

THE MOYIE CITY LEADER.

VOL. 1, NO. 19.

MOYIE CITY, B. C., AUGUST 20, 1898.

\$2 A YEAR.

MOYIE CITY,

AN IDEAL TOWNSITE For Business and Pleasure; as a Residential Locality Unequalled.

Situated on Moyie Lake. Excellent Fishing, Boating, Bathing, and Shooting.

BACKED BY PAY ROLLS

St. Eugene, Lake Shore, Moyie

Mines all within an hour's walk. Good water supply. Exceptional drainage facilities. Has the best prospects.

The Busiest and Most Talked of Town in EAST KOOTENAY.

G. CAMPBELL, Moyie City, B. C.

The Central Hotel.

V. DESAULNIER & CO., Props.

The House is Equipped in First Class Style Throughout. Large and Commodious Dining Room. Best Brands of Wines, Liquors, and Cigars can be had at the bar.

Headquarters for Commercial and Mining Men.

QUEEN AVENUE, MOYIE CITY, B. C.

Lake Shore Addition

OF

MOYIE CITY.

An Ideal Townsite Most Picturesquely and Delightfully Situated.

The Future Cœur d'Alene of East Kootenay.

Backed by payrolls of the St. Eugene, Moyie and Lake Shore mines.

For Further Information Apply to

LAKE SHORE ADDITION TOWNSITE CO.

MOYIE HOTEL.

G. CAMPBELL, A. T. CLARK.

This Hotel is New and well Furnished. The Tables are Supplied with the Best the Market affords. The Bar is Filled with the Best Brands of Liquors and Cigars.

HEADQUARTERS FOR COMMERCIAL AND MININGMEN.

MOYIE CITY, BRITISH COLUMBIA.

ANTONIO BRUNO CAUGHT

Arrested at Kuskonook Last Thursday.

DID HE KILL GUISEPPE PUERIO?

He was Given a Preliminary Hearing and Bound Over for Trial and Taken Back to Nelson.

Antonio Bruno, the supposed murderer of Guiseppe Puerio, has been captured, given a preliminary hearing and taken back to Nelson to stand trial for his crime.

Bruno was brought to Moyie City last Monday by Constables J. Wilson of Kuskonook and Fred Wilbur of Nelson. He was captured the previous Thursday by Wilson at Kuskonook upon information from Sergeant Clapp and Constable Angers, of the mounted police stationed here, who had traced him to Goat River landing. Here Bruno had taken the steamer Hercules, which had left about 30 minutes before their arrival. However, the steamer Nelson was still at the landing, so they sent messages to the constables at Kuskonook and Nelson, giving his description and orders for his arrest.

When the Nelson arrived at Kuskonook, the Hercules was still there. Wilson received his orders and promptly located his man and put him under arrest, and then took him on to Nelson, where he was taken before Gold Commissioner Dennis and remanded for eight days. Wilson and Wilbur then brought the prisoner here as before stated, and turned him over to the proper authorities.

Tuesday morning Sergeant Clapp started with the prisoner for Fort Steele, but was met at Cranbrook by J. F. Armstrong, the gold commissioner, accompanied by Constable Barnes, who had the prisoner returned to this place for trial.

Wednesday afternoon a jury was impaneled, and taken to the scene of the tragedy to exhume and view the remains, and was then brought back to the East Kootenay hotel, where the preliminary trial was held in the evening.

The prisoner, and the murdered man's clothing were brought into court. The clothing was identified as that belonging to the man who was murdered, and Antonio Bruno was identified as being the last man seen with Puerio alive. When Bruno was searched at Kuskonook, he had over \$300 in certificates of deposit and a time cheque for a small amount, all bearing the signature of Guiseppe Puerio. Fifty five dollars in bills was also found secreted in an old necktie which was sewed around his leg below the knee. He also had clothing in his "turkey" belonging to Puerio.

The testimony given by the witnesses is substantially that Puerio and Bruno came to Armstrong's camp, six miles west of here, August 2nd and went to work. On Saturday, August 6th, the paymaster came along paying the men, but refused to pay two time cheques, one belonging to Puerio and the other to Bruno which were issued at the last place they worked, on account of the names not being right. That evening Bruno and Puerio decided to quit work and go back to their former camp, which is supposed to be near Cranbrook, and get their cheques rectified, so they accordingly started to come this way early Sunday morning. That was the last seen of Puerio alive. Bruno, however, returned the same evening to the Italian camp alone. When asked "where is Puerio?" by his friends, he replied that he had gone on to the C. P. R. camp to get the cheques changed. They said that Bruno remained at the camp until Tuesday afternoon, when he was seen to pick up his own clothes, with those belonging to Puerio, and start west. He was nervous and pale and acted strangely, they said.

The jury returned a verdict to the effect that Guiseppe Puerio had been murdered, and from the evidence

McMAHON BROS.

MAMMOTH RETAIL EMPORIUM.

HARDWARE,

GROCERIES,

PRODUCE.

ALL KINDS OF

Tin Work

- DONE -

TIN ROOFING A SPECIALTY.

- PROPRIETORS OF -

CLOTHING,

Gents' Furnishings,

BOOTS and SHOES.

THE EAST KOOTENAY HOTEL,

STRICTLY FIRST CLASS IN ALL DEPARTMENTS.

Cor. Victoria St. and Moyie Ave.,

MOYIE CITY.

gleaned, believed Antonio Bruno the guilty party.

Wednesday more evidence was heard and Bruno was put on the stand to testify in his own behalf. He said that he and Puerio came from the same town in Italy, and that he loved him as a brother. Sunday they started west to the C. P. R. camp, 20 miles distant to get their cheques rectified. When they had come a few miles they met two men, one a friend of Puerio. After discussing the matter they agreed that Puerio and the two men would go on and Bruno go back to the camp and await their return. Tuesday another Italian, who is supposed to have met Puerio and his companions came along and told Bruno that Puerio and the two men had decided to go to the Robson-Pan-fiction road by way of Fort Steele and Jennings and sent word to him to take Puerio's effects and join them at Nelson. This he was doing when arrested at Kuskonook, as before stated. He claims the bank receipts and time cheque were among Puerio's effects.

Judge Armstrong remanded him and committed him for trial at Nelson. Antonio Bruno is about 22 years old, and is not at all a desperate looking man. He is at all times perfectly cool and composed, and frequently laughs when talking. His story was told in a bold, straightforward manner, and made a strong impression on many of his hearers that he was innocent.

