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THE NELSON ECONOMIST.

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EDITORIAL COMMENT.

TODAY, May 24, is the anniversary of Her Majesty's birthday, and another milestone in the national life of Great Britain and her dependencies has been reached. We say national life, for we are a portion of the greatest nation under the sun. We do not belong to it; we are a part and parcel of it, and, as far as we are aware, the vast majority of the people do not desire to make any change. Since the year 1819, when Queen Victoria first saw the light, some of the greatest achievements in nation building have been accomplished. The British colonial system has been developed, in some instances from the penal settlement, into the grand, self-governing "dependencies"—if that term is in any sense now applicable—which exist today. Indeed, the Greater Britain is no longer a dream or a fancy but an accomplished fact, and whether the outcome be Imperial Federation—a continuation of the present "independent connection," or the launching forth of entirely new states—most of the work which has led up to this climax has been done during the life of her whom it has pleased even our national antagonists to describe as "the good Queen Victoria." "Long may she reign" is the expression of a feeling that generally obtains both within and outside of Her Majesty's Dominion. She has attained her eightieth year, and is almost at the end of the sixty-second year of her reign over a generally happy and contented people. The present heir-apparent has for some years been an admirable support to his mother in the duties of her exalted office; but there have been, happily, none of those conditions that rendered it absolutely necessary that the duties of the office be fulfilled by proxy. May Queen Victoria live, and may her prospective successor, when the time comes, continue to rule and govern a loyal people in the right way!

LAST January the voters of Nelson entrusted the affairs of this city to the mayor and aldermen now holding office. Under British rule there is never any question as to the wisdom and justice of the voice of the people as expressed at the polls. The opinion of the people is subject to change, but for the time being it is accepted as conclusive. THE ECONOMIST is free to confess that the choice of the electors did not meet with its full approbation, but it bowed submissively to the will of the people. In exercising their franchise to place the present men in control of the affairs of the city, the ratepayers did not complete their work. They must employ every available means to assist the council in carrying on municipal affairs in such a way as to keep Nelson in the position to which, by right of geographical position, she is entitled. The old council in their own mood and manner did good service, and we are not aware that any complaint was found because in carrying on works of public utility a liberal amount of money was placed at their disposal. The view taken was that it would have been a fatuous policy to elect men to office and then deny them the means with which to realize the aspirations of the people who placed them there. The new council should be treated in the same spirit. They cannot be expected to make brick without straw. They have enunciated a policy which, we are pleased to say, is one of progression, and in the usual order of things they come to the ratepayers for endorsation.

Money is required to carry on the affairs of the city. In order to meet the demands of the rapidly increasing population, the new council asks the ratepayers to authorize a loan of $30,000 to extend the water works system. This water matter is probably the most serious question affecting the welfare of the city. It has been demonstrated beyond any shadow of a doubt that the flow of water in Anderson Creek is not sufficient to supply the town, which is the greatest fault to be found with our present system. Careful measurements taken by the city engineer have proved this fact beyond question, and the proof was that the supply ran short last winter at a time when the flume was perfectly clear and all the available water was running. Since then the connections have been increased close upon 40 per cent. and promise before the next lowest stage, which occurs every autumn and spring, to reach 100 per cent. Unless a new supply is brought into the system the town will be without a sufficient quantity of water, which in the event of a fire might mean a repetition of the wholesale disaster at New Westminster, to say nothing of the inconvenience to every citizen in the town. In order to meet this difficulty the council have decided to bring in the only available permanent supply by tapping Cottonwood Creek at a sufficient elevation to fill the reservoir by laying a steel pipe, properly buried so as to be free from frost, having a capacity sufficient to supply a town of 15,000 persons. The estimated cost of this portion of the work is $25,000. The balance of the amount, namely $5,000, is for extending new mains, which properly comes under the head of capital account for water works. The expenditure of this money will place the city in the position of being able to supply water for all purposes for many years to come, and no further outlay will be required for water until the population of the city has trebled. So much for the water by-law.

The amount asked under the Electric Light By-law is for the purpose of placing the present plant, purchased by the city, in a position to supply light and increase its earning capacity. The incompleteness of the plant was clearly demonstrated last winter, when the city was practically in Cimmerian darkness, and the loss to business and the bad impression created upon visitors can scarcely be estimated. Unless the citizens desire a repetition of this, they should readily endorse the recommendation of the council for the expenditure of the $15,000 suggested. The council have carefully gone into this matter, and are convinced that this outlay will give the electric light plant the necessary capacity to meet present demands, and by further extending improvemants on the lines laid down by the council this plant can be increased should a larger population warrant the outlay in the future. Unless this work is undertaken there was nothing to have ever warranted the pur-

chase of the present plant. By asking the council to collect rates for the summer months, knowing very well that they cannot deliver the goods in the winter, when light is an absolute requirement o business conditions, is, to say the least, dishonest. No other city in Canada would tolerate this state of affairs. The money asked for, it is proposed to expend in the following way: Purchasing the necessary new machinery for the power-house; increasing the storage capacity of the present dam, and creating a second storage in connection with the work undertaken by the late council, in bringing water into Cottonwood Lake. Unless this is done the flume contracted for by the late council will be worse than useless.

So thoroughly aroused are the people to the necessity of vigilance in regard to sanitary matters that scarcely any opposition is manifested to the proposed sewerage by-law. The health of the citizens is above all things most important, and it is pleasing to observe the unanimity of opinion there is on this point.

Another of the important by-laws to come before the ratepayers is that relating to the new city building. The council asks for $10,000 to construct a new public building—one that will be at once a convenience to the officials and an enduring monument to the wisdom of the city. The present structure, while it met the requirements of the city when it had only a population of two or three thousand, is inadequate for a city that has now a population of nearly six thousand, and a prospective population in the near future of ten thousand. At the present time when the police court is in session, the mayor, the city clerk and his assistant are compelled to vacate their desks, to the great prejudice of the transaction of public business. A few days ago a Chinese case was being tried in court. A half-dozen or so Celestials were huddled together, and as the case consumed several hours, business was practically suspended for the time being. Instances of this character occur so often as to render the present structure totally unfitted for immediate requirements. The suggestion to patch up the present structure should not be entertained for a moment. What is wanted is a building that will not only meet immediate requirements, but will afford ample accommodations for the public for many years to come. The present building can be utilized exclusively for police purposes. The proposed building, a sketch of which has been prepared by Ewart & Carrie, architects, will amply meet all present and prospective needs of the city.

The proposed public building will be a stone and brick structure, with a metallic roof. It will be 56x64 feet, and height from base to top of flagstaff 76 feet. The basement will be divided into four apartments—two large rooms for fire apparatus, one room for the steam heater, and the rest for apartments for the fire chief. All the necessary lavatories are also located in the basement. The next apartment is approached from Josephine street by a wide stairway inside the building. At the entrance there is a large hall and a stairway leading to the attic floor. The ground floor is divided into seven rooms. The first is the council chamber, 20x30 feet. Alongside of the council chamber is a public office, 16x20 feet, for the city clerk, and also the city clerk's private office, 10x16 feet. To the right of the entrance is the city engineer's office, 16x18½ feet, with two large vaults so located between the city clerk's office and the city engineer's as to give each a vault. Each vault is 6x10 feet. To the left of the entrance is the public reading room, in connection with which is a room for a library. The mayor's office adjoins the council chamber. Ample accommodation for permanent firemen is provided for in the attic or third story. The interior furnishing will be of either cedar or coast fir. The building will be heated by steam, with provision from the same plant to dry fire hose. The rooms provided for the fire apparatus will be large enough to accommodate the hook and ladder truck, one fire engine, two hose reels, and the necessary horses to work the same. Provision is made in the tower for a fire bell and city clock when demanded. The cost of the building will be in the neighborhood of $10,000.

It is urged in certain quarters that there should be no more money spent on public improvements than that which is derived from existing revenues. The fallacy of this argument lies in the fact that the present residents of the city would be expending their substance in making matters comfortable for those who would come here in future. The modern method of providing comforts and conveniences for posterity is to float loans, so that those who participate in the enjoyments provided can also participate in paying for the same. The borowing of $70,000 will not increase the taxes of this year, and if the population continues to increase at the present growth the revenue derived from new improvements will more than counterbalance the expenditure next year and in subsequent years. Moreover, the city council should not be placed in a false position in regard to this matter. Outside of the assurance of having the confidence of the ratepayers, they have nothing to gain by the endorsation of the by-laws. The council simply advise the expenditure of the money as business men who have the interests of the city at heart. The looking after the work entailed by the expenditure of the money will take up considerable of the time of every member of the council, to the prejudice and neglect of their business interests. We hope the citizens will take a liberal view of this matter, and not only renew their confidence in the men they have placed in office, but also further mark their faith in the future of Nelson by voting for the four by-laws.

Two other by-laws will also come before the people Monday—one for the granting of a franchise to a tramway company, and the other a by-law respecting the establishment of a coke and gas works in the city of Nelson. With regard to the former, some apprehension is expressed that the council has been too liberal in its dealing with the representatives of the company. It is also contended that the company has asked too much. Without in any way attempting to throw cold water on the scheme, we must confess that there were many things in connection with the bringing of this matter before the council of which THE ECONOMIST does not approve. The aldermen are a reasonable body of men, and are no doubt disposed to deal honestly with any proposal that has for its object the benefit of the citizens as a whole, and incidentally the special financial benefit of a few; but it is not to be expected that they are going to grant what in future may be valuable special privileges merely on the recommendation of one or two without giving the matter careful attention. As the by-law now reads it has been shorn of many of its objectionable features, and stands a fairly good chance of being endorsed next Monday. The mayor and council are to be commended for the stand they have taken throughout the consideration of this by-law.

Of the gas and coke works by-law very little need be said. Dr. Doolittle, who represents the promoters, explained his position thoroughly, and only asked for what the council believed to be fair treatment. He carefully refrained from indulging in long harangues, which is the best evidence of his business acumen; therefore we believe the gas and coke works by-law should be endorsed.

THE majority of cities are satisfied with one baptism of fire. Dawson City is more ambitious than the rest, and puts forward its claim to special distinction by having half-a-dozen conflagrations.

THE *Tribune* is opposed to the electric light by-law. Verily, the wicked love darkness rather than light.

THE situation with regard to the enforcement of the eight-hour day has not changed since our last issue. The principal mine owners have issued their manifesto, and appear determined to pay only $3 for an eight-hour day. On the other hand, the miners are moving mysteriously, but the general impression is that the leaders will insist on $3.50 for the day of eight hours. Viewed from any point, the outlook is not of the character that will inspire investors with confidence in the future development of mining interests in the Kootenay. The friendly relations that have hitherto prevailed between mine-owners and miners in the mining districts have been disturbed, to the great prejudice of future operations. Nothing should be said at this time that will widen the breach or prevent a satisfactory termination of troubles induced by incapable legislators. That the Government is

convinced of its error in interfering between employer and employe is best evidenced by the desire of certain members of the Cabinet to deny responsibility in bringing about the present unhappy state of affairs. There was no general demand on the part of the miners for an eight-hour day, and the Government would have acted wisely in not interfering with prevailing economic conditions.

THE *Tribune* asserts that THE ECONOMIST is not sincere in the stand it has taken on the eight-hour question and must cater to the element from whom it gets its patronage. Would the *Tribune* please state the patronage, present and prospective, THE ECONOMIST does and will enjoy, and when the latter will be realized upon. We need the money in our business.

