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REVELSTOKE HERALD.
And Railway Men's Journal.

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TROOPER LEWIS' LECTURE

The Experiences of a Strathcona Horseman in South Africa.

The following are extracts taken from the very interesting and amusing lecture on the South African campaign given by Trooper Lewis of Strathcona's Horse in the Methodist church last Monday. He commenced his remarks by describing the difficulty of preserving discipline among the free and independent Western Canadians, who formed the bulk of the corps: "As you all know the Strathcona Horse were not regular troops and it was found rather hard to bring them under military discipline. In the field any order that might be given was unquestionably obeyed, but in camp the boys had a habit of asking the why and wherefore. In the regular army it is considered an utter breach of all military regulations for a trooper to ask the reason why, but our fellows would argue the point. As an instance I remember one day as we were pitching tents the Sergant Major came up to one outfit who were putting up their tent, saying: 'I want less talking here.' 'It seems to me that you are doing most of the talking,' was the reply he got. 'I'm supposed to talk he said, I'm paid for talking.' 'Well I guess you earn your money all right,' he was told. He walked off laughing and the boys put up the tent in their own little way instead of according to military regulations. Hardly a day passed but what some one was up before the Colonel for some breach of discipline. The Colonel would growl, give you a little advice and dismiss the case. Colonel Steele was imbued with something of the same spirit himself, for soon after our arrival at Capetown, we were reviewed by the general commanding at that point, I forget his name. He remarked to the Colonel 'These men are rather dirty.' 'They did'nt come here to shine buttons, they came to work,' was the answer. The first name we got from the Cape Town people was 'Dirty Strathconas,' after a while they changed it to 'Devil Strathconas.' I want to say here at the commencement, that with a very few exceptions, the best of feeling existed between the boys and officers. They would often laugh together over little incidents that had happened. I dont think that a better man than Colonel Steele could have been found for the position. It was no joke to take men like we were, bring them under some kind of discipline and still retain their confidence. Only a man who understood Western men could have done so. The British officer could not understand us. He might laugh at us or he might stand on his dignity. Anyhow it amounted to the same thing. One of the boys met a Brigade Major one night in Cape Town. (Officers of that rank in undressed uniform wear peaked caps with red band.) The Major stopped the lad with this question. 'Don't you fellows ever salute anybody?' The reply was I beg your pardon Sir; I thought you belonged to the Salvation Army." At Graylinstaad one of our fellows hitched up a Cape cart, in the day time, drove down to the railway warehouse where provisions were stored, picked out some officers perquisites and proceeded to load his cart. While he was in the warehouse after another armful the sentry on guard came up and was looking into the cart. The Strathcona put on a haughty official manner. 'You fellow, what are you doing there. I've lost too many things stolen by you men. Move away from there.' The sentry a private of some line regiment took the bluff, saluted and walked off. We had a big feed in camp that night which should have gone to some officer of the R. H. A.

"We had about six weeks at Heidelberg, when we were relieved by T. M. I. We marched south to Pardekop, where Buller was massing his troops, 30,000 men. Roberts massed his at Pretoria. Aug. 7 we started. Strathcona on the left flank and advance guard. We left Pardekop about 3 k. Strathconas came under fire about 8 k. and when we went into camp at Amesfort at dark they were still peppering us. There was quite a fight that day all along the line. We had to fight for every ridge. It was all long range work as the Boers retreated as we advanced. Buller was 70 some odd days reaching Pilgrims Rest, fighting every step you might say. We were now in a new country every day therefore we generally had fowl or pork for supper. The night we reached Amesfort nearly every man had a goose or chicken tied on his saddle. We camped in Amesfort the next day waiting for the transport to concentrate again. The morning was cold with a thick heavy fog, under cover of which the Boers had crept through the outposts sounding reville for us with their Mausers. The S. A. L. H., whose turn for duty it was, soon put them out of that. The next town we struck was Ermelo, which we rushed at a gallop, the Boers pulling out of town at one end while we went in at the other. We were a hard looking outfit as we rode through the streets of Ermelo, for we had raced through a sand storm and a prairie fire. We had about an inch of sand all over everything, our eyes bloodshot, it was no wonder some of the people in town felt a little timid. Jumbo Edwards and myself found ourselves at one end of the town talking to the schoolmaster who said he would like to take us into his house for some tea only we were Canadians. What he meant by that I don't know. Him we left and went towards a house that had its name on the front gate. "Angels Retreat." Jumbo says, this is the place for us Tom. I said "Certainly Heavens our home." We found the angels out with the door locked. However it didn't take long to open it. It took the officers all the rest of the day hunting up the boys, as we were for outpost that night. They were scattered all over the town in every unoccupied house. We had all kinds of things to eat during our short but pleasant stay at Ermelo. I almost think the inhabitants were relieved when we got the orders to march again. I think myself that we will always look back with pleasure to our stay at Ermelo."