Guiseppe Puerio was about 52 years old. It was noticed that he never removed his vest when working and it became the opinion of his fellow workmen that he was carrying a large amount of money. Whoever committed the crime undoubtedly expected to find money instead of bank receipts and time cheques.

New Postal Regulations.

By the new postal regulations letters which fail to reach the person addressed will be returned direct to the sender, provided his name and address is printed on the upper left hand corner of the envelope. Heretofore letters were sent to the dead letter office and postage collected for their return.

Late Locals.

James Cronin returned from Steele yesterday evening.

Chief Engineer Macleod says the rails will be here within ten days.

V. Desaulnier, of the Central hotel, transacted business in Fort Steele Wednesday.

McMahon's hotel building and most of Cowan & O'Neil's old camp structures at the head of the lake were completely destroyed by fire Thursday night.

M. J. Haney, Macleod, T. Kidout, Ottawa, H. D. Lumsden, Toronto, R. Fellows, Macleod and M. H. Macleod, Macleod, were here last night and went west this morning. Some are C. P. R. and others government officials all holding high positions, and are giving the road its final inspection before the rails are laid.

MOYIE AND QUEEN OF THE HILLS.

Work will Be Commenced on Them the First of Next Week.

All arrangements have been made for starting work on the Moyie and Queen of the Hills at once. N. A. Wallinger, superintendent of the Fort Steele Development Syndicate, Ltd., of London, and Isaac Williams, until recently foreman at the North Star, were here the first of the week looking over the claims and picking out the most suitable place for starting a new tunnel. They returned Monday to Fort Steele to get supplies and men. Mr. Williams and a force of men returned Thursday and are fixing up their camp and will start work early Monday morning. Mr. Williams, who is acknowledged to be one of the best practical miners in the province, will supervise the work. The number of men to start with will be about 10, but as work progresses more will be constantly added, until the last payment is made, which will be about the first of November, when the mine will be worked on a large and systematic scale, and ore shipments will follow.

The Moyie and Queen of the Hills are situated about midway between the Lake Shore and St. Eugene mines, and within half a mile of Moyie City. They were the property of Messrs. Houten, Hogg and Pugh and were purchased a few weeks ago by A. F. Howard, who is the Canadian representative of the Fort Steele Development Syndicate of London for \$125,000, with a payment of \$5,000 down.

The company has also decided to build a concentrator, and is already making arrangements for the ground.

It is now an absolute certainty that Moyie will have at least three steady shipping mines immediately after the completion of the Crow's Nest road, the payroll of which will amount to several thousand dollars a month. As the mines are immediately adjoining the town it shall derive the benefit of nearly the entire amount.

The Baltimore.

A phenomenally rich strike has been made on the Baltimore mineral claim by Tom Rader, Chas. Farrell and Martin Foley. The Baltimore adjoins the St. Eugene and is traversed by the same lead. The boys feel quite sanguine over the outlook of their property.

LOCAL NEWS.

O. J. Johnson is back from the Tracey creek country.

J. M. Simpson of the Swanson hotel, was in town Thursday.

Landlord Kaake of the Commercial hotel, Cranbrook, was through here Monday.

Napoleon Dore has succeeded Lindsay Crosson as mail carrier between the head of the lake and Steele.

J. M. Pye-Smith and Saneroff Baker went to Nelson this week and will be absent six or eight days.

J. P. McMahon, A. M. Hogg and L. Crosson left for Bonners Ferry and West Kootenay points this week.

A handsome revolving and reclining barber chair of the Columbia pattern has been received by J. E. Musgrave.

H. T. Brown, publisher of the Cranbrook Herald, Mrs. Brown and son Waldo, spent Saturday and Sunday in Moyie.

Billy Tierney, who as a mixologist is well up in the class with the famous Jerry Thomas, is now playing his favorite pursuit at the Moyie hotel.

C. M. Edwards, Harry Herchmer and Mr. Elwell, all prominent men of Fort Steele, were the guests of Col. Henderson at his summer palace on the west shore this week.

KOOTENAY KETCHUP.

Wardner's depot has been placed two miles from the town.

Recorder Lang has issued 169 miners licenses at Golden this season.

For the seven months ending July 31st the mines along Carpenter creek shipped some 27,352 tons of ore.

The Last Chance mine is to have a tram extending from the mine to the K. & S. railway, between Sandon and Cody.

The Nelson city council is calling for tenders for the construction of the necessary sidewalks throughout the city.

The new compressor at the Noble Five is about ready to start up. This will add wonderfully to the development of the mine.

The townsite of Fernie, on the line of the Crow's Nest Pass Railway, will shortly be placed on the market, the survey having been completed.

It is said that the late "Soapy" Smith was in Rossland last year, but only for a few days, as the British Columbia laws were too strict for men of his stamp.

The Le Roi mine is producing a number of sensations now. W. A. Carlisle, chief engineer of the B. C. C., has been appointed receiver for the mine. This action is the outcome of an alleged breach of faith on the part of the minority stockholders represented by the Turners.

WOODBINE HOTEL

AT THE

Logging Camp

Twenty miles west of Moyie City and on the line of the new Crow's Nest Pass railway is now prepared to give good accommodations to the traveling public, having been thoroughly overhauled and remodeled to accommodate the increasing trade. The best brands of liquors are supplied at the bar, and the proprietors, who are old timers, can give full information to the traveling public. Good stabling in connection with the hotel.

BEAULIEU & PLANTE, Props.

A TRAGIC DUEL.

saber clattering at his heels. When he reached our table, he glared at me for a moment with wild yet indecisive eyes. Then raised his hand to strike me. It was a hurried movement, an outcry of anger, a flash of lightning around the

First Boarder—Don't you always
a stuffy feeling in this house?
Second Boarder—Not when we a

sions. We left other letters for her, but tore each up. On the fourth day, we had quite finished, it was determined to run the woman down and discover

is said that the emperor was the "catcher" of them all, and when he present the game was played with an enthusiasm which would rival that of a third-grade schoolboy. —New York Leader

SUBSCRIBE FOR
The Moyie City Leader.