MANY individual citizens living in various parts of the town realize the necessity of improvements in their particular localities in the way of sidewalks, roads, water and sewer connections. How can these things be supplied unless there is money to do the work? Therefore, vote for the money by-laws and place the council in a position to carry out improvements in the city of Nelson, in order that she may maintain the start she has now over any town in the interior of British Columbia.

THE taxpayers will decide next Monday between a policy of progress and a policy of stagnation.

PAT BURNS has confidence in the future of Nelson, and will build a two-story brick block on the site of his present premises. The building will have a sixty-foot frontage on Baker street and a depth of 100 feet.

A KANSAS paper, edited by a woman, asserts that "this world is full of howling eight-hour men with patient fourteen-hour wives."

ACCORDING to a London correspondent, the Sunday newspaper has not been a success at the world's metropolis. The Earl of Rosebery, in the course of a public speech, declared strongly against the system, appealing for a 'truce of God" between the *Mail* and the *Telegram*, whose proprietors were sitting on either side of him at the time. His Lordship intimated that each was desirous of ceasing the publication of his Sunday paper if the other would agree to do likewise. The evidence points strongly to the fact that neither of the Sunday papers has been the success anticipated and other newspapers are jubilant at the position in which the two rivals find themselves, both being willing but ashamed to withdraw. Mr. Harmsworth, proprietor of the *Mail*, has written a letter saying he hopes the proprietors of the *Daily Telegraph* will accept Lord Rosebery's proposition and agree to a truce. Mr. Harmsworth adds that the Sunday newspaper development is quite as unnecessary in England today as it was in the United States thirty-five years ago, when it commenced there. One by one the most conservative newspapers of the United States were forced into the Sunday market. Mr. Harmsworth concludes by saying the present is a golden opportunity to stop the increase of Sunday newspapers. Mr. Harmsworth evidently has had enough of Sunday journalism.

Unless these money by-laws are voted, where will the money come from to carry on immediate and absolutely necessary improvements, and to pay for what has already been done, a large amount of which should be rightfully charged to the debenture account? The only alternative left for the council would be to raise the money required for actually necessary expenditures by increasing the present rate of taxation. The ratepayers who look into the question must be convinced that the money by-laws should be carried.

THE policy of the present council is simply a continuation of the policy of the former council in so far as regards electric light. The late manager of the electric light company cannot contend otherwise.

VICTORIA did not want such connection with the mainland as the Dunsmuirs were willing to provide, so the offer of Mr. Dunsmuir has been withdrawn. The capital city is the most perfect specimen of a rat-pit on this continent. If the citizens had worked in harmony Victoria might have had mainland connection years ago.

WE regard the resignation of Alderman Beer as chairman of the finance committee rather in the light of a calamity. Mr. Beer possesses talents that peculiarly fit him for the position, and it is regrettable that he should have resolved to resign. It is to be hoped Mr. Beer will reconsider his determination to resign.

THE fact that Lieutenant-Governor McInnes sacrificed all his other worldly belongings to save his uniform will go a long way to emphasize His Honor's loyalty to the throne.

LORD CURZON of Kedleston gave it to be understood, when he accepted the Viceroyalty of India, that he did so because he thought that the climate would improve his health writes a London correspondent. Private advices, however, intimate that the contrary has been the effect, and that Lord Curzon has been suffering from ill health ever since his arrival in India. According to *To-day*, the Curzons have been rather overdoing the dignity of the Viceroyalty, in contrast to the ways of former Viceroys. The publication mentioned says that the present practice in Simla and Calcutta is all on lines of the most rigid etiquette. In former gatherings the hosts always enter last, and only when dinner is announced do they go in first together, through a link formed by guests and an obsequeous suite. They sit facing, and commonly address each other, according to *To-day*, as "Your Excellency." Old hands, it is added, are inclined to snigger at all this, which is a bad imitation of Windsor or other royal residences; "but," concludes *To-day*, sarcastically, "it must be very pleasant for pretty Miss Leiter and her sisters, all Republican born."

WITHOUT water works the supply of water will fall far short of what is required. Avert a water famine by voting for the water works by-law.

SIR R. REID is said by the London *Spectator* to have proved conclusively that the British Government not only recognizes the status of slavery in Zanzibar, but restores slaves to their owners when they run away. Mr. Broderick admitted the facts and could only say in extenuation that Great Britain took over Zanzibar under an agreement not to emancipate persons now in slavery with compensation, and that on the mainland the British stand pledged by a declaration of Lord Kimberly to allow the law of Islam to prevail. The *Spectator* says that both of these excuses are illusory as England can pay the compensation if it has really been promised, and though Mohammedan law permits slavery, it does not establish it, but rather favours manumission.

THE present lighting system of Nelson does not meet even present requirements. Therefore, vote for the electric light by-law.

CONSIDERABLE money has been spent in advertising the advantages of Nelson as a place for location. The Board of Trade, particularly, has been very diligent in this regard. This expenditure of time and money will have no result if we refuse to engage in further improvements. Vote for the money by-laws and keep up with the procession.

ACCORDING to the Ottawa *Citizen* the trouble on the St. Regis Indian reserve is practically a revolt against the introduction of representative government. Under the tribal system the Indians were ruled by their chiefs as in their aborignal state. Several years ago the system was changed and the Indians were called upon to elect municipal councilors from among their own people to administer their affairs. This innovation has not met with favor. The tribal system dies hard, and the obvious intention of the change was to distintegrate the system and substitute responsible local government as the white man understands it. The conflict of democratic interests with the representatives of government by an hereditary aristocracy as represented by the chiefs has led to a good deal of friction, and the most of the red men, being conservative in their views and opposed to the traditional customs being abolished, desire to return to the former system. When an election was to be held this year they prevented the agent holding it. Hence the trouble.

THE GAME AND THE WOMAN.

By George P. Moon.

When Ennerdale rose to depart with the last batch of guests, Johnson laid a hand upon his shoulder, and said in an undertone:

"Don't go yet: I've something to say to you."

The two men looked at one another. Piercing interrogation coupled with slight inquietude was expressed in Ennerdale's face. He hesitated; then his white teeth showed in a faint, half disdainful smile, and he nodded assent.

The clashing of the garden gate and the sound of the hall door closing were followed by Mrs. Johnson's reappearance. She fluttered into the room, flushed and radiant. The two men were standing by the window, which had been flung open to admit the cool night air. Johnson leaned against the frame, and gazed out into the darkness.

"There, thank goodness, they're all gone!" said she, with a little sigh of relief.

"Your guests would scarcely feel themselves complimented if they heard you," said Ennerdale in his grave fashion.

"Probably not, but the boredom of entertaining people you don't care two straws about *must* find a voice. And, oh dea , it is a bore!"

"Boredam sits well upon you," said Ennerdale, smiling at her happy face.

She laughed and was going to say something in reply, when Johnson turned around, haggard and weary looking.

"Ennerdale and I have a matter to discuss," he said with an effort, not raising his eyes to his wife's face.

"What a charming way of intimating a desire for my absence!" she replied lightly. "Well, I'm a pattern wife, so I bow to the commands of my lord and master, and retire. Good-night, Mr. Ennerdale!"

As Ennerdale held the door open for her, he breathed rather than uttered two words as she passed him with a smiling look:

"He suspects."

Then he rejoined Johnson at the window, sank into an easy chair, and brought out his cigar-case.

"Smoke?" he said interrogatively.

Johnson took the proffered cigar mechanically, but did not light it. Ennerdale puffed away composedly, with his feet on the chair before him.

There was silence for some minutes, then Johnson, with his face still turned to the darkness, broke it by saying in a low tone:

"I might have known it would come to this, Dick."

Ennerdale threw back his head, and allowed a cloud of smoke to escape slowly from his lips before answering.

"What's that?" he said negligently.

"Every time we've been matched against each other it's been the same thing—I've come out second," continued Johnson sadly. "And it's only natural; I haven't got your abilities, Dick, or your handsome face."

"Don't see what you are driving at, old man," said Ennerdale lazily.

"No," went on Johnson slowly, "there's no comparison between us, Dick, and *she* saw it. She never cared for me very much, but there was no one else she liked better, and I had to be content with that. . . . Love, they say, begets love, don't they, Dick? I kept hoping and hoping that this might be true, for she is very, very dear to me. And perhaps things might have worked round all right in time—but now——"

His head sank against the cold pane, and his voice became inaudible.

"What the devil are you talking about?" said Ennerdale, with an irritable movement.

Johnson turned round.

"Dick," he said almost in a whisper, letting his eyes fall in a shame-faced manner, "I was outside the window of the breakfast-room this morning when you were talking with my wife."

Ennerable made no response. Johnson waited as though he expected one. Then he sighed wearily, and turned away once more.

"You won't hear a word of reproach from me, Dick," he said quietly. "Since she old days, when I was a timid little chap, and you took me under your wing, we've never showed anger to each other, and, please God, we'll end that way. Perhaps you didn't see what it was coming to till it was too late. Her beauty led you on, little by little, without you knowing it; and you never thought of misery you might cause your old friend—your friend from boyhood. Wasn't that it, Dick?"

Ennerdale shifted his position, and his forehead contracted with emotion of some sort, but he vouchsafed no answer.

"I've been thinking how all is going to end," went on the other after a pause, more sadly than before, "and it comes to this. I won't stand in the way of your happiness—yours and hers—if you will have it so. She loves you and you love her. I'm of no account."

He remained silent once more. Then suddenly he turned: "Look here, Dick."

He guided the other's hand to the outside of his breast-pocket. Ennerdale felt something through the cloth with hard and sinister angles, and his face changed.

"Yes, that's what it's coming to," said Johnson quietly.

"Don't be a damned fool!" said the other hastily.

Johnson shook his head.

"When I lose her I lose everything worth living for. Besides, she must be yours in a way the world won't point its finger at—that way or not at all. It is for you to say, Dick."

"Why not use it against me?" said Ennerdale fiercely.

"Because I love you, Dick—love you next to her," said Johnson earnestly, laying his hand caressingly upon Ennerdale's shoulder. "We've been more like brothers to each other than many of the same blood; and to raise a finger against you—no, I couldn't do it. If I were out of the way—"

A gesture from the other stopped him. Ennerdale rose to his feet, and began to pace the room in a fever of mental agitation, which Johnson did not interrupt. Five or six times he traversed the room, than he stopped before his friend, and said in a voice in which rage and despair were blended:

"Johnson, I'm a scoundrel—as black a scoundrel as was ever born of woman; but I've gone too far now to retreat. If she and I bid good-by to each other, you may hope to win her love some time—is that what you say? If you don't, you'll blow your brains out. Well, I can't give her up—I won't give her up—no, by God!—unless Fate decides otherwise." He violently brought the cards scattered over the table beside him. "Well, then, let Fate decide it. Sit down, Johnson, and we'll play, and the stakes shall be the woman we both love!"

Johnson hesitated a moment, then sat down at the card table opposite Ennerdale, who had commenced to gather up the cards with fingers that were now deft and steady.

"Ecarte?" he said, interrogatively.

Johnson nodded.

Ennerdale threw out the unnecessary cards, and passed the pack to Johnson to cut for deal. Johnson cut the queen of hearts; Ennerdale the five of clubs.

Ennerdale shuffled, and commenced to deal out.

"Two out of three?" he suggested.

Johnson inclined his head once more.

The eleventh card turned up proved a king.

"I mark king," said Ennerdale quietly.

Johnson smiled faintly as he took up his cards and spread them.

"I propose," he said at the first glance; but Ennerdale refused.

The game proceeded.

The first hand resulted in two points in Ennerdale's favor.

In the second he made the game.

"One," he said under his breath.