"One stop on the road to Lydenburg was in the Crocodile Valley. We stayed here four days. It is a pretty little spot. Buller has a great eye for scenery, that was why we stopped so long I guess. One day I saw Buller standing all alone on a ridge taking in the scenery all around, so much occupied was he with the landscape that he seemed to pay no attention to the shells that were dropping around him. Sometimes I think he may have been sizing up the position, for that night he heliographed to Robert's. That same day we ourselves were in receipt of a good many favors from the Boer guns. We lay under a kopje all day while they shelled it with guns. For the first hour or so it was too interesting for comfort but after a while you could see lots of the boys asleep. "Do you think you'll stay in this country, George," asked one of the boys of another. "Naw, I dont," says George, "there is too many red-hot coalstoves flying around here for me." It was a poor time to boom immigration."

"Being under shell fire is a kind of strange position until you get used to it. If they are using melinite the first thing you notice is puff of smoke, after a while you hear the report, then in the distance there is a faint whistling sound, gradually growing louder and louder, until there is a rushing screech and a report. The trouble with shell fire is that there is too much time for you to figure where they'll hit. The number of shells fired at that little kopje that day was 103 odd. I didn't count them myself. To me the calculation seemed small. They were shelling the transport about four miles in our rear with a Long Tom. These Long Toms throw a 98 lb. shell about nine miles. One of these shells came gently along and struck a nigger mule driver. Just as it struck him it burst. That nigger didn't leave even a lock of his hair to show where he had been. There are six of our boys lying on the hills yet, they were killed the next day. Four of them were surrounded while on outpost duty, refused to surrender and fought as long as they could hold their rifles. Two others were killed while trying to relieve them. It cost fifteen Dutchmen to get those boys. We marched on to Lydenburg without opposition after getting out of the valley. We fought our way over the much spoken of Lydenburg hills, past the Devils Knuckles, through Hells Gate, around Spitz Kop, Sabic Mine, Pilgrims Rest, Krugerspon and then back to Lydenburg. We were about four weeks in the hills where no British troops could ever get. So sure of being able to keep us out had the Boers been that we were continually finding large stores of ammunition and provisions, which had been cached there for emergency. There is lots of stuff we never found. But they had not reckoned on Buller, the finest general in the whole army. We were with him for five months and I never heard one of his soldiers utter anything but praise for Buller. Anyone that knows the country he fought over could have nothing but praise. The Boers had a very wholesome respect for him too."

"A question I have often been asked is, "What kind of people are the Boers?" They are just the same as anybody else, good and bad amongst them. The large majority are undoubtedly ignorant, but there are lots of fine people amongst them. At Machavi, a small station between Pretoria and Clerksdop, a little shooting had been done. Lying in the station house were two wounded men, one a Strathcona, the other a Boer. The Boer had been shot by the Strathcona, who was himself wounded. The Boer was dying. All he wanted was to shake hands with all the boys that came around. He shook hands with the other wounded man. I myself have been given coffee by a women who told me that her husband and three sons had been killed in the war. The poor people have been misled and betrayed. I was glad to find that when we marched through the Orange River Colony nearly all the farmers were at home. In my opinion the men that are fighting now are principaly Cape Colony rebels and the scum of the country. General Botha is a gentleman who feels bound in honor to fight as long as De Wet and Steyn are loose, both of whom I think are utterly no good. De Wet has a far easier task to keep away than the British have to catch him."