Great Northern
RAILWAY.
The Surveyor's Chain Made It
THE SHORTEST
Transcontinental Route.
The Most Modern in Equipment.
The Heaviest Rail 11 Lbs.
A Rock-Ballast Roadbed.
Crosses No Sand Deserts.
Fastest Without Land Grant or
Government Aid.
Is noted for the Courtesy of Its
Employees.
The Only Line Serving Meals on
the La Carte Plan.

THROUGH THE
Grandest Scenery
in America by Daylight.
Attractive Tours during Season of Navigation
on Great Lakes via Duluth in connection
with magnificent Passenger Steamers North-
west and Northland.
For maps, tickets and complete information
write to address: E. & S. J. D. Int. Nav. and
Travel Co., 200 N. W. 10th St.
C. G. DIXON, General Agent,
Spokane, Wash.
L. WHITNEY, G. P. & T. A.,
St. Paul, Minn.

Canadian Pacific
Railway
And So- Pacific Line.
Direct Route
and Superior Service.

KLONDIKE and YUKON Gold Fields.
Pacific Coast, China, Japan and Australia.
Eastern and European points.

Tickets issued through and baggage
checked to destination.

Tourist Cars

FROM REVELSTOCK
Daily to St. Paul. Daily (except Wednes-
day) to Eastern Canadian and U. S.
points.

Connections Daily (except Sunday)
To Revelstock and Main Line points.
To St. Paul, SLOAN CITY, 6:40 p. m.
To Nelson, Kaslo, Trail and Rossland.
From St. Paul, SLOAN CITY, 11:20 a. m.
Kaslo leaves Kaslo on Tuesdays and Fri-
days each week at 8:15 p. m. for round trip
Kaslo and Revelstock.

Ascertain previous.

Reduced Rates

And full information by
THOMAS HENDERSON,
agent, or
W. F. ANDERSON, Trav. Pas. Agt.,
Nelson.

E. J. COYLE,
District Passenger Agent,
Vancouver, British Columbia.

Secure your tickets reads via C. P. R.

**INTERNATIONAL NAVIGATION and
TRADING CO., Ltd.**

BRANCH "INTERNATIONAL" AND "ALBERTA" ON
KOOTENAY LAKE AND RIVER.

Summer Card

EFFECTIVE MARCH 15, 1928.

INTERNATIONAL.

Boat leaves Kaslo at 5:15 a. m., arrives at 8:10
p. m.; leaves Arrowhead at 6:55 a. m., arrives at
7:10 p. m.; leaves Pilot Bay at 7:15 a. m., arrives
at 6:20 p. m.; leaves Bulkley at 7:20 a. m., arrives
at 6:00 p. m.; leaves Five Mile point at 9 a. m.,
arrives at 5:10 p. m.; arrives at Nelson at 8:15 a.
m., leaves 4:15 p. m.; Every day except Sunday.

ALBERTA.

Boat leaves Kaslo at 5 a. m., Tuesdays and
Saturdays, arrives at 1 a. m. on Mondays and
Thursdays; leaves Arrowhead at 6:55 a. m., arrives
at 7:10 p. m.; leaves Pilot Bay at 7 p. m., arrives
at 6:20 p. m.; leaves Bulkley at 7:20 a. m., arrives
at 6:00 p. m.; leaves Five Mile point at 9 a. m.,
arrives at 5:10 p. m.; arrives at Nelson at 8:15 a.
m., leaves 4:15 p. m.; Every day except Sunday.

Mens and berth not included. Passengers
on S. S. International from Nelson, Spokane,
etc., for points on Kootenay lake south of P.
Boat will connect at that point with the
S. S. Alberta.

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 passengers on steamers or at our office.
A. L. ALEXANDER, Gen. Man.
P. O. Box 122, Kaslo, B. C.

Atlantic

Steamship Line.

Fastest Montreal.
Lake Winnipeg—Boomer Line.....May 11
Lake Ontario—Beaver Line.....May 4
Trenton—White Star Line.....May 4
Britannia—White Star Line.....May 11
Lancania—Cunard Line.....May 7
Servia—Cunard Line.....May 10
State of Nebraska—Allan Line.....May 5
Prussia—Anchor Line.....May 14
From Montreal
Yorkshire—Dominion Line.....May 7
Dominion—Dominion Line.....May 14
Lancania—Allan Line.....May 7
Prussia—Allan Line.....May 14

Passages arranged outward and prepaid
to and from all European points. Passen-
gers ticketed through. For rates and full
information address: C. F. R. agent, or
T. HENDERSON, Slocan City,
WILLIAM STITT, Gen. Agt.,
C. P. R. Office, Winnipeg

\$115,000

\$15,000 on Stamp Mill.
5,000 " Saw Mill.
10,000 " Sampler.
10,000 " Roads.
20,000 " Buildings.
5,000 " Streets.

—AND—
**Fifty
Thousand
Dollars**

To be Expended on the
Following Mines:

**Alpine Group
Monument
Lucky George
Cold Blow
Kilo
Black Prince
Dido Group
Sundown Fract.
Scenic
Golden Wedge
St. Lawrence
Crusader
St. Louis
Two Friends
Tiger
Anniston**

\$115,000

\$115,000

\$115,000

\$115,000

\$115,000

\$115,000

\$115,000

\$115,000

\$115,000

\$115,000

\$115,000

\$115,000

\$115,000

\$115,000

\$115,000

\$115,000

\$115,000

\$115,000

\$115,000

\$115,000

\$115,000

COCKADES.

The Three Kinds That Are Worn in Eng-
land and What They Mean.

T "is no subject under the sun con-
cerning which so many mistakes are made.
According to an ancient joke, one lady
asked another, "Why is your father called
a cockade?" "Oh, pa's just joined the
army and navy stores!" And many peo-
ple seem to think that a cockade means
nothing at all beyond the fact of a certain
amount of social eminence. There is no
real law upon the matter, which is simply
governed by long established custom and
usage.

According thereto, there are three kinds
of English cockade, in use at the moment.
The royal, the military and the naval.
There is no such thing as a "civil service
cockade." The royal cockade can be easily
recognized. It is quite circular. It is of a
shape much like a double dahlia, and is
worn so that half of it is seen above the
top of the hat. It is also larger than other
cockades and projects outward very much
more. The military cockade is the one
most usually seen. It consists of a small
circular projection, from the top of which
issues a fan shaped ornament. It is worn
so that the fan shaped ornament projects
above the top of the hat. The third shape
—the naval cockade—has no fan, and is
oval in shape. It is worn at the side, so
that no part of it projects above the top
of the hat. The military cockade is worn by
the servants of those holding military com-
missions—viz. officers in the army, mil-
itia and volunteers and by lord lieuten-
ants, commissioners of lieutenant, deputy
lieutenants and high sheriffs. The naval
cockade is worn by the servants of naval
officers.