But luck deserted him for his adversary at the next deal, for Johnson secured the five points. Both players, having thus won a game each, now stood on an equal footing.

"This will end it," said Ennerdale between his teeth, as Johnson dealt out for the third and deciding game.

The momentous and tragic issue now approaching them was reflected in the pallor of both men, and in the deliberation of the play. Johnson made one point in the first hand. In the second, three. His eyes brightened as he gathered up the cards and shuffled them for the next deal. But his advantage was immediately lost by Ennerdale gaining four points.

One game, four points all.

The sweat stood in great beads on Ennerdale's forehead as he dealt out the cards for the last hand. He paused a moment and looked at Johnson before turning over the eleventh card. His fingers were agitated by a nervous tremor as he did so. It was an indifferent card, the ten of diamonds. Both men were now seized by an ineffable dread. Each hesitated to pick up the cards which might confront him with his fate. They re-

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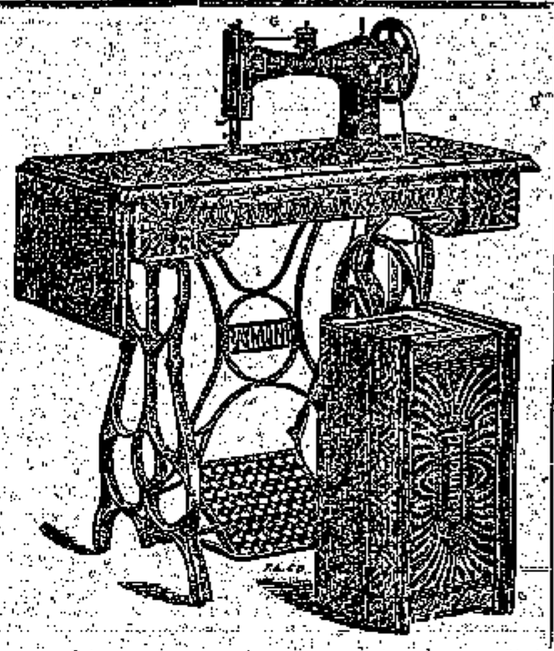

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mained motionless, looking at one another, each waiting for his opponent to stretch out his hand first.

At length Johnson gathered up his cards and ran them over. An involuntary sigh escaped him, and he laid them on the table again and looked at Ennerdale.

Encouraged by this re-ult, Ennerdale at once seized his and rapidly turned them over. At the first glance his face became suffused, his mouth opened to speak, but no words came, and it was in silence that he held up the trump card which secured for him the game and the woman.

"It's yours, Dick," said Johnson quietly.

He rose and stood for a moment in deep thought, with one hand pressed against his breast pocket. Then he held out his hand to his companion.

"Good-bye, Dick," he said with feeling.

Ennerdale was livid.

Without a word or deterrent gesture he watched Johnson move slowly towards the open window. There Johnson turned and cast a wistful glance around the room as though bidding farewell to each familiar object. Then he passed into the dark and silent night.

But his third step was arrested by a hand clutching his shoulder.

"Come back, you fool! Do you think I'm villain enough for that! Keep—your—wife, Johnson, and gain her love. Act the man with her, not the sheep. And now good-bye. We'll never meet again—that's the least I can do for you. I don't ask for your forgiveness, for I don't deserve it. God bless you, old man!"

A wrench of the hand, and he was gone.

Salaries Paid to Actresses.

In an article on What It Means to Be an Actress, in one of the current magazines, Viola Allen makes some interesting statements regarding the financial side of the actress's life. The average salary, she declares, does not exceed from $60 to $75 a week. "Extras," who have only "thinking parts," get from $8 to $10, and a leading woman's salary ranges from $75 to $300 or more; but, whatever her rank, the actress's expenses are greater than they would be in almost any other vocation. She will undoubtedly have to travel much, and that means constant hotel bills. In large cities this will probably amount to $21 a week—at $3 a day—while in smaller towns the hotels are usually cheaper. Then her laundry and other petty but necessary expenses mount up to at least $25 a week. "Let us," writes Miss Allen, "consider a young woman in a first-class company—one who has had several seasons' experience and who receives $60 a week—a very good salary as the average goes. Deducting he weekly expences of $25, she has $35 left. But she has to make up her outlay spent on gowns and hats at the beginning of the season. If her part calls for playing a poor girl who wears shabby clo hes, she probably has old home dresses that she uses for the purpose, and of course this is clear gain. But more often she requires three or four smart gowns, and the many accessories that accompany them. Two hundred and fifty dollars is a small allowance for these, particularly in New York, where dressmakers' and milliners' bills are ruinously high. Then it must be remembered that the average theatrical season is of only thirty weeks' duration, so there are apt to be twenty-two weeks of inactivity in the year. By a little mental arithmetic it will be seen that, although an actress may actually receive $1,800 during a season, her running expenses amount to just $1,000, and allowing $200 for he private wardrobe, she only saves $600. This is not saved after all if she is entirely dependant upon her own efforts, as it must tide her over the summer. Then the stage dresses may need replacing during the season. There is much wear in the hurried fastening and unfastening of a gown eight times a week, and perhaps trailing them up and down uncarpeted stairs. Then, again, one of the great risks the actress runs is the failure of a play. It may be such a pronounced failure that it is necessary to take it off the stage after a week's performance, but she is only entitled to her salary for the actual time played and for the two weeks that are always granted a manager to cancel a contract. Occasionally, where a small salary is given, her gowns may be furnished, and in costume plays—that is, plays in periods other than modern—all costumes are furnished and designed by a special costumer. But, as a rule, the actress buys her own dresses, and this is not a small item in her expenses, because well dressed above all things she must be.

Corporation of the City of Nelson.

BY-LAW NO. 43.

A By-Law Respecting the Establishment of Coke and Gas Works in the City of Nelson.

The Municipal Council of the City of Nelson enacts as follows:

1. W. H. Pearson, W. H. Pearson, Junior, L. L. Merrifield and J. T. Wescott, hereinafter called the Company, are hereby granted the right, subject to the terms, conditions and provisions hereinafter contained, which terms, conditions and provisions and the due fulfillment thereof are to be taken as conditions precedent to the enjoyment of the rights and privileges hereby granted, to erect, construct, maintain and operate Gas Works within the limits of the City of Nelson, and to lay down, relay, connect, disconnect and repair all pipes along, through and under the streets, alleys, grounds, bridges and thoroughfares of the said City of Nelson, that may be necessary for supplying gas to the consumers thereof, and erect any pillars, lamps or other works, and do all other things which the Company shall deem necessary for supplying gas to the inhabitants or Corporation of the said City of Nelson aforesaid, and doing as little damage as may be in the execution of the powers hereby granted.

2. The Company before erecting such pillars, lamps or other works and doing such other things which the Company shall deem necessary for supplying gas to the inhabitants of the City, shall make application to the City Council for permission so to do naming the street or streets, alley or alleys, or other places along, through or under which they desire to erect such pillars, lamps or other works or do such other things which the Company may deem necessary, and before proceeding in any way with any of such works shall receive the approval of the City Council.

3. The laying down or re-laying of any pipes or mains along, through and under the streets, alleys, grounds, bridges and thoroughfares of said City and erection of any pillars, lamps or other works and the doing of all other things which the Company shall deem necessary, shall not be commenced until a plan thereof shewing the location, position and style of such pipes, pillars, lamps, works and things the Company deem necessary, shall have been submitted to and approved by the City Engineer. And the location, position and style of such pipes or mains, pillars, lamps, works and other things shall conform to and agree with the plans approved by the City Engineer.

4. The Company shall within sixty days from the final passage of this By-law (unavoidable casualities of the sea and fire not preventing) commence to construct, erect and establish Coke and Gas Works and buildings adequate to the supply of gas within the limits of the said City of Nelson, and such construction, erection and establishment shall be carried on continuously and diligently until such works and buildings are completed sufficiently to supply the demand for gas, and within six months from the final passing of this By-law shall proceed as the City Engineer may direct to lay the requisite length of mains of an adequate diameter, and shall on demand supply at all times therefrom to all persons as hereinafter mentioned an adequate amount of gas, of good quality, at the house, shop, establishment, works or residence of the person requiring the same. And the Company shall within the period of two years from the passing of this By-law expend upon the construction of the Coke and Gas Works and the laying of mains aforesaid, not less than the sum of One hundred thousand dollars ($100,000.00), or forfeit the rights granted under this franchise.

5. The price of gas supplied by the Company for lighting purposes shall be controlled by the City Council, but shall in no case without the consent of the Company be less than $2.00 per thousand feet or more than $3.00 per thousand feet, as shall supply as much gas as may be required for lighting the streets within the limits aforesaid within fifty feet of any main laid by the Company, and shall supply the Corporation with gas for power purposes if required at a price not to exceed $1.00 per thousand feet; gas for cooking or heating purposes shall be supplied at not more than $2.00 per thousand cubic feet of gas, and gas required for power by any person or corporation other than the city shall be supplied at not more than $2.00 per 1000 cubic feet.

6. The Company shall, subject to the provisions hereinafter contained, on demand, introduce into and through the walls or enclosures of a house, shop, establishment or residence of any person requiring the same, a proper service pipe with stop cock and furnish a gas meter if required for accurately measuring the supply of gas to the person requiring the same, at a fair market price, not exceeding for all the sum of $15.00, and shall keep such service pipe and gas meter in proper order and repair; provided, that it shall not be compulsory on the Company to furnish or introduce the same as aforesaid to any shop, house, establishment or residence at a distance of more than fifty feet from their mains, save as hereinafter mentioned.

7. Provided that any person requiring a supply of gas if the place wherein such gas is required be distant more than fifty feet from any main may require the Company to supply such service pipe, stop cock and meter for the price above mentioned in addition to a sum not exceeding $1.00 a foot on each foot of distance over and above the said fifty feet.

8. With the permission of the City Council and according to plans approved by the City Engineer and under his supervision the Company may, if found necessary, make any sewers that may be necessary for carrying off the washings and waste liquids which may arise in the making of gas, and for the purpose aforesaid, may remove and raise all material in such streets and bridges and they may in such streets do all other acts which the Company shall from time to time deem necessary for supplying gas to the inhabitants within the limits specified in the second section hereof, doing as little damage as may be in the execution of the powers hereby granted and making compensation for any damage that may be done in the execution of such powers.

9. Nothing herein contained shall authorize or empower the Company to lay down or place any pipes or other works into, through or against any building or any land not dedicated to public use without the consent of the owners or occupiers thereof.

10. Before the Company proceed to open or break up any street, bridge or pavement they shall give to the City Engineer or other authority under whose control or management the same may be, notice in writing of their intention to open or break up the same, not less than three clear days before beginning such work; except in cases of emergency arising from defects in the pipes or other works, when immediate notice shall be given. No pipe, main, sewer, pillar, lamp or other work or thing shall be used by the Company for any purpose until they obtain from the City Engineer a certificate in writing that the same has been erected or constructed to his satisfaction.

11. When the Company open or break up the road or pavement of any street or bridge, they shall, with all convenient speed, complete the work for which the same shall be broken or opened up, and shall fill in the ground, reinstate and make good the road or pavement so opened or broken up, and carry away the rubbish occasioned thereby and shall at all times when required while any such street or pavement shall be broken up, cause a light sufficient for the warning of passengers to be set up and maintained every night during which same shall be opened or broken up.

12. The Company shall be liable for and shall indemnify the City for all damages arising out of the construction and operation of their said Coke and Gas Works, including therein the construction and keeping in repair of every main, sewer or any other work in respect of this By-law and the conveying of gas or sewage through such mains and sewers.