Death of A Bourgeois.

The HERALD regrets to report the death of A. Bourgeois, which happened in the Kamloops hospital last Thursday. An autopsy revealed the cause of the death to be heart disease. Mr. Bonrgeois has been in this part of the country since the days of railway construction in '85 and has pursued the calling of prospector and trapper during that time. Much regret is expressed at his untimely death, which came at the last quite suddenly, since when Dr. Proctor was here on Monday he expressed good hopes of his recovery and return to town shortly.

NEW ZEALAND RAILWAYS

How the Colony Operates Its State Owned Railways for the Benefit of the Public.

All but one or two of the railways in New Zealand are owned and operated by the State. In 1898 the roads earned 3 per cent, over everything but the interest charge on bonds, and if the railroad bonds were bearing 3 per cent, interest, as would be the case if they were refunded, the receipts would show a small profit. The report for 1900 shows the net earnings for 1898 to have increased to 3.8, per cent.

It should be borne in mind that the State railways in New Zealand are not run for profit, but for the benefit of the people. The remuneration of the officers and men is fixed by the legislators. On the other hand, the railroad men cannot strike, but must take their grievances, first to their superior officer, then to the Appeal Board, and, in the last resort, to Parliament. Politicians and office-seekers have been completely shut out from the State railway system by the creation of a Civil Service Board, possessed of unusual powers. Railway rates are fixed in New Zealand by the Minister for Railways, but the ultimate power over them is vested in Parliament.

The State railway system knows nothing of the doctrine that a shipper, if the largest, is entitled to the lowest rates, much less of the theory that a railroad manager has a right to give such favoring rates as to make the shipper he prefers the largest, even though he should start as the smallest. Here, as in its land policy, the Government deliberately acts upon the principle of favoring the small man. The settler who brings down to the station his one bale of wool gets as low a rate as the company that sends off thousands of bales. Such a thing as a rebate or discrimination is unknown.

Children of the primary grades are carried free on the railroads, but not further than the next school. Children who want to go further, and those of the higher grades, can have season tickets for any distance up to sixty miles, securing, for instance, a three months' ticket giving transportation to the extent of 120 miles a day, for $2.50 to $5, according to the age. Working people have the same rates for holiday trips as do the young school children.

The parcel system is singularly cheap. A seven pound parcel can be sent thirty miles for twelve cents, and to any point in the colony by rail for twenty-five cents. The rates on large parcels are made relatively high in order that the heavy business may go by freight. Newspaper publishers can send three pounds twenty-five miles for two cents, and the highest rate for any distance is six cents. A bundle of newspapers weighing 112 pounds may be sent to any point in the colony for fifty cents. Books are taken to and fro between libraries and the subscribers for one quarter the parcel rates.

To help farmers market their products fifty-six pounds of fruits and vegetables will be taken any distance for twelve cents. The railroads bring the farmers lime to warm their soil free of charge, and a stallion, brood mare, ram, shepherd dog, or any other domestic animal desired for breeding purposes is carried free.

RUMORED C.P.R. CHANGES

A General Transfer of Western Railway Officials Said to be in Contemplation.

The Winnipeg Free Press publishes a rumor, which is also circulated by the Telegram of the same city that the recent hurried departure of C. P. R. railway officials for Montreal portends important changes in the management of the western divisions. The paper says, that Mr. Whyte is to be made assistant general manager of the company and Supt. Oborne be transferred to Montreal as executive agent. J. W. Leonard, present general superintendent of the Ontario & Quebec lines, will succeed Mr. Whyte and Mr. Marpole will take Mr. Oborne's place. Supt. James is mentioned as likely to succeed Mr. Marpole, but the opinion among the local officials is that Mr. Duchesnay is a much more likely successor. The party are expected in Winnipeg again about the end of the week.