Civilians and ladies have no right at all
to any cockade unless coming within the
above descriptions. The black cockade of
Hanover came into use in this country
when hats were worn that required fasten-
ing up at the side, the cockade was worn
by the officers themselves. The Jacobites,
in their intense objection to everything
Hanoverian, started the white cockade,
which was worn by the officers who took
part in the Jacobite risings, but the "white
cockade" never had an analogous usage to
the black cockade of Hanover. It is possi-
ble it may in the future, for we know of
one gentleman belonging to the Order of
the White Horse who is industriously en-
deavouring to start an equipage in order that
in literal truth he may "mount the white
cockade."—Genealogical Magazine.

HAD A GOOD BREAKFAST.

The Old Soldier Told the Affable Stranger
How He Obtained It.

One day late in the eighteenth century
the great Emperor Joseph of Austria was
out driving, when a heavy shower came
up; as the first big drops fell an old soldier
of the invalids came hobbling to the door
of the carriage and asked to be taken in,
because, he said, his uniform was new,
and he did not want to get it wet. The
emperor, who was taking the air as a pri-
vate gentleman with no marks of his rank
about him, told the old man to get in, and
at once fell in talking with him very af-
fably. Soon the soldier mentioned that he
had had a capital breakfast that morning.
"What was it?" asked the emperor.

"Guess," said the emperor.

The soldier guessed and guessed again;
he finally guessed everything from ser-
geant up to marshal, and to every guess he
got the answer, "Better than that."

Naturally, after awhile the truth began
to dawn on him, and the poor man was
frightened nearly out of his wits, but the
emperor only laughed, told him to learn
discretion in making confidences to stran-
gers, asked him where he wanted to go,
set him down at the right door and never
took any further notice of his loss of a
phantom that made it a favorite story at
court.—Exchange.

Two Great Poets Who Were Blind.

In the roll of the great poets of the past
two, who hold the very highest places,
were for an important period of their
lives unpossessed of the power of vision—
Homer and Milton. Happily these renow-
ered followers of the muses made good use
of their eyes in youth, and when it is
scarcely possible they could have left
to us the finished pictures of natural
scenery and other visible objects of crea-
tion which are to be found among their
compositions. Homer had reached man-
hood and had written a considerable por-
tion of the "Iliad" before he was attacked
by that disease of the eyes which robbed
them of their wanted powers. But the
whole of the "Odyssey" was composed after
the occurrence of this great mishap.
Milton is stated by most biographers to
have permanently lost his sight in 1654
after a progressive and wasting decay of
several years duration. "Paradise Lost"
was not published until 1667, and it was
composed when the poet was perfectly
blind.—New York Ledger.

His Case Continued.

They tell the following in connection
with John Allison, the well known Mil-
linery lawyer: John is very much of a
dandy, and on one occasion, even when
dressed in his best, he was in the street
when he was starting him in the face, he could
not repress his disposition to be funny.
He became ill at his home in Greenville
with what was supposed to be heart dis-
ease, and a physician was hastily sum-
moned. When he arrived, John was gasp-
ing for breath, and his friends expected
him to die at any minute. When the doc-
tor asked him what was the matter, he
coolly replied, "Doc, I have an intimation
that my case is about to be called, and, if
possible, I want to get a continuance."
The doctor went to work with him, and
contrary to everybody's expectation, did
get John a continuance, and he is still
alive and practicing law in Greenville.
Madisonville (Ky.) Hustler.

The Colored of It.

Dorothy had heard some one singing
that classical production, the "Little Al-
bama Coon," on the street. Presently she
came to her mother and asked:

"Mamma, what does 'swat' mean?"

"What do you think that it means?"

"Well, I don't know, mamma, but I
suppose that 'swat' is colored for spunk."—
Harper's Bazar.

A HOME ON THE SEA.

The Very Comfortable Fireside Found In
the Cabin of a Ship.

Trailing in his room in the cabin of an
American bark loading for South Africa,
at a South street wharf, was a picture of
the captain's home ashore, in a Long Is-
land town, not far from the city. But
easy of access as this home is, the captain
spends very little time in it, for his wife
sails with him, and even in this port, they
live mostly aboard the ship. At sea and in
foreign ports, when they speak of home,
they mean, of course, their home on Long
Island, but practically they make their
home in the cabin of the bark, and a com-
fortable home too.

Upon the walls of the main room of this
cabin, which is a room of spacious di-
mensions, there are two pictures of the
bark itself. These are distinctly nautical,
but, aside from them, the furnishing of
the room is such as might be seen in any
room devoted to like purposes ashore. In
an alcove on one side is a piano; upon the
other side is a sofa. In the center of the
room is a table, upon which there are
books and sewing and, here in port, where
the ship stands on an even keel, a vase of
flowers. The room is lighted at night by
a lamp like a piano lamp, with a broad,
spreading shade, but which, instead of be-
ing upheld by a standard with feet resting
on the floor, is here suspended from the
deck beams running across under the sky-
light overhead. There are here deep up-
holstered armchairs and other easy chairs,
and there are rugs on the floor. It is a
homelike and attractive room.

Forward of this room is the forward
cabin, which is the ship's dining
room. The mizzenmast comes down
through the after part of this room, get-
ting down also through that end of the fixed
table, giving to this cabin a decidedly
nautical touch. Opening off the main cabin
there are a number of rooms, including
the captain's room, which is of ample size.
There is here also a room for the captain's
daughter, who sometimes sails with him.
As is customary on American deep water
ships, there are two or three staterooms for
passengers, who are carried with the
mail. One of these is a room for Africa this
vessel carried three passengers.

The captain has sailed for many years;
he is acquainted in ports all around the
world, and wherever he goes there is no
lack of social life for himself and his wife.
They have more invitations ashore than
they can accept, and they entertain guests
aboard the ship, which is indeed their float-
ing home, but that they do not forget
their home ashore may easily be imagined
from the fact that the ship's name is made
up in part of the name of the captain's
home town.—New York Sun.