13. If at any time in the opinion of the City Council the profits on the gas sold in the City be excessive the Company shall submit to arbitration the question of the prices charged for gas supplied and shall produce their books and other papers for inspection and the prices of gas supplied for all purposes shall be reduced as the City Council shall direct according to the rate decided by such arbitration, but not in any case to reduce the Company's profits under 15 per cent. per annum on the gas business, such arbitration to be conducted under the provisions of the Arbitration Act, being Chapter 9, 1897, of the British Columbia Statutes and amending Acts.

14. The City shall have the right on the expiry of ten years from the date of the passing of this By-law to take over and own the aforesaid Coke and Gas Works on a valuation to be determined by arbitration; the City and the Company to name each an arbitrator, and they to name a third; and in the event of them disagreeing on a third the same to be appointed by the Chief Justice of the Province, such arbitration to be conducted under the Arbitration Act, Chapter 9, 1897, of the British Columbia Statutes or its amendments, such valuation to be based on the value of the Plant at the time of transfer as a going concern, and the value of the Coke business established, but no value shall be determined as enuring to the Company by their possessing the franchise to distribute gas throughout the City.

15. The location of such works to be approved of by the City Council.

16. The rights, liberties and privileges mentioned in this By-law, subject to clause 14 shall be exclusively enjoyed save as to the Coke works, by the Company for a period of twenty-five years.

17. A contract embodying the provisions of this By-law and a covenant on the part of the Company to conform to and fulfil all the matters and provisions hereby required of them shall be drawn and shall be executed by the City and the Company within sixty days from the passing of this By-law.

18. In this By-law the expression "City" shall mean the "City of Nelson," "City Council" shall mean "The Municipal Council of the City of Nelson," "City Engineer" shall mean "The Engineer of the City of Nelson" and the word "Company" shall include, refer to and be in every way binding upon the Company their and each of their heirs, executors, administrators and assigns.

NOTICE.

Take notice that the above is a true copy of the proposed By-law, upon which the vote of the Municipality will be taken for the East Ward at the Fire Hall, on Josephine street; for the West Ward, at the office of the Exchequer Gold Mining Co., on north side of Baker street, between Stanley and Kootenay streets, on E. ½ Lot 9, Block 10; on Monday, the 29th day of May instant, at 8 o'clock in the forenoon.

J. K. STRACHAN,
City Clerk.

Nelson, B. C., May 16, 1899.

If you want the choicest brands and blends of tea and coffee, go to Morrison & Caldwell.

Corporation of the City of Nelson.

BY-LAW NO. 44.

A By-law to Raise $10,000 for the Erection of Public Buildings.

WHEREAS a Petition has been presented to the Municipal Council of the Corporation of the City of Nelson, signed by the owners of at least one-tenth of the value of the real property in the said City, as shown by the last revised Assessment Roll, requesting the said Council to introduce a By-law to raise the sum of ten thousand dollars ($10,000), for the purpose of erecting Public Buildings in the City of Nelson or for extending and improving the present buildings,

AND WHEREAS it is deemed expedient to borrow the said sum of ten thousand dollars ($10,000) for the purposes aforesaid,

AND WHEREAS the whole amount of the rateable land of the said City, according to the last revised Assessment Roll, is Eight Hundred and Six Thousand Eight Hundred and Seventy dollars ($806,870.00);

AND WHEREAS it will be necessary to raise annually by rate the sum of Eight Hundred and Sixty dollars ($860) for paying the said debt and interest:

NOW THEREFORE, the Municipal Council of the Corporation of the City of Nelson enacts as follows:—

1. It shall and may be lawful for the Mayor of the Corporation of the City of Nelson to borrow, upon the credit of the said Corporation, by way of the Debentures hereinafter mentioned, from any person or persons, body or bodies corporate, who may be willing to advance the same as a loan, a sum of money not exceeding, in the whole, the sum of ten thousand dollars ($10,000), and to cause all such sums so raised or received to be paid into the hands of the Treasurer of the said Corporation for the purpose and with the object hereinbefore recited.

2. It shall be lawful for the Mayor of the said Corporation to cause any number of Debentures to be made, executed and issued for such sum or sums as may be required for the purpose and object aforesaid, not exceeding, however, the sum of ten thousand dollars ($10,000), each of the said Debentures being of the denomination of one thousand dollars ($1,000), and all such Debentures shall be sealed with the seal of the Corporation and signed by the Mayor thereof.

3. The said Debentures shall bear date the twenty-fifth day of July, A. D., 1899, and shall be made payable in twenty years from the said date, in lawful money of Canada, at the office of the Bank of Montreal in Nelson aforesaid, which said place of payment shall be designated by the said Debentures, and shall have attached to them coupons for the payment of interest, and the signatures to the interest coupons may be either written, stamped, printed or lithographed.

4. The said Debentures shall bear interest at the rate of five per centum per annum from the date thereof, which interest shall be payable semi-annully at said office of the Bank of Montreal in Nelson aforesaid, in lawful money of Canada, on the twentieth day of January and twentieth day of July respectively, in each year during the currency thereof, and it shall be expressed in said Debentures and coupons to be so payable.

5. It shall be lawful for the Mayor of said Corporation to negotiate and sell the said Debentures or any of them for less than par, but in no case shall the said Debentures or any of them be negotiated or sold for less than ninety-five per centum of their face value, including the cost of negotiating and sale, brokerage and all other incidental expenses.

6. There shall be raised and levied in each year during the currency of said Debentures the sum of five hundred dollars ($500) for the payment of interest and the sum of three hundred and sixty dollars ($360) for the payment of the debt due under the said Debentures by a rate sufficient therefor on all the rateable land in the said Municipality.

7. It shall be lawful for the said Municipal Council to re-purchase any of the said Debentures upon such terms as may be agreed upon with the legal holder or holders thereof, or any part thereof, either at the time of sale or any subsequent time or times, and all Debentures so re-purchased shall forthwith be cancelled and destroyed, and no re-issue of Debentures so repurchased shall be made in consequence of such repurchase.

8. This By-law shall take effect on the first day of June, A. D. 1899.

NOTICE.

Take notice that the above is a true copy of the proposed By-law, upon which the vote of the Municipality will be taken, for the East Ward at the Fire Hall, on Josephine street; for the West Ward at the office of the Exchequer Gold Mining Co., on the north side of Baker street, between Stanley and Kootenay streets, on E. ½ Lot 9, Block 10; on Monday, the 29th day of May instant, at 8 o'clock in the forenoon.

J. K. STRACHAN,
City Clerk,

Nelson, B. C., May 16, 1899.

Corporation of the City of Nelson.

BY-LAW NO. 38.

A By-law to Raise the Sum of $15,000 to Extend the Sewerage System.

WHEREAS A PETITION signed by the owners of at least one-tenth of the value of the real property in the City of Nelson (as shown by the last revised Assessment Roll) has been presented to the Municipal Council of the Corporation of the City of Nelson, requesting the said Council to introduce a By-law to raise the sum of Fifteen Thousand Dollars ($15,000) for the purpose of extending the Sewerage System of the said City,

AND WHEREAS it is deemed expedient to to borrow the said sum of Fifteen Thousand dollars ($15,000), for the purposes aforesaid,

AND WHEREAS the whole amount of rateable land of the said City, according to the last revised Assessment Roll, is Eight Hundred and Six Thousand, Eight Hundred and Seventy dollars, ($806,870);

AND WHEREAS it will be necessary to raise annually by rate the sum of Twelve Hundred and Ninety dollars ($1290) for paying said debt and interest;

NOW THEREFORE, the Municipal Council of the Corporation of the City of Nelson enacts as follows:

1. It shall be lawful for the Mayor of the Corporation of the City of Nelson to borrow upon the credit of the said Corporation, by way of the Debentures hereinafter mentioned, from any person or persons, body or bodies corporate, who may be willing to advance the same as a loan, a sum of money not exceeding, in the whole, the sum of Fifteen Thousand dollars ($15,000), and to cause all such sums so raised or received to be paid into the hands of the treasurer of the said Corporation, for the purpose and with the object hereinbefore recited.

2. It shall be lawful for the Mayor of the said Corporation to cause any number of Debentures to be made, executed and issued for such sum or sums as may be required for the purpose and object aforesaid, not exceeding, however, the sum of Fifteen Thousand dollars (15,000); each of the said Debentures being of denomination of One Thousand dollars ($1000) and all such Debentures shall be sealed with the seal of the Corporation and signed by the Mayor thereof.

3. The said Debentures shall bear date the 20th day of July, A. D., 1899, and shall be made payable in 20 years from the said date, in lawful money of Canada, at the office of the Bank of Montreal in Nelson aforesaid, which said place of payment shall be designated by the said Debentures, and shall have attached to them coupons for the payment of interest, and the signatures to the interest coupons may be either written, stamped, printed or lithographed.

4. The said Debentures shall bear interest at the rate of 5 per centum per annum from the date thereof, which interest shall be payable semi-annually at said office of the Bank of Montreal in Nelson aforesaid, in lawful money of Canada on the 20th day of January and 20th day of July, respectively, in each year during the currency thereof, and it shall be expressed in said Debentures and coupons to be so payable.

5. It shall be lawful for the Mayor of the said Corporation to negotiate and sell the said Debentures or any of them for less than par; but in no case shall the said Debentures or any of them be negotiated or sold for less than 95 per centum of their face value, including the cost of negotiating and sale, brokerage and all other incidental expenses.

6. There shall be raised and levied in each year during the currency of said Debentures the sum of Seven Hundred and Fifty dollars ($750) for the payment of interest, and the sum of Five Hundred and Forty dollars ($540) for the payment of the debt due under the said Debentures by a rate sufficient therefor on all the rateable land in the said Municipality.

7. It shall be lawful for the said Municipal Council to re-purchase any of the said Debentures upon such terms as may be agreed upon with the legal holder or holders thereof, or any part thereof, either at the time of sale or any subsequent time or times, and all Debentures so re-purchased shall be forthwith cancelled and destroyed, and no re-issue of Debentures so re-purchased shall be made in consequence of such repurchase.

8. This By-law shall take effect on the first day of June, A. D. 1899.

NOTICE.

Take notice that the above is a true copy of the proposed By-law, upon which the vote of the Municipality will be taken, for the East Ward at the Fire Hall, on Josephine street; for the West Ward at the office of the Exchequer Gold Mining Co., on north side of Baker street, between Stanley and Kootenay streets, on E. ½ Lot 9, Block 10; on Monday, the 29th day May instant, at 8 o'clock in the forenoon.

J. K. STRACHAN,
City Clerk.

Nelson, B. C., May 16, 1899.

Land Act Amendment Act, 1899.

Notice is hereby given that 30 days after date I intend to make application to the Chief Commissioner of Lands and Works for permission to purchase the following described lands:

Situated about one mile south of Duck Creek, and about two miles north of Welland Bay, in the District of West Kootenay, and commencing at a post planted at the south-west corner (marked D. F. Cowan's S. W. Corner Post,) thence east forty (40) chains, thence north forty (40) chains, thence west forty (40) chains, thence south forty (40) chains to the point of commencement, and containing one hundred and sixty acres of land, more or less.

Dated at Creston, B. C., this 18th day of March, 1899.

D. F. COWAN.

Lipton's teas, 60c to 75c. Morrison & Caldwell.

Corporation of the City of Nelson.

BY-LAW NO. 40.

By-law to Raise $30,000 to Extend the Waterworks System.

WHEREAS a Petition has been presented to the Municipal Council of the Corporation of the City of Nelson, signed by the owners of at least one-tenth of the value of the real property of the said City (as shown by the last Assessment Roll), requesting the said Council to introduce a By-law to raise the sum of thirty thousand dollars ($30,000), for the purpose of extending the Waterworks System of the said City.

AND WHEREAS it is deemed necessary and expedient to extend the Waterworks System of the City of Nelson for the convenience of the citizens and for fire protection.

AND WHEREAS it is expedient to borrow the said sum of thirty thousand dollars ($30,000), for the purposes aforesaid,

AND WHEREAS the whole amount of the rateable land of the said City, according to the last revised Assessment Roll, is eight hundred and six thousand and eight hundred and seventy dollars ($806,870);

AND WHEREAS it will be requisite to raise annually by rate the sum of two thousand five hundred and eighty dollars ($2,580) for paying the said debt and interest,

NOW, THEREFORE, the Municipal Council of the Corporation of the City of Nelson enacts as follows:

1. It shall and may be lawful for the Mayor of the Corporation of the City of Nelson to borrow, upon the credit of the said Corporation, by way of the Debentures hereinafter mentioned, from any person or persons, body or bodies corporate, who may be willing to advance the same as a loan, a sum of money not exceeding in the whole the sum of thirty thousand dollars ($30,000), and to cause all such sums so raised or received to be paid into the hands of the Treasurer of the said Corporation, for the purposes and with the objects hereinbefore recited.

2. It shall be lawful for the Mayor of the said Corporation to cause any number of Debentures to be made, executed and issued for such sum or sums as may be required for the purpose and object aforesaid, not exceeding however, the sum of thirty thousand dollars ($30,000), each of the said Debentures being of the denomination of one thousand dollars ($1,000), and all such Debentures shall be sealed with the seal of the Corporation and signed by the Mayor thereof.

3. The said Debentures shall bear date the twentieth day of July, A. D., 1899, and shall be made payable in twenty years from the said date, in lawful money of Canada, at the office of the Bank of Montreal, in Nelson aforesaid, which said place of payment shall be designated by the said Debentures, and shall have attached to them coupons for the payment of interest and the signatures to the interest coupons may be either written, stamped, printed or lithographed.

4. The said Debentures shall bear interest at the rate of 5 per centum per annum from the date thereof, which interest shall be payable semi-annually at the said office of the Bank of Montreal in Nelson aforesaid, in lawful money of Canada, on the twentieth day of January and the twentieth day of July, respectively, in each year during the currency thereof, and it shall be expressed in said Debentures and coupons to be so payable.

5. It shall be lawful for the Mayor of said Corporation to negotiate and sell the said Debentures or any of them for less than par; but in no case shall the said Debentures or any of them be negotiated or sold for less than 95 per centum of their face value, including the cost of negotiating and sale, brokerage and all other incidental expenses,

6. There shall be raised and levied in each year during the currency of said Debentures the sum of fifteen hundred dollars ($1,500), for the payment of interest and the sum of one thousand and eighty dollars ($1,080), for the payment of the debt due under the said Debentures by a rate sufficient therefor on all the rateable land in the said Municipality.

7. It shall be lawful for the said Municipal Council to purchase any of the said Debentures upon such terms as may be agreed upon with the legal holder or holders thereof, or any part thereof either at the time of sale or any subsequent time or times, and all Debentures so repurchased shall forthwith be cancelled and destroyed, and no reissue of Debentures so repurchased shall be made in consequence of such repurchase.

8. This By-law shall take effect on the first day of June, A. D., 1899.

NOTICE.

Take notice that the above is a true copy of the proposed By-law, upon which the vote of the Municipality will be taken for the East Ward at the Fire Hall, on Josephine street; for the West Ward, at the office of the Exchequer Gold Mining Co., on north side of Baker street, between Stanley and Kootenay streets, on E. ½ Lot 9, Block 10; on Monday, the 29th day of May instant, at 8 o'clock in the forenoon.

J. K. STRACHAN,
City Clerk.

Nelson, B. C., May 16, 1899.

If you want the choicest brands and blends of tea and coffee, go to Morrison & Caldwell.

Corporation of the City of Nelson

BY-LAW NO. 39.

A By-law to Raise $15,000 to Extend and Improve Electric Light.

WHEREAS a petition has been presented to the Municipal Council of the Corporation of the City of Nelson, signed by the owners of at least one-tenth of the value of the real property in the said city, as shown by the last revised Assessment Roll, requesting the said Council to introduce a By-law to raise the sum of fifteen thousand dollars ($15,000) for the purpose of extending and improving the Electric Light system works and plant in the City of Nelson,

AND WHEREAS it is deemed expedient to borrow the said sum of fifteen thousand dollars ($15,000) for the purposes aforesaid.

AND WHEREAS the whole amount of the rateable land of the said City, according to the last revised Assessment Roll, is eight hundred and six thousand eight hundred and seventy dollars ($806,870);

AND WHEREAS it will be necessary to raise annually by rate the sum of twelve hundred and ninety dollars ($1,290) for paying the said debt and interest,

NOW, THEREFORE, the Municipal Council of the Corporation of the City of Nelson enacts as follows:

1. It shall and may be lawful for the Mayor of the Corporation of the City of Nelson to borrow, upon the credit of the said Corporation, by way of the debentures hereinafter mentioned, from any person or persons, body or bodies corporate, who may be willing to advance the same as a loan, a sum of money not exceeding, in the whole, the sum of fifteen thousand dollars ($15,000), and to cause all such sums so raised or received to be paid into the hands of the treasurer of the said Corporation, for the purpose and with the object hereinbefore recited.

2. It shall be lawful for the Mayor of the said Corporation to cause any number of Debentures to be made, executed and issued for such sum or sums as may be required for the purpose and object aforesaid, not exceeding, however, the sum of fifteen thousand dollars ($15,000); each of the said Debentures being of the denomination of one thousand dollars ($1,000) and all such Debentures shall be sealed with the seal of the Corporation and signed by the Mayor thereof.

3. The said Debentures shall bear date the Twentieth day of July A. D. 1899, and shall be made payable in twenty years from the said date, in lawful money of Canada, at the office of the Bank of Montreal in Nelson aforesaid, which said place of payment shall be designated by the said Debentures, and shall have attached to them coupons for the payment of interest, and the signatures to the interest coupons may be either written, stamped, printed or lithographed.

4. The said Debentures shall bear interest at the rate of 5 per centum per annum from the date thereof, which interest shall be payable semi-annually at said office of the Bank of Montreal, in Nelson aforesaid, in lawful money of Canada, on the twentieth day of January and the twentieth day of July respectively, in each year during the currency thereof, and shall be expressed in said Debentures and coupons to be so payable.

5. It shall be lawful for the Mayor of said Corporation to negotiate and sell the said Debentures or any of them for less than par; but in no case, shall the said Debentures or any of them be negotiated or sold for less than 95 per centum of their face value, including the cost of negotiating and sale, brokerage and other incidental expenses.

6. There shall be raised and levied in each year during the currency of said Debentures the sum of seven hundred and fifty dollars ($750) for the payment of interest and the sum of five hundred and forty dollars ($540) for the payment of the debt due under the said Debentures by a rate sufficient therefor on all the rateable land in the said Municipality.

7. It shall be lawful for the said Municipal Council to repurchase any of the said Debentures upon such terms as may be agreed upon with the legal holder or holders thereof, or any part thereof, either at the time of sale or any subsequent time or times, and all Debentures so re-purchased shall forthwith be cancelled and destroyed, and no re-issue of Debentures so re-purchased shall be made in consequence of such re-purchase.

8. This By-law shall take effect on the first day of June, A. D. 1899.

NOTICE.

Take notice that the above is a true copy of the proposed By-law, upon which the vote of the Municipality will be taken, for the East Ward at the Fire Hall, on Josephine street; for the West Ward at the office of the Exchequer Gold Mining Co., on north side of Baker street, between Stanley and Kootenay streets, on E. ½ Lot 9, Block 10; on Monday, the 29th day May instant, at 8 o'clock in the forenoon.

J. K. STRACHAN,
City Clerk.

Nelson, B. C., May 16, 1899.

Express and Draying.

Having purchased the express and draying business of J. W. Cowan, we are prepared to do all kinds of work in this line, and solicit the patronage of the people of Nelson. Orders left at D. McArthur & Co's store, northwest corner Baker and Ward streets, will receive prompt attention. Telephone 85.

Gomer Davis & Co.

Corporation of the City of Nelson.

BY-LAW NO. 42.

A By-law respecting an Electric Street Railway in the City of Nelson.

WHEREAS, Thomas J. Duncan and Francis W. Peters, both of the City of Nelson, (representatives of the British Electric Traction Company, Limited,) hereinafter called the "applicants," have applied to the City of Nelson for the right of constructing, equipping, maintaining and operating street railway lines in the City of Nelson, and,

WHEREAS, the applicants have applied for the authority, right and privilege to build, equip, maintain and operate and from time to time remove and change a double track or single track railway or tramway, with all necessary sidetracks, switches and turnouts, poles, wires, conduits, and all appliances for the running of cars, carriages and other vehicles on, over and along the streets or highways of the City of Nelson, and

WHEREAS, it has been deemed advisable to grant the request of the said applicants, subject to the terms and conditions and provisoes hereinafter contained, and on the distinct agreement that the fulfilment of said terms, conditions and provisoes in so far as the same are prior in point of time to construction and operation of such railway line or portion thereof shall be conditions precedent to the construction and operation thereof, and in so far as the terms and conditions hereinafter contained relate to the operation, conduct and management of said railway line or system, or any part thereof, the same and the fulfilment of the same, shall in all cases be conditions precedent to the continued enjoyment of the rights and privileges of the applicants under this By-law.

NOW, THEREFORE, the Municipal Council of the Corporation of the City of Nelson enacts as follows:

1. Subject to the fulfilment by the applicants of the terms, conditions and provisoes hereinafter contained, which terms, conditions and provisoes and the due fulfilment thereof are to be taken as hereinbefore stated as conditions precedent to the enjoyment of the rights and privileges hereby granted; the applicants are hereby given and granted the exclusive right and privilege to construct and maintain, complete and operate double and single track railways or tramways, and from time to time to change a double to a single track railway or tramway, and vice versa, with the necessary sidetracks, switches, turnouts, poles, wires, conduits, and all appliances for the running of cars, carriages and other vehicles adapted to the same on, over and along any of the streets or highways of the city of Nelson, and to run their cars, take, transport and carry passengers and freight on the same, by electric power or such other power as may be found practicable, but such power other than electric power shall, before being used, be first approved by the City Council.

2. The lines of said railway are to be built, equipped and operated subject to the following regulations, and the applicants are to conform thereto:

(a.) The applicants before entering on any street to construct any line of railway shall make application to the City for permission so to do, naming the street or streets across or along which they desire to operate their works, and before in any way proceeding with the work shall receive the approval of the City Council.

(b.) The construction of any line of railway on any street or highway shall not be commenced until a plan thereof showing the location on street, position and style of track, road bed, rails, poles wires, and all other appliances shall have been submitted to and approved by the City Engineer.

(c.) No approval either of the City Council or the City Engineer shall have any force or effect if the railway line for which the same has been given has not been fully constructed and in operation within twelve months from the time of such approval.

(d.) The location on streets, position, style and guage of the tracks, roadbed, rails, poles, wires, and all other appliances shall conform to and agree with the plans approved by the City Engineer, and the guage shall be standard guage (4 feet 8½ inches).