A later despatch to the Nelson Tribune makes Mr. D. McNichol, second vice president and general manager, also go up one but that gentleman himself has emphatically denied that the rumored changes are contemplated.

—Genuine removal sale at Reid & Young's. Bargains in every department for cash.

RESOLUTION OF CONGRATULATION

The Aldermen Express Their Confidence in Mayor Kilpatrick and Their Hope That He May Continue to Fill the Chair.

At the regular meeting of the council last night, the minutes of which will appear in our next issue, Ald. Taylor arose at the "motions" order of business and moved "that this council tender to his Worship Mayor Kilpatrick their hearty congratulations on his elevation to the office of superintendent of the C. P. Ry. and would express their conviction that his Worship has enjoyed during his term of office not only the full confidence of the council but also of the citizens of Revelstoke; the council hope that they will not lose his valuable services in the civic chair." In moving the resolution Ald. Taylor said that the only regret which could possibly be felt by any member of the council at His Worship's promotion was that he might not be able to give as much of his attention as hitherto to the work of the office, although he hoped that he would still continue to retain it, as he possessed the full confidence of every member of the council.

Ald. Bourne in seconding the motion, said that the C. P. R. company in making the promotion had only endorsed the sentiments expressed by the city in appointing Mr. Kilpatrick as their chief magistrate. He hoped his worship would continue to climb until he reached the top of the tree.

In reply the Mayor said that he had represented the people in the council since incorporation and although he had not always agreed with other representatives he had always supported what he believed to be right. He had been associated with Revelstoke since there was such a place and it was his home. Even if, as the chances were, he might have to vacate his chair at the council board, Revelstoke would always rely on his services whenever the city required them. (Applause).

This pleasant little incident in the routine work of the meeting then closed.

Resigned From the School Board.

School Trustee Jas. McMahon has resigned his position on the school board, which will necessitate the election of a successor. Mr. McMahan finds that his interests will take him out of town during the summer and that he will in consequence not be able to attend properly to the duties of his office.

BIG REMOVAL SALE

FOR THE NEXT FIFTEEN DAYS

at **REID & YOUNG'S** store

Bourne Bros. having decided to remove their Stores on the corner of Mackenzie Avenue and First Street we will commence a Big Removal Sale to reduce the stock before moving.

BARGAINS IN ALL DEPARTMENTS

Men's Furnishings
Dry Goods
Carpets and Curtains
Men's and Boys Clothing
Boots and Shoes
Hats and Caps
House Furnishins, Etc., Etc.

BARGAIN PRICES FOR CASH ONLY

This will be a Genuine Money-Saving Sale at Ground Floor Prices.
Don't miss this Grand Opportunity to make your Summer purchases.

MURDER AT INNISFAIL

A Section Man Shoots His Brother-in-Law Dead.

INNISFAIL, ALTA., April 17.—Considerable excitement was caused here this morning when it became known that a murder had been committed close to town. Arthur Bioletta, a section man employed on the Innisfail section of the C. & E. railway, had shot and killed his brother-in-law, David Karr. Karr and his wife were living on a rented place about seven miles out of town Karr was in town yesterday in connection with some alleged family troubles. He went out in the afternoon, Bioletta followed him out in the evening, going on foot and taking a six-shooter with him. When he reached the Karr place he called Karr out but the latter refused at first to come out. He eventually decided and went out to see what Bioletta wanted.

The latter says that Karr chased him with an axe, and that he shot him in self-defense. He stayed at the house all night, and this morning notified Fred Wade, Karr's employer, of what had happened, and asked him to go in and notify the police and have them come out and arrest him. The police constable and the coroner went out, and found Karr lying about 30 yards from the house with two bullet holes in him, one through the heart, and the other in the head. Bioletta gave himself up and assisted to move the body into the wagon. Bioletta was at one time section foreman at Dewinton, south of Calgary. At the inquest held at Innisfail yesterday, the coroner's jury brought in a verdict of wilful murder against Arthur N. Bioletta.