AUDIENCE OF ONE.

A Rainy Sunday at Church Which the Pas-
tor Will Long Remember.

Dr. Payson, the famous and beloved
pastor of Portland, Me., used to tell the
following pointed story:

One very stormy Sunday he went to
church, more from habit than because he
expected to find anybody there. Just after
he had stepped inside the door an old ne-
gro came in, and asked if Dr. Payson was
to preach there that day, explaining that
he was a stranger in town, and had been
advised to go to his church.

"Upon that," said Dr. Payson, "I made
up my mind to preach my sermon, if no-
body else came."

No body else did come, so the doctor
preached to the choir and the old negro.

Some months afterward he happened to
meet the negro, and, stopping him, asked
how he enjoyed the sermon that stormy
Sunday.

"Enjoy that sermon?" replied the old
man. "I 'clar, doctor, I neber heard a
better one. You see, I had a seat pretty
well up front, an' whenebber you'd say
somethin' pretty hardlike 'glin do sins ob
men I'd jess look all round ter see who
you's a-hittin, an' I wouldn't see nobody
on'y jess me. An' I sers to m'self, He
asked me, you know, you's such a dretful
sinner." Well, doctor, dat sermion sot me
a-thinkin what a big sinner I war, an' I
want an jined the church down home.
I'ze a deacon now."—Christian Endeavor
World.

Crew Tactics Under Commander Silverspot.

Silverspot has hammered away at drill,
teaching them all the signals and words of
command in use, and now it is a pleasure
to see them in the early morning, when
"Company I," the old chief cabin would
cry in crowd, and Company I would an-
swer with a great clamor.

"Fig!" And himself leading them they
would all fly straight forward.

"Mount!" And straight upward they
turned in a moment.

"Bunch!" And they all massed into a
dense black flock.

"Scatter!" And they spread out like
leaves before the wind.

"Form line!" And they strung out into
the long line of ordinary flight.

"Descend!" And they all dropped nearly
to the ground.

"Forage!" And they alighted and scat-
tered about to feed, while two of the per-
manent sentries mounted duty—one on a
tree to the right, the other on a mound to
the far left. A minute or two later Sil-
verspot would cry out, "A man with a
gun!" The sentries repeated the cry and
the company flew at once in open order as
quickly as possible toward the trees. Once
behind these, they formed line again in
safety and returned to the home pin.

"Silverspot, the Story of a Crow," by
Ernest Seton Thompson, in Scribner's.

Underground Flow of Rivers.

F. R. Spearman writes of "Queer Amer-
ican Rivers" in St. Nicholas. Speaking of
the rivers of the western plains Mr. Spear-
man says: The irrigation engineers have
lately discovered something wonderful
about even these desolated rivers. During
the very driest seasons, when the stream is
apparently quite dry, there is still a great
body of water running in the sand. Like
a vast sponge the sand holds the water,
yet it flows continually, just as if it were
in plain sight, but more slowly, of course.
The volume may be estimated by the depth
and breadth of the sand. One pint of it
will hold three-quarters of a pint of water.
This is called the underground flow, and
is peculiar to this class of rivers. By
means of ditches this water may be brought
to the surface for irrigation.

A Slave to Duty.

"I intend to show you, sir," said the
judge, as he put the limit of fine on the
gentleman who had been mauling his
wife, "that wife beating, in this country,
is an expensive pastime."

"I didn't do it for pastime, your honor,"
pleaded the culprit. "I only done it as a
duty."—Cincinnati Enquirer.

Effects of Age.

"Age," remarked the observer of men
and things, "makes us wiser and others
obstinat."—Detroit Journal.

THE OLD MAN'S BLUFF.

George's Account of How He Caught On
and the Result.

"George," said the young wife, "what
in the world is the matter with papa?"
"Matter with papa?" he said in sur-
prise. "I don't know. What's he been
doing to stir you up? Cut us off in his
will!"

"Oh, he was going on at a great rate
last night, so mamma said. He told her
that you was altogether too fly and that
you played cards too much like a gambler.
You don't, do you, George?"

"Played cards like a gambler? I don't
know what he means. I've played against
him two or three times at the club, and I
suppose because I called some of his pat
hands that he was trying to bluff through
I played like a gambler. Oh, I've got him
down to a fine point, sure. I can tell when
he's bluffing every time. I caught him in
it when I asked for you, and I never for-
got his motion."

"Didn't I ever tell you? Well, it was
this way. When I asked him, he made a
great bluff about it being hard to give you
up, and he didn't know whether he would
consent, and I knew he was dead anxious
to get you off his hands."—

"Why, George, you mean thing."

"Well, that's a fact, and during the
time he had a peculiar motion of pulling
the left end of his mustache with his right
hand. Then I caught him in the same
thing at one time when I tried to sell him
some of the best black stock 2 or 3 per cent
under the market price. He pulled his
mustache the same way, and yet I knew
he was bluffing when he said he didn't
want the stock. I remembered that mo-
tion, and I've used it to good advantage."

"You see, we have been in two or three
little sittings at the club, and once I
caught him standing pat and trying to
bluff his hand through, and in a 25 cent
game too. He pulled his mustache just in
that same way, and I kept him in the game
and finally called him. He was mad a lit-
tle, but any how. But I have watched him
every time and he always gives himself
away with that pull of the left hand side
of his mustache with his right hand. And
if he doesn't get out of that habit I'll get
all of your mamma's spending money and
put it in your pocket every time."

"Maybe, as a matter of policy, though,
I had better let him work a few of those
bluffs through just for the sake of keeping
peace in the family."—Cincinnati Com-
mercial Tribune.

CALLING "BAILEY'S MISTAKE."

Town in Maine With a Name That Ought
to Be Changed.

The postoffice department has on nume-
rous occasions insisted on changing the
names of offices even when the natives
had no desire for such changes and protest-
ed against them. If the Washington peo-
ple are so fond of choosing appropriate names,
they should devote their attention exclu-
sively to those towns whose inhabitants
desire relief. Such places are surely to be
found. There is one, for example, up in
the far eastern corner of Maine. It is not
rejoices in the name of Bailey's Mistake.

A century ago it was called "Skunk's
Mistake." Later the name "Puduch,"
"Hardscrabble," "Mink Hole" and
"Suckerhole" were applied in turn and
then dropped because they didn't begin to
convey the prevailing idea. There was a
new name every year for a quarter of a
century or so, and the name was ready
for more when Bailey came along and shut
off further debate.

Bailey's Mistake was named for Sam
Bailey, a coasting trader who used to sail
into Lubec harbor as often as once a month,
the "mistake" part being added at the
time of Bailey's last voyage, so that future
navigators and geographers would know
whose mistake it was. There are two wa-
terways that lead up to Lubec from the
Atlantic ocean, one a wide and navigable
ship channel and the other a wide and
rocky shoal that affords excellent pastur-
age for founders and other fish of small
draft. About ten years ago Bailey was
beating his sloop up to the Lubec anchor-
age and took the wrong way. He knew all
about the shoal and the rocks and had
become so familiar with the course
that he paid no heed, presuming that his
sloop could find her way without help.

There is where the "mistake" came in,
for trusting too much to the intelligence of
his sloop the craft went aground on the
rocks and was chewed into toothpicks be-
fore morning.

As nobody ever saw anything of Bailey
or his crew it is inferred that the fishes
took what there was left of them after the
"mistake" part being added at the time
of Bailey's last voyage, so that future
navigators and geographers would know
whose mistake it was. There are two wa-
terways that lead up to Lubec from the
Atlantic ocean, one a wide and navigable
ship channel and the other a wide and
rocky shoal that affords excellent pastur-
age for founders and other fish of small
draft. About ten years ago Bailey was
beating his sloop up to the Lubec anchor-
age and took the wrong way. He knew all
about the shoal and the rocks and had
become so familiar with the course
that he paid no heed, presuming that his
sloop could find her way without help.

There is where the "mistake" came in,
for trusting too much to the intelligence of
his sloop the craft went aground on the
rocks and was chewed into toothpicks be-
fore morning.

As nobody ever saw anything of Bailey
or his crew it is inferred that the fishes
took what there was left of them after the
"mistake" part being added at the time
of Bailey's last voyage, so that future
navigators and geographers would know
whose mistake it was. There are two wa-
terways that lead up to Lubec from the
Atlantic ocean, one a wide and navigable
ship channel and the other a wide and
rocky shoal that affords excellent pastur-
age for founders and other fish of small
draft. About ten years ago Bailey was
beating his sloop up to the Lubec anchor-
age and took the wrong way. He knew all
about the shoal and the rocks and had
become so familiar with the course
that he paid no heed, presuming that his
sloop could find her way without help.

There is where the "mistake" came in,
for trusting too much to the intelligence of
his sloop the craft went aground on the
rocks and was chewed into toothpicks be-
fore morning.

As nobody ever saw anything of Bailey
or his crew it is inferred that the fishes
took what there was left of them after the
"mistake" part being added at the time
of Bailey's last voyage, so that future
navigators and geographers would know
whose mistake it was. There are two wa-
terways that lead up to Lubec from the
Atlantic ocean, one a wide and navigable
ship channel and the other a wide and
rocky shoal that affords excellent pastur-
age for founders and other fish of small
draft. About ten years ago Bailey was
beating his sloop up to the Lubec anchor-
age and took the wrong way. He knew all
about the shoal and the rocks and had
become so familiar with the course
that he paid no heed, presuming that his
sloop could find her way without help.

There is where the "mistake" came in,
for trusting too much to the intelligence of
his sloop the craft went aground on the
rocks and was chewed into toothpicks be-
fore morning.

As nobody ever saw anything of Bailey
or his crew it is inferred that the fishes
took what there was left of them after the
"mistake" part being added at the time
of Bailey's last voyage, so that future
navigators and geographers would know
whose mistake it was. There are two wa-
terways that lead up to Lubec from the
Atlantic ocean, one a wide and navigable
ship channel and the other a wide and
rocky shoal that affords excellent pastur-
age for founders and other fish of small
draft. About ten years ago Bailey was
beating his sloop up to the Lubec anchor-
age and took the wrong way. He knew all
about the shoal and the rocks and had
become so familiar with the course
that he paid no heed, presuming that his
sloop could find her way without help.

There is where the "mistake" came in,
for trusting too much to the intelligence of
his sloop the craft went aground on the
rocks and was chewed into toothpicks be-
fore morning.

As nobody ever saw anything of Bailey
or his crew it is inferred that the fishes
took what there was left of them after the
"mistake" part being added at the time
of Bailey's last voyage, so that future
navigators and geographers would know
whose mistake it was. There are two wa-
terways that lead up to Lubec from the
Atlantic ocean, one a wide and navigable
ship channel and the other a wide and
rocky shoal that affords excellent pastur-
age for founders and other fish of small
draft. About ten years ago Bailey was
beating his sloop up to the Lubec anchor-
age and took the wrong way. He knew all
about the shoal and the rocks and had
become so familiar with the course
that he paid no heed, presuming that his
sloop could find her way without help.

There is where the "mistake" came in,
for trusting too much to the intelligence of
his sloop the craft went aground on the
rocks and was chewed into toothpicks be-
fore morning.

As nobody ever saw anything of Bailey
or his crew it is inferred that the fishes
took what there was left of them after the
"mistake" part being added at the time
of Bailey's last voyage, so that future
navigators and geographers would know
whose mistake it was. There are two wa-
terways that lead up to Lubec from the
Atlantic ocean, one a wide and navigable
ship channel and the other a wide and
rocky shoal that affords excellent pastur-
age for founders and other fish of small
draft. About ten years ago Bailey was
beating his sloop up to the Lubec anchor-
age and took the wrong way. He knew all
about the shoal and the rocks and had
become so familiar with the course
that he paid no heed, presuming that his
sloop could find her way without help.

There is where the "mistake" came in,
for

THE MOYIE CITY LEADER

Published in the interest of the people of Moyie City and East Kootenay.

SMYTH & MUSGRAVE, Publishers.
F. J. SMYTH, Editor.

RATES OF SUBSCRIPTION:
One Year \$2.00.

All communications to the editor must be accompanied by the writer's name and address, not necessarily for publication, but as evidence of good faith. Advertising rates made known upon application.

SATURDAY, AUGUST 20, 1898.

UNRECORDED STAKES.

There is an abuse prevalent among prospectors in this province which is the occasion of a great deal of harm in many mining districts, says the B. C. Mining Critic. A prospector starts out on his hunt for claims, providing often for a two or three months stay in the mountains. The first showing of mineral he comes across he stakes out, and proceeds to hunt for more. By the time he gets back to a recording office the time during which numbers of these claims should have been recorded has run out, or possibly he has concluded that they are not worth recording, and at all events, for one reason or another, they remain unrecorded, while the stakes are still left standing.

Of course, this prospector has only skimmed over the ground, doing no genuine prospecting work, and it is therefore probable, and the case often happens, that other more conscientious prospectors, following him over the same ground, have discovered on these unrecorded claims good showings of ore which would warrant the record being made, and the assessment work being proceeded with. But here are the claims already staked, and the prospectors that follow the original staker almost invariably pass over the ground, paying little or no attention to it, and move further on to seek "virgin" soil.

In this manner and for this reason we have been informed, large areas of promising ground have been deserted. The injury inflicted is a substantial one and some method of abating it should be adopted. The following regulation affecting the holders of free miners' licenses we believe would stop this evil. Any prospector placing stakes on a claim should be required to record the same or remove the stakes before the expiry of the period allowed to record after staking, and the license of any free miner guilty of an infraction of this regulation should become void at the time of the expiry of such recording period. This would effectually stop the abuse of which such loud complaint is heard, for no free miner would endanger his entire future operations by failing to comply. This plan of dealing with the matter is respectfully suggested to the Minister of Mines.

IS FORGING AHEAD.

Within ten days the tooting of the iron horse will be heard. That will be a great day for Moyie's residents, and all will rejoice. The air of buoyancy that pervades the city attests in a remarkable degree the faith which its citizens have in its future.

Moyie's resources and backing when taken into consideration are beyond comparison with any other town in East Kootenay. The mines in the immediate vicinity will be worked on a large and systematic scale and the owners will be richly rewarded for the time and money which they have expended in their development. The present activity is but a harbinger of the brighter days in store for us when the "city of the lakes" shall fulfill the splendid destiny which this journal has always claimed. The people are aware that the future of this city is settled and from this time forward the growth will be rapid and solid.

The death of Prince Bismark removes from the scene of European politics the greatest and most successful statesman of modern times. Had it not been for him, this individual German statesman would probably long ere this have fallen an easy prey to the greed and intrigue of the European powers. Bismark was not only the unifier of Germany, but also the savior of German individuality. To the iron will that forced his political to a successful consummation is due the present greatness of the German empire.

Forest fires are becoming quite numerous. In some cases they are of accidental origin, but in most cases of incendiary origin. The prospector is aware that when he burns the timber and underbrush off a mountain side the work of prospecting to ground for mineral becomes less laborious, and he therefore destroys perhaps hundreds of acres of timber in order to accomplish his own selfish motives. Whenever mining is carried on upon an extensive scale a large amount of timber is used, and when the timber on the ground has been destroyed it has necessarily to be brought from a distance at a great expense. There is a heavy penalty for this offense, and whenever parties are convicted they should be given the highest limit of the law.

Moyie has been promised a post-office and a school by the Provincial government, but as yet no advances seem to have been made towards establishing either. Of course the unsettled condition of Provincial politics has much to do with the delay. It is always the case when there is a dispute for the much sought for legislative seats. However, the needs of the people and the progress of the government should not be retarded on account of political raptures. If Moyie does not soon get what she has been promised, the Provincial government is very likely to hear something drop.

Reductions in rates of telegrams between the coast cities and the Kootenay are about to be made by the management of the Canadian Pacific telegraphs. From August 1st the day rate for a ten word telegram will be reduced from 90 to 60 cents, and the night rate from 60 to 40 cents. Corresponding reductions will also be made from eastern points to the Kootenay.

The International tells of some parties who went down from Fort Steele to Wardner to see the train and listen to the tooting of the engine, and then adds that "To the people living in Steele a railway train will always be a novelty." This is cold blooded sarcasm.

What Would She Have?

An exchange says that recently a schoolmarm in the backwoods district was teaching a spelling class. When the word "husband" was put on the blackboard none of the children could pronounce it, and in order to help them out the teacher asked: "What would I have if I should get married?" The answer was prompt, but not what she expected, and she blushed such a brilliant red that the sunlight paled.

WHAT ANIMALS SHY AT.

Some of the illusions from which they suffer.

Young horses can be led up to a sack lying on the ground and induced to pass it by letting them smell it, and find out that it really is a sack, and not the Protean thing, whatever it may be, which illusion conjures up for them. Once the writer saw a very quick and pretty instance of experiment by touch made by a frightened pony. It was being driven as leader in a pony-tandem, and stopped short in front of where the rails of a steam tramway crossed the road. It first smelled the near rail, and then quickly gave it two taps with its hoof. After this it was satisfied, and crossed the line. On the other hand, a donkey always tried to jump the shadows of tree trunks on the road, though a similar experiment of touch would have shown that these were as unreal as the tram rail was substantial. Lastly, no horse which has once knocked its head against the top of a stable doorway seems quite able to get rid of the illusion that there sits up in the top of all doorways an invisible something which will hit him again next time he goes through. Hence the troublesome, and sometimes incurable, habit of horses "jibbing" when taken out of the stable.

This is an obvious instance of the disadvantage at which most animals stand in regard to means of physical experiment. The horse, for instance, needs only feel the limit of his head to find out that it is fixed and does not move, and is not alive and waiting to hit him. But except his lips, which are sensitive, he has no member with which he can make the experiment. Hence the frequent habit of the horse, most of the time, of jibbing at the limit of his head, and the result of this is that they suffer from illusions, but that they make so few mistakes. Spectator.

Practical Fractiousness. Between a course actuated by the highest devotion to the principles of truth and another that seems to promote the immediate applause of my fellow-men, which would you choose?

Public and Common Sense. The one which would put more money in your pocket, my boy. Buffalo Express.

If you would know what keeps the oak alive, look for its smallest root. Ram's Horn.

Kaufman's House,

MOYIE, EAST KOOTENAY, B. C.

The above hotel has been recently erected, and neatly furnished throughout.

Cosy and Comfortable Rooms.

The bar is supplied with the best brands of liquors and cigars.

Headquarters for Mining Men.

DON'T FORGET
TO CALL AT THE

Moyie Supply Co.

FOR

Hardware, Groceries,
Dry Goods, Stationery
Etc., Etc.