(e.) No new line or extension of existing lines shall be opened for traffic until the applicants have obtained a certificate in writing from the City Engineer that the same has been constructed to his satisfaction, subject to appeal from the decision of the City Engineer in the event of refusal to grant such certificate.

(f.) The overhead or trolley system is to be adopted.

(g.) All poles erected shall be so placed as to interfere as little as possible with all other uses of said streets, and both material and workmanship of said poles shall be of first-class quality, and on all graded streets said poles shall be painted; the applicants shall have the use of all electric light poles owned by the City for street railway purposes, provided the same are properly braced and protected by the applicants, with the approval of the City Engineer.

(h.) The coaches and cars to be used on the said line of railway shall be of the most modern style and construction, suitable for the safety and comfort of the passengers; shall when in operation be always sufficiently lighted and heated, and shall have painted on conspicuous parts thereof in large plain letters, so that the same may be readily seen by day or night, the route or streets on which the same are to be operated.

(i.) Each car is to be in charge of a uniformed conductor, who shall clearly announce the names of cross streets as the cars reach them. Conductors shall only receive and discharge passengers on the right or curb side of the cars on double track routes. Cars are not to be overcrowded (a comfortable number of passengers for each class of cars is to be determined by the City Engineer and approved by the City Council). Cars shall be stopped at every cross street clear of such cross street for taking up or letting off passengers; provided no car shall be required to stop at such cross street unless signalled by a person or persons desiring to board such car, or by a person or persons on such car desiring to be let off. Cars are to commence running daily on all routes not later than 6:30 a. m., and to run until 11 p. m., and each day at least 15 cars shall be run each way on each route, and when the census taken by the city shows that the City has a population of 12,000, then at such intervals between 6 a. m. and 11 p. m. as the City Engineer, with the approval of the City Council, may from time to time determine.

(j.) The tracks of said railway line shall be laid, on streets improved and graded, so that carriages and other vehicles may easily travel over and across at any or all points thereof with the least possible obstruction, and on streets not constructed according to any established grade the said tracks of said railway lines may be temporarily laid, but shall be so constructed as not to interfere with or obstruct the crossings of any streets intersected by said line, and on such streets between such intersections the said railway shall be laid so as to impede as little as possible traffic thereon, and according to plans approved by the City Engineer; and as soon as such streets are graded, the said tracks shall be altered to conform to such grade, at the expense of the applicants, and the said tracks shall then be so laid that carriages and other vehicles may easily travel over, on, or across them.

(k.) Upon streets which are not yet improved and opened up by the City of Nelson the tracks of said railway lines may be temporarily laid according to plans approved of by the City Engineer, and may be thereafter altered by the applicants, and the City of Nelson will assist the applicants by paying one-half the costs of clearing trees and stumps and ditching such portion of the streets as may be required to be so cleaned and ditched, or at the option of the City, such work may be done by the City, and one-half of the costs thereof shall be defrayed by the applidants and should the applicants require to do such work in connection with the opening up of such streets, the City will give the applicants the free use of earth and rock on the streets which they may need for ballast or otherwise, and which in the opinion of the City Council is not required by the City for street purposes; but such material is not to be taken so as to bring the streets below the grade as established for such street or streets.

(l.) Ordinary carriages and other vehicles may travel on, over and across the said tracks, and it shall be lawful for all and every person and persons whomsoever to travel upon and use the said tracks with their carriages or other vehicles, loaded or empty, when and so often as they may please, provided they do not impede or interfere with the cars of the applicants running thereon, and subject at all times to the right of the applicants to keep upon the said tracks with their cars when meeting or overtaking any carriage or other vehicle thereon. The cars of the applicants shall be entitled to the right of way on said tracks, any vehicle, horseman or foot passenger upon said tracks shall turn out on the approach of any car so as to leave the said tracks clear; due warning being given at the intersection of streets of the approach of the said car by the ringing of a gong or bell.

(m.) Said applicants shall at all times maintain the ties, stringers, rails, turnouts, curves, sidetracks, poles wires and conduits in a state of thorough efficiency and to the satisfaction of the City Engineer, and shall remove, renew and replace the same as circumstances may require and as the City Engineer may direct.

(n.) Said applicants shall at all times keep so much of the graded streets occupied by their said lines of railway as may lie between the rails of every track and between the lines of every double track and for a space of eighteen (18) inches on the outside of every track in good repair cleared of snow, ice and other obstructions, and shall cause the snow, ice and other obstructions to be removed as speedily as possible, the snow and ice to be spread over the balance of the street so as to afford a safe and unobstructed passage way for carriages and other vehicles. Should the City Engineer at any time consider that the snow or ice so obstructing the said portions of the said streets has not been properly or as speedily as possible removed from or about the tracks of the said railway lines or not properly or as speedily as possible spread over the said streets, he may cause the same to be removed or spread as aforesaid and charge the expense thereof to the said applicants, who shall at once pay the same to the City. If, however, the City Engineer is of the opinion that such snow or ice should be removed entirely from the streets so as to afford a safe passage for sleighs and other vehicles, the said applicants shall at once do so at their own expense and charge, or in case of their neglect the City Engineer may do so and charge the expense to them, and they shall pay the same.

(o) The Mayor, the Chief of Police or the Chief of the Fire Department of the said City may order a suspension of the running of the cars on the streets used by the said lines of railway, or any of them, as he or they may deem necessary during any fire on such street or streets. In case of fire the Chief of the Fire Brigade, or all officers of the City authorized by the Mayor may cut or pull down any wires, poles, structures or appliances used to operate the cars on said lines, or any of them, or incidental thereto, and neither the City nor such officers shall be liable for any loss or damage resulting from the cutting or pulling down thereof, but shall only be liable for the actual cost or expense of repairing or replac-

ing the same. The members of the Police or Fire Departments of the City of Nelson, when in uniform, and the policemen and detectives exhibiting a badge are to be carried free of charge on all of the street cars operated by the said applicants.

(2) The line of railway of the applicants for the conveyance of passengers shall be operated daily, and should the said railway cease to be operated at any time for a period of two (2) months in any one year, the applicants shall lose all rights and privileges hereby granted under this by-law. Such failure to operate the said railway lines during said period mentioned, is not to cause a forfeiture of the franchise and privileges hereby granted, if the same should result from failure to obtain electric power, or from any other cause for which the applicants are not in any way liable.

3. Single cash fares are not to be more than ten (10) cents each, and fares on any cars operated after eleven o'clock p. m. are not to be more than double the ordinary maximum single fare. A class of tickets must be sold at not less than twelve (12) for one dollar. School children are to have the right to buy tickets at a rate not exceeding six (6) for twenty-five cents, to be used only on school days between the hours of eight a. m. and five p. m. A ticket shall be deemed a fare. A class of tickets must be sold to bona fide workmen at the rate of twenty (20) for one dollar, the same to be used only by workmen when traveling on the cars between the time the cars commence running in the morning and 8 a. m., and between 6 p. m. and 7:30 p. m. such tickets to be sold only at the offices of the Company within the City of Nelson to bona fide workmen, who must state their names and occupation, and comply with other reasonable conditions. The classes of tickets above named, except workmen's tickets, shall be kept for sale on the cars of the applicants at all times. In case of failure to supply such tickets for purchase by passengers, then said passengers shall be carried free until such tickets are provided.

4. The applicants shall have the right to charge and collect from every person on entering any of their cars a fare, and any person refusing to pay such fare may be removed from the car. The rate of fare for each passenger travelling on any one of the said lines shall not exceed ten cents, including ordinary hand baggage, except on night cars as above provided; provided that no fare shall shall be required for a child under five years of age while travelling in the care of an older pereon, and provided that when the same passenger travels over two or more streets or lines in the City there shall be but one fare for the whole distance so travelled, and the applicants when desired by passengers soall issue transfer tickets at the point of connecting or crossing line to any passenger who has paid one fare on any line operated by the applicants in the City of Nelson, which transfer check shall entitle the passenger so receiving the same to a passage on any connecting or crossing line operated by said applicants in said city. A person shall be entitled to as many transfers for one fare ass hall be necessary to allow one continuous trip or passage over the lines of the railway from any one point on the said lines within the City of Nelson to any other point on their said lines within the City, and such transfer checks shall be used only by the person receiving the same, and shall be used within ten minutes, or upon the next available car departing upon a connecting or crossing line upon which it is to be used.

5. The property of the applicants, consisting of real estate used in the operation of their railway and necessary for such purpose, road bed (which shall include also the rails, poles, ties and any part or share of the pavement which has been constructed by the applicants) shall be exempt for the space of ten (10) years from municipal taxation, and no municipal taxes or licenses shall be levied or collected from the applicants during said period upon said property, or for operating and carrying on said railway.

6. Whenever the City of Nelson decides to pave any street or highway traversed by any of such railway lines the applicants shall at the same time pave in a similar manner, or in such other manner as may be approved by the City Engineer (provided that such pavement shall not be of a more expensive kind than that adopted by the City) those parts hereinafter referred to, and in case any streets in which the applicants shall lay a railway track shall have been paved previous to the laying of such track the applicants shall upon laying their track, repave the same and keep in repair the same as hereinafter provided. The parts referred to shall be:

In case of a single track: between the rails and eighteen inches on each side of them.

In case a of double track: between both sets of rails and eighteen inches on each side outside of both tracks and between each inside of both tracks commonly known as the "devil" trip.

The parts referred to as aforesaid shall be kept constantly in good repair by the said applicants, who shall also construct and keep in good repair crossings of similar nature to those adopted by the City within the limits aforesaid at the intersection of every railway track and cross street. In case the City Engineer considers that the paving or repairing of pavement on streets within the lines above mentioned has not been properly or sufficiently done, the City may direct that the work may be done and completed under the directions of the City Engineer, and in such cases all expenses and charges to which the City has been put shall be forthwith paid to the City by the applicants, it being the understanding that any question as to whether repairs are necessary or have been properly done by the City shall be subject to the decision of the City Engineer.

The City shall upon reasonable notice of their intentions so to do, have the right to take up and replace the streets traversed by the railway line for the purpose of altering the grades thereof, constructing or repairing pavements, sewers, drains or conduits, or for laying down or repairing water or gas pipes, and for all other purposes within the powers of the Corporation, the same being replaced by and at the expense of the City without being liable for any compensation or damage that may be occasioned to the working of the railway or the works connected therewith, and such work shall not be unnecessarily delayed, but shall be carried on and completed with all reasonable speed, regard being had to the proper and efficient execution thereof.

The privilege granted under this section is also subject to any existing rights (statutory or otherwise) of any other corporation which now has or hereafter shall have power to open or take up streets of the City, such rights to be exercised with the permission and under the direction of the City Engineer.

7. The applicants shall commence the actual building and equipping of their lines of railway in the City within a period of four (4) months after the final passage of this by-law and such construction shall be thereafter carried on continuously and diligently until the applicants shall have completed at least two miles of their line of railway in the City of Nelson, and should any question arise as to whether said railway is being constructed continuously and diligently the City Engineer shall have the power to decide upon said question, and his decision shall be binding upon the applicants unless appealed from as hereinafter mentioned. All repair and construction shops, offices, car sheds or barns and general buildings (except power house) used by the applicants in the operation of the railway shall be within the limits of the City.

8. The applicants shall be liable for and shall indemnify the City for all damages arising out of the construction or operating of their railway.