THE RAMONA DISASTER

Three Persons Killed and Eight Injured by the Collapse of the Crown Sheet.

Three people were killed and eight injured through an explosion on a Fraser river steamer Ramona on Wednesday afternoon. The explosion was caused by the collapse of the crown sheet of the boiler, allowing the steam to escape and blowing several passengers and deckhands standing in the forepart of the ship into the river. The following is the list of casualties:

Dead—
Mrs. Hector Morrison, of East Langley.
Mrs. Bailey, of Mount Lehman.
Alexander Phipps, deckhand.

Injured—
Ernest Powers, purser.
J. Hayward, mate.
Victor Newell, fireman.
James Mack (Tenias), deckhand.
Mrs. Mack (Tenias) and child,
Two Indians.

Powers and Hayward were fearfully scalded and the others severly injured, while several additional passengers were less severely injured by splinters and fright, consequent upon their sudden plunge into the river.

Vancouver papers notice a peculiar coincidence connected with the accident in the fact that the two women killed were widows of men who recently met their death in mining accidents. Mrs. Bailey's husband was killed six weeks ago in the Blue Canyon mine, Washington. She was on her way to Chilliwack to visit a brother of her late husband, and had her two children with her, a boy and girl of 10 and 12 years old respectively, who were uninjured, but who were rendered orphans by the disaster.

Mrs. Hector Morrison only recently arrived from Vancouver Island where her husband was killed in the recent terrible accident at the Cumberland mine.

DROWNED AT HALCYON

Sad Death of the Baby Son of a Rossland Miner.

A sad event occurred on Thursday afternoon at the Halcyon Hot springs Hotel. The little three year old son of J. J. Hand a miner from Rossland, who was staying with his father at the hotel, was found drowned in the fish pond behind the saloon of the hotel. Nothing is known as to the circumstances attending the unfortunate occurrence. Dr. Cross went down yesterday and held a corner's inquest. The jury brought in a verdict of accidental death. The body will be taken to Rossland for interment.

Silver Cup Returns.

Returns from the recent shipment of 200 tons of ore made to the Trail smelter by the Silver Cup were received by J. V. Armstrong, secretary of the Sunshine Ltd. on Thursday. The clean ore averaged $135 and the screenings $105 gross.

Revelstoke Herald and Railway Men's Journal.

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The Revelstoke Herald Publishing Co.
Limited Liability.
A. JOHNSON,
Managing Director.

A Semi-Weekly Journal published in the interests of the railway men, mining men and business men of the West. Days of Publication Wednesday and Saturday.

ADVERTISING RATES.

Display ads., $1.50 per inch; single column, $2 per inch when inserted on title page. Legal ads., 10 cents per inch (nonpariel) line for first insertion; 5 cents for each additional insertion. Local notices 10 cents per line each issue. Birth, Marriage and Death Notices free.

SUBSCRIPTION RATES.

By mail or carrier, $2 per annum; $1.25 for six months, strictly in advance.

OUR JOB DEPARTMENT.

Is one of the best equipped printing offices in the West and prepared to execute all kinds of printing in firstclass style at honest prices. One price to all. No job too large—none too small—for us. Mail orders promptly attended to. Give us a trial on your next order.

TO CORRESPONDENTS.

We invite correspondence on any subject of interest to the general public. In all cases the bona fide name of the writer must accompany manuscript, but not necessarily for publication.

Address all communications to the Manager.

NOTICE TO CORRESPONDENTS.

1.—All correspondence must be legibly written on one side of the paper only.

2.—*Correspondence containing personal matter must be signed with the proper name of the writer.*

G. E. GROGAN, Editor. ALEX. LUCