simpson, Props.
822

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REAL ESTATE and GENERAL AGENTS
**LOTS FOR SALE**
In the Best Localities. SOLE AGENTS for original owners of Addition "A" and "Hume" Addition.
**LOANS MADE**
To Purchasers for Building purposes, on Easy Terms.
**BUY A HOME**
Build a House for Yourself and Save Rent.
. . . GAMBLE and O'REILLY . . .
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J. RODERICK ROBERTSON, General Manager
S. S. FOWLER, E. M., Mining Engineer
NELSON, B. C.
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ROSES, HOLLIES, RHODODENDRONS, GREENHOUSE and BEDDING OUT PLANTS, CUT FLOWERS.
Agricultural implements, spray pumps, fertilizers, bees, and bee supplies. Most complete stock in British Columbia. No Agents. Catalogue free. Address.
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The Oddfellows Building and Investment Company, Limited, of Nelson, Capital $20,000, inform the public that a limited number of shares are now on the market for sale. Shares $10.00 each, sold in blocks of $100.00. The company guarantee ten per cent to investors on stock. Plans may be seen and all particulars obtained at Dr. Arthur's office Baker Street, or from any of the Directors. (871)
Stock Certificates for sale at Dr. Arthur's.