9. The Council may, after the year 1900, by written notice served upon the applicants, or any one of them, or any one of their officers or agents resident in the City, or any person whom they shall by written notice to the City designate to represent them, to receive notices or process, demand the construction of any new line or lines within the City limits on any street or streets as hereinafter provided. Line or lines must be designated as to the route and terminus, and must extend from line or lines already in operation. At the date of such notice there must be an average actual bona fide resident population of at least five hundred persons of above five years of age for each half mile of proposed line, living within a distance of one quarter of a mile on each side thereof, and not within one-eighth of a mile of any parallel line already in operation, that is: an average of five hundred for each quarter square mile, measured as above. The applicants shall construct and operate such new line or lines within twelve months from such notice. A bona fide commencement must be made within such reasonable time as may be fixed by the Council when giving notice.

10. The applicants shall within four months after the final passage of this by-law deposit with the City Treasurer two thousand ($2,000) dollars to be retained by the City as security for the payment of any damage that may result to the City from the commencement of the building of such railway, and a failure to complete said two miles as hereinbefore provided, and in case of such failure to complete the said two miles within the time hereinbefore limited, the City shall repay to the applicants the said sum of $2,000 and interest at the rate of 5 per cent per annum, less any damages payable as aforesaid. Upon completion of such two miles of railway said sum of $2,000 shall be repaid to said applicants, or their assigns, with interest in the meantime at the rate of 5 per cent per annum.

11. If the applicants comply with the provisions of this By-lay and shall operate the said line or lines of railway in accordance with the same they shall be entitled to enjoy the rights and privileges granted under this By-law exclusively for the term of thirty-five (35) years, and at the expiration thereof the City of Nelson may on giving one year's notice of their intention so to do, assume the ownership of the said railway and personal property in connection therewith of every kind and description upon payment of the full value of the same, including the value of any pavement made or done by or at the expense of the applicants, to be determined by arbitration, and in consideration such value and franchise, rights and privileges granted under this By-law, and the revenue, profits and dividends derived, or likely to be derived, are not to be taken into consideration, but the arbitrators are to consider only the actual value of the actual and tangible property, plant, equipments and works connected with and necessary to the operation of the said railway, including such pavements if any, and after the end of the said term of said thirty-five years the City shall have the right at the end of each succeeding five (5) years to take over, assume and purchase the said lines of railway and railway system, and all the plants, appliances and other property connected therewith upon the terms hereinafter mentioned, provided for as to arbitration, and the notice required in such case shall be one year, and until such assumption and purchase the rights and privileges are to be extended to the applicants beyond the said period of thirty-five years, on and subject to the terms and conditions herein contained.

12. After the expiration of fifteen years of the said thirty-five years the City of Nelson may for fifteen years thereafter at any time on giving one year's notice of their intention to do so, assume the ownership of the railway and all real and personal property in connection with the working thereof of every kind and description as a going concern upon payment of the full value of the same, including the value of the pavement made or done by or at the expense of the applicants, to be determined by arbitration, and shall upon the expiration of such year's notice pay to the applicants in addition to the actual value of the actual and tangible property, plants, equipments and works connected therewith and necessary to the operation of the railway a further sum of five years' prospective profits in connection with the business as a going concern, and such five years' prospective profits shall be arrived at by calculating the average profits of the railway three years previous from the date of such assumption and three years from and after the date of such assumption, and such prospective profits so to be paid shall be deemed to include all rights, benefits and advantages conferred under the franchise granted by this By-law.

13. The decision of the City Engineer with respect to the provisions of sub-sections "F," "G," "H," "I," "J," and "N" of section two (2) of this By-law shall be final and conclusive, subject only to appeal to the City Council, and should any dispute arise between the City and the applicants with reference to the carrying out of any other portion or portions of the provisions of this By-law, or should there be an appeal from the decision of the City Engineer with respect to the carrying out of any other portion or portions of the provisions of this By-law, or should there be an appeal from the decision of the City Engineer with respect to the carrying out of any other portion or portions of the provisions of this By-law, then such dispute, or appeal shall be settled by arbitration, and such arbitration shall be conducted by three arbitrators, one to be chosen by each of the parties hereto, and a third to be appointed by the two so chosen as aforesaid. In the event of either party hereto failing, neglecting or refusing to choose an arbitrator for fifteen days after being requested in writing by the other party to do so, then the party who makes such request shall appoint the arbitrator for and on behalf of the party so failing, neglecting or refusing as aforesaid, and in the further event of the said two arbitrators being unable or failing to agree upon the said third arbitrator for one week after their appointment, or the appointment of one of them who was last appointed then such third arbitrator shall be chosen and appointed by the Chief Justice for the time being of the Supreme Court of the Province of British Columbia, or in the event of the Chief Justice being sick, absent from the province or otherwise unable or refusing to act, then such third arbitrator shall be appointed by the senior judge of said court. The decision or award of any two of the said arbitrators shall be final, such arbitration to be in other respects governed by the provisions of the Arbitration Act, Chapter 9 of the British Columbia Statutes of 1897, or its amendments.

14. Any person or persons who shall in any way or manner wilfully obstruct the free passage of cars on and along the track or tracks upon any of the applicants' lines of railway shall be liable upon conviction before the City Police Magistrate, the Mayor or any Justice or Justices of the Peace having jurisdiction, to a fine not exceeding twenty dollars and costs for each offence and in default of payment of said fine and costs to be imprisoned in any police station or lock-up house in the said city for a period not exceeding twenty-one days, unless such penalty and costs have been sooner paid.

15. The City will not, during the currency of this franchise grant any permit or franchise to any person or persons or corporation for the operation of a street car system in the City, or in any way authorize the construction of a street railway system by any other person or persons or corporation.

16. The City hereby consent to this By-law being ratified by the Legislature of the Province of British Columbia, and so long as the applicants comply with the terms of this By-law will not consent to, nor approve of, or confirm, or in any way assist any other party or company or corporation in obtaining from the Legislature any rights or privileges to enter upon or occupy any of the streets of the City of Nelson for the purpose of operating a street railway system. The cost of the legislation to be paid by the applicants.

17. All provisions of this By-law shall apply to any extension of this railway beyond the limits of the City, or any line or lines acquired, owned, controlled or operated with or adjoining a city line or lines when such street or routes come within the limits of the City of Nelson.

18. All rights and privileges under this By-law may be transferred to and become vested in a company to be formed and organized by the applicants and their associates, and such transfer and all benefits and obligations arising under this By-law shall be transferred to the said company, which shall thereupon become and be liable in the place of the applicants for the proper carrying out and fulfilment of this By-law.

19. Nothing in this By-law shall be construed as giving the applicants any right to utilize or dispose of power for any other purpose than the operation of their railway or incidental thereto, or to permit any person or corporation supplying them with power to have any such rights.

20. A contract embodying the provisions hereof, and a covenant on the part of the applicants to conform to and fulfil all the matters and provisions hereby required of them, shall be drawn and shall executed by the City and the applicants within four (4) months from the passing of this by-law.

21. In this By-law the expression "City" shall mean the City of Nelson; "City Council" the City Council of the City of Nelson; "City Engineer," the Engineer of the City of Nelson, and the word "applicants" shall include, refer to and be in every way binding upon the applicants, their and each of their heirs, executors, administrators and assigns where named and mentioned in connection with word "applicants," wherever the same occurs in this By-law, and shall also wherever referred to be binding in every way upon a company to be formed and organized by the applicants and their associates.

Done and passed in council at the City of Nelson, the——day of——A. D., 1899.

NOTICE.

Take notice that the above is a true copy of the proposed By-law, upon which the vote of the Municipality will be taken, for the East Ward at the Fire Hall, on Josephine street; for the West Ward at the office of the Exchequer Gold Mining Co.; on the north side of Baker street, between Stanley and Kootenay streets, on E. ½ Lot 9, Block 10; on Monday, the 29th day of May instant, at 8 o'clock in the forenoon.

J. K. STRACHAN,
City Clerk,

Nelson, B. C., May 16, 1899.

Stock for the Nelson Athletic Association is now on the market. The capital has been fixed at $25,000, in shares of $1 each.

Attention is directed to the fact that some of the ladies who took part in getting up the library ball took away, by mistake, dishes that did not belong to them. They are requested to return the same and get their own in exchange.

The library ball was a success, financially and otherwise. All present enjoyed themselves.

An English barrister, now on a visit to New York, tells an old story of an apt retort by a witness. It was during a trial which took place some years ago. The plaintiff was undergoing a rather sharp examination from the deferdant's counsel. The case was one of damages claimed on account of severe bodily injuries received by the plaintiff on a railway, due, the plaintiff claimed, to the negligence of the defendant railway company's servants. Mr. C——, the railway company's council, was noted for his overbearing manner in examining witnesses and endeavoring to disconcert them. This witness, however, determined not to be confused by his opponent's counsel. After becoming thoroughly provoked by the attacks of the man of law he remonstrated. "Mr. C——," said he, 'I am an invalid. I cannot allow you to question me in this manner. It is a positive injury to my nervous system, which is at best in a shattered condition. I shall have to refuse to answer your questions unless you put them in a different manner. I am troubled on account of the injury received on the railway with sclerosis of the spinal cord. At this minute I can see you double, and you know by experience it is generally enough to up-set a man to see you once."

From Scotland comes the story of a man who had to dismiss his gardener for dishonesty. For the sake of the man's wife and family, however, he gave him a "character," framing it in this wise: "I hereby certify that A. B. has been my gardener for over two years, and that during that time he has got more out of my garden than any man I ever employed."

Notice.

NELSON, B. C., May 6th, 1899.

As the announcement has been made that the Government of British Columbia purpose enforcing the amendment to the Metalliferous Mines Inspection Act, making eight hours a working day for those employed underground in metalliferous mines; Sec. (13) "No person shall be employed underground in any metalliferous mine for more than eight hours in every twenty-four hours;" the underground, as representing one of the two parties mainly affected, consider it advisable to make public their views on the situation created by this uncalled for legislation, and to indicate what their line of action must inevitably be.

While the undersigned are determined to respect and adhere to the laws of the Province, it may be pointed out that this law is far-reaching in the injuries it must inflict upon the mining interests of the Province, and of the amount of wages earned by the men.

It means reducing the hours of labor in the mines from twenty hours a day to sixteen, as many of the mines are so circumstanced that three shifts cannot be worked to advantage. This means a reduction of 20 per cent. in the amount of the production of many mines, and a reduction of 20 per cent. in the development work being carried on in mines preparing for production, and a reduction in the supplies used in the mines.

The most amicable relations existed, and still exist, between the employers and employed at the mines. The men were earning good wages, equal to any being paid in camps in the United States, and higher than those paid in many, and they were rendering good service for these wages. If any discontent was rife at the existing state of affairs, it was not generally known. It is therefore deeply to be regretted that the Legislature has seen fit to disturb the existing harmony, to interfere with the growing prosperity of the mining districts, to reduce the wage-earning power of the men employed, and to interfere with the free right of contract hitherto enjoyed.

As to the future after the 1st of June next, at the mines represented by the undersigned, the standard rate of wages that will be paid to skilled miners for an eight-hours' working day will be three dollars ($3.00), and other labor will necessarily be also paid for according to the time worked.

THE HALL MINES, Ltd.
THE LONDON & BRITISH COLUMBIA GOLDFIELDS, Ltd.
THE ATHABASCA GOLD MINE, Limited.
THE YMIR GOLD MINES, Ltd.
THE LONDON HILL DEVELOPMENT & MINING COMPANY.
THE EXCHEQUER GOLD MINING COMPANY.
THE DUNDEE GOLD MINING COMPANY.
MOLLIE GIBSON MINING COMPANY.
YELLOWSTONE MINING COMPANY.