Queen's Avenue, MOYIE, B. C.

PATRONIZE WHITE LABOR.

By Sending Your Work To the

Lake Shore Laundry.

Mr. and Mrs. H. McKay, Props.

GOOD WORK. PRICES REASONABLE.

LILLIE BROTHERS,



Boot & Shoe Co.

NELSON, B. C.

Toronto - Clothing HOUSE.

Men's suits, shirts and underwear, boots, shoes and rubbers, socks, gloves and braces.

Everything the railroad and city man wants.

GIVE US A CALL.

REID & CO.,

CRANBROOK, B. C.

CANADIAN PACIFIC

Railway Company.

—AND—

Soo Pacific Line

Direct Route
and Superior Service.

To KLONDIKE and YUKON Gold Fields,
To Pacific Coast, China, Japan and Australia.
To Eastern and European ports.

Tickets issued through and baggage checked to destinations.

TOURIST - CARS

PASS-REVELSTOCK

Daily to St. Paul. Daily, except Wednesday to Eastern Canadian and U. S. points.

Produce Time Tables, Maps, etc., and Ascertain Present

Reduced Rates

And full information by addressing nearest local agent or

W. F. ANDERSON, Travel Agent, Nelson.

District Passenger Agent, Vancouver B. C.

Be sure your ticket reads via C. P. R.

LAKE - SHORE

Barber Shop

Bath Rooms

J. E. MUSGRAVE, Proprietor
MOYIE, B. C.

DAN CHISHOLM

Makes Regular Weekly Trips Between MOYIE CITY and near BONNERS FERRY with His Pack Train

Parties wishing goods from Nelson and Bonners Ferry should see him

CANADA DRUG and BOOK CO.,

LIMITED, NELSON, B. C.

Stationery, Office Supplies, Wall Paper.

Drugs, Patent
Medicines.

Druggists' Sundries, Mail Orders Solicited

Kootenay Supply Co.,

Baker St., NELSON, B. C.

Wholesale Groceries and Provisions.

FIRST CLASS ASSORTMENT.
LETTER ORDERS PROMPTLY ATTENDED TO.

P. O. BOX 214.

THE LAKE SHORE HOTEL

A. MANUEL & CO., Props.
J. M. LINDSAY, Manager.

This hotel is now open to the public. It is well furnished throughout. None of the best brands of wines, liquors and cigars kept in stock.

FIRST CLASS
ACCOMMODATIONS.

MOYIE CITY, B. C.

A. L. MCKILLUP,

ASA YERS,

NELSON, B. C.

MOYIE - BREWERY

JOSEPH NEIDERSTADT, Prop.

Lager beer sold by the keg or dozen bottles.

Bottled Beer
in Stock.

Outside Orders Given Strict Attention.

BAINARD & STEWART,

General - Blacksmithing,

Miners' Supplies, Horseshoeing a specialty.

MOYIE CITY, B. C.

MOYIE and FORT STEELE

Mail, Passenger and Freight Service.

T. L. Crossen's stage leaves Fort Steele for Moyie TUESDAYS and FRIDAYS at 8 a. m. Continuing with the steam ferry Echo for Moyie City WEDNESDAY and SATURDAY mornings.

The steam ferry ECHO leaves Moyie City for the head of the lake MONDAYS and THURSDAYS at 7:30 a. m. Continuing with L. L. Crossen's stage for Fort Steele.

The steam ferry ECHO also leaves Moyie City for the head of the lake daily (except Sunday) at 7:30 a. m., returning at 10 a. m.

THEO. MADSON,

DEALER IN



All Kinds of

Canvas Goods.

Tents, Awnings,
Wagon Covers,
Sailor Bags,
Hammocks,
Canvas Cot Beds.

NELSON,

B. C.

FOR FINE

Wines and Choice Brands of Cigars.

ADDRESS

California Wine Co.,

NELSON.

RIESTERER & CO.'S BREWERY.

—BREWERS OF—

IN KEGS
AND
BOTTLES.

FINE LAGER BEER
AND PORTER

ORDERS PROMPTLY ATTENDED TO.

R. Riesterer and Co., Props.,

NELSON, B. C.

This Space

Reserved for

M. McINNIS & CO.

Meat Market ad.

C. E. MALLETT & CO.

DEALERS IN

Hay, Feed and Produce

A large stock of Hay, Oats and Fresh Vegetables always on hand. Prompt attention given to mail orders. Agents Lion Brewery, Rossland.

BAKER ST.

NELSON, B. C.

If You

Want Anything

IN THE DRUG LINE OR
ASSAYERS' SUPPLIES.

Call on or write.

W. F. TEETZEL & CO.,

NELSON, B. C.

QUEEN'S HOTEL,

Street St., NELSON, B. C.

Centrally located, and first class in all appointments.

RICHARDSON & PERDUE, Props.

FRASER & SMYTH

MINING BROKERS.

All Mining Papers Legally and Neatly Drawn Up.

We can handle mining property in East Kootenay, and will develop mines or do assessment work.

LIST YOUR PROPERTY WITH US. CORRESPONDENCE SOLICITED.

MOYIE CITY, B. C.

INTERNATIONAL Navigation and Trading Co.,

LIMITED.

Steamer "International" on Kootenay Lake and River.

TIME CARD.
In effect 16th of May, 1898. Subject to change without notice.

SS INTERNATIONAL.

Leaves Kaslo at 3:33 a. m. every day except Sunday, calling at all way points.

Connects at Five Mile Point with S. F. & N. train at 6:45 a. m., arrives at Nelson 7:20 a. m.

Leaves Nelson at 5 p. m., connecting at Five Mile Point with train from Spokane, arriving at Kaslo 8:30 p. m.

Connects at Pilot Bay with S. F. & N. train for Bonners Ferry and Kootenay river points.

SS ALBERTA.

Leaves Kaslo on arrival of K. & S. train on Saturday and Tuesday, at 5:30 p. m., and Thursday at 8 a. m., touching all way points. Connects at Bonners Ferry with U. N. trains.

Leaves Bonners Ferry at 4 p. m. on Sunday, Wednesday and Friday, arriving at Kaslo 1 a. m. next day.

Close connection with East Kootenay way points via Jennings and Bonners Ferry.

G. ALEXANDER

General Manager.

P. O. Box 122, Kaslo, B. C.