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Will be able to supply common brick, presed brick and lime the coming season.

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Wall Paper
—AT—
Thomson's Book Store.

CERTIFICATE OF IMPROVEMENTS.

nvincible, Royal Arthur, Bellerophon, Elk umpet, Willie, Florence G. and Gerald F Fraction Mineral Claims, situate in the Nelson Mining Division of West Kootenay District.

Where Located: On Eagle Creek and near the head waters thereof.

Take notice that I, John McLatchie, free miner's certificate No. 2,078A for myself and as agent for Solomon Johns, free miner's certificate No. 2,348A and William George Robinson, free miner's certificate No. 13,581A, intend, sixty days from the date hereof, to apply to the mining recorder for a certificate of improvements, for the purpose of obtaining Crown Grants of the above claims. And further take notice that action, under section 37, must be commenced before the issuance of such certificate of improvements.

JOHN McLATCHIE, P. L. S.

Dated this 20th day of April, 1899.

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Nelson Blacksmith Co.
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WHOLE SALE AND RETAIL DEALERS IN
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Camps supplied on shortest notice and lowest prices.
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Nothing but fresh and wholesome meats and supplies kept in stock.
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AT HOME

A recent article in a French magazine upon famous diplomats and their wives relates a suggestive little ancedote of how Prince Clemens Metternich, when Austrain chancellor of state, slipped out of a difficulty that threatened to be quite a formidable one. His wife, the erratic Princess Melaine, had grievously offended the French ambassador, the Count de Flahault, by the abruptness and discourtesy with which, in one of her moods of whimsical ill temper, she had chosen to treat him. Her tongue was notably sharp, and some of her remarks stung so deeply that the aggrieved offical went formally to her husband to complain of her, asserting that he could not, in his quality of ambassador, submit to such insulting treatment. Prince Metternich was not at all disconcerted. With a generally apologetic shrug, but in a tone of voice expressive of the most gallant devotion to his consort, he exclaimed: "What would have, my dear count? I met the princess; I loved her; I have married her; but it was not I who brought her up."

The latest court gossip insinuates that Queen Wilhelmina of Holland is about to be presented with that most exclusive of all decorations—the ancient and honorable Order of the Garter. She will be the first woman thus honored by an English sovereign in two centuries, and the only woman, with the exception of Queen Victoria, who has the honor to wear this garter about her left arm. There are fifty-four Knights of the Garter, not including the queen. Wilhelmina will make the fifty-fifth. The order was founded, it will be remembered, in 1349 by Edward III., and whether it owes its origin to an armour to an accident is still a mooted question. Some 547 years since the lovely Countess of Salisburg dropped her garter in the presence of her sovereign. The courtiers and grande dames accused the fair countess of a lack of modesty. The king, however, picked up the dainty garter, and, handing it to the countess, said: "Honi soit qui mal y pense" "Evil to him who evil thinks." Of late years Queen Victoria has abandoned wearing the garter, as her arm has become too stout. The young queen of Holland has a beautiful arm which will serve as a charming setting for the decoration.

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Louis Wain, the famous cat painter, professes to believe that a cat owned by a woman is the mirror of its mistress temperament. He says that if a cat that has been constantly with its mistress is suddenly removed from her society the creature will show the characteristics madame has displayed. If she has been snappish, pussy will scratch; if she has been sulky, pussy will sulk too. If this were really true, it would pay a prospective husband to steal the cat of his ladylove before taking the fatal matrimonial step. As the cat is about the most independent creature alive, one can't help being skeptical of Mr. Wain's theory.

Practical steps are about to be taken by the authorities to promote the emigration to the colonies of French women. The French *colonist* continues to complain that it is almost impossible for him to find a wife of his own race unless he takes a journey home for the purpose, an expedient that is often impractible for colonists of the poorer class. This state of things has more especially attracted the attention of General Gallieni in Madagascar, and the contemplated action of the government is largely due to his urgent representations. The projected scheme is to take the shape of a central emigration office for women, to be installed in Paris under the auspices of the Ministry of the Colonies. This central institution will open a number of branch offices thoroughout the country in the agricultural districts as well as in the towns. In this way an effort will be made to bring home the beauties of emigration and the eligibility of colonial husbands to suitable young women. Something more will be done for them, however, than to give them well meant, if not quite disinterested, advice. Approval candidates for expatriation will be provided with a trousseau and with a small sum of money to enable them to live for a time after landing. The State is also to give them a free passage and will aid them to find employment. Whether it will carry its solicitude to the extent of procuring them introductions to marriageable young men is not stated. Each trousseau is to cost about $60 and some $20 is to be allowed as pocket money. To begin with, an annual expenditure is contemplated of $20,000, a sum which will endow the colonies with 200 presumably willing brides.

Jinks—What's a post-graduate course anyhow?

Filkins—Oh? it's where a fellow takes a tumble to himself, before it's everlasting too late, and goes and gets posted, even if he has graduated.

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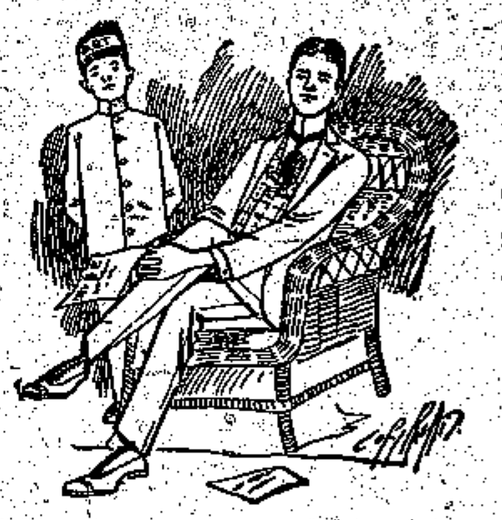

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Lord Justice Romer of England has swept away a venerable precedent and established a greatly improved one in its place. The old one was in a case where two judges had delivered opposite judgments and the third observed oracularly: "I agree with my brother A. for the reasons given by my brother B." This is, of course, well known, but the new one is much finer. Lord Justice A. L. Smith had delivered judgment, dismissing an appeal. Lord Justice Collins said: "I agree——" "I also agree," said Romer, L. J. "One moment," said Collins; "I haven't finished yet," and he proceeded to give his reasons. Then there was a solemn pause and everybody looked anxiously at Romer. Firmly, if somewhat sadly, he spoke: "I still agree." Fact—as the comic papers say.

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"What beautiful hens you have, Mrs. Stuckup!"

"Yes, they are all imported fowls."

"You don't tell me so! I suppose they lay eggs every day?"

"They could do so, if they saw proper, but our circumstances are such that they are not required to lay every day."

"I suppose," said the thoughtful man, "that it would not be going to far to say that, to a certain extent, every man has wheels in his head."

"Possibly, possibly," replied his caustic friend, "but in that case I suppose it would be explained that yours are geared too high."

"I won't have you," said the leading lady tragically to the low comedian. "Never approach me again on the subject. My mind's made up."

"So's everything else about you," and then he fell through a garden scene to dodge the withering glance she shot at him.

A teacher at Garden City said to her primary class the other day: "If your father gave you mother $7 to-day and $8 to-morrow, what would she have? And the small boy over in the the corner replied: "She would have a fit."

Mamma—He wouldn't take the medicine until I gave him candy and five cents and promised him a new gun.

Papa—I see. He was willing to capitulate, but wouldn't surrender unconditionally.

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Origin of Odd Sayings.

Many of the phrases one uses or hears every day have been handed down to us from generation to generation for hundreds of years, and in many cases they can be traced back to a quaint and curious origin, says the Chicago *Tribune*.

One of the oldest of these familiar expressions is to "cut a dido," which is said of a person when he plays a sharp trick, and carries us back to 800 years B. C., when Dido, Queen of Tyre, after the murder of her husband by her brother, fled to the northern coast of Africa and founded a city. She bargained for as much land as could be covered by a bull's hide, and, in order to claim as large a tract as possible, she had a hide cut in narrow strips, and on the land thus surrounded she built a citadel. The natives, seeing that they had been outwitted by a woman, submitted gracefully to this "cutting of a Dido."

"There's many a slip 'twixt the cup and the lip," is nearly as old, and is attributed to Ancaeus, King of the Island of Sacos, in the Grecian Archipelago. The King, so runs the story, had planted a vineyard but he had treated his slaves so badly that one of them predicted that his master would never live to even taste of its wine. When the vintage came, the king asked for a cup of wine, and then asked the slave what he thought of his prophecy. "I think there's many a slip between the cup and the lip," he solemnly answered. Just at that instant a messenger in hot haste rushed into the palace, informing the King that a wild boar had broken into the vineyard and was destroying it. Ancaeus put down his wine cup untasted and hurried out to attack the ravager, but in the chase was killed.

"He's a brick," meaning a brave and noble fellow, doubtless originated with Agesilaus, King of Sparta, about 380 B. C. A visitor at the Lacedaemonian capital was surprised to find it without walls or other visible means of defence, and asked his royal host what they would do in case of invasion by a foreign power.

"Do!" replied the heroic King: "why Sparta has 50,000 soldiers and each man is a brick."

"Done to a turn" suggests the story of St. Lawrence, who suffered martyrdom by being roasted on a gridiron. During his torture he calmly requested the attendants to turn him over, as he was thoroughly roasted on one side. Hence the phrase, "Done to a turn."

In one of the battles between the Russians and thd the Tartars, four hundred years ago, a private soldier of the former cried out: "Captain, I've caught a Tartar." "Bring him along, then," answered the officer. "I can't for he won't let me," was the response. Upon investigation it was apparent that the captured had the captor by the arm and would not release him. So "catching a Tartar" is applicable to one who has found an antagonist too strong for him.

The familiar expression "robbing Peter to pay Paul" is connected with the history of Westminister Abbey. In the early Middle Ages it was the custom to call the Abbey St. Peter's Cathedral. At one time, the funds of St. Paul's Cothedral being low, those in authority took sufficient from St. Peter's to settle the accounts, much to the dissatisfaction of the people, who asked, "Why rob St. Peter to pay St. Paul?" Some two hundred years later the saying was again used in regard to the some collegiate churches, at the time of the death of the Earl of Chatham, the city of London declaring that the famous statesman ought to lie in St. Paul's. Parliament, however, insisted that Westminister Abbey was the proper place and not to bury him there would be, for the second time, "robbing St. Peter to pay St. Paul." The Abbey properly carried the day.

"Dying in the last ditch" was, according to Hume, first used by William of Orange. When Holland was so hotly pressed by her enemies that complete disaster seemed imminent, the Duke Buckingham implored the the Prince to change his tactics or the country would be ruined. "There is one way to prevent my seeing the ruin of my country," answered the Prince: "I will die in the last ditch."

"He has an ax to grind." Early in the century a story was told of a lad who was induced by a promised reward to turn the grindstone for one who wished to sharpen his ax. The promised payment was not made. Since then one who disguises his selfish aims by false promises is said to have an ax to grind.

"O.K." has many alleged origins. The most probable is the following: In 1840, when Alvah Adams organized the Adams Express Company, a young country lad applied or work. He was employed to do all sorts of odd jobs and make himself generally useful in the office. The boy had an observant eye and saw that the shipping clerk placed upon the manager's desk each night a list of the packages marked "all correct." The clerk being absent one day, the boy was asked to write the list or rather, check it. When he placed it on the desk it bore on the outside the letters "O. K." Asked what they meant the youth replied: "'O. K.' means 'all correct.'" Mr. Adams enjoyed a hearty laugh and adopted the striking abbreviation thereafter.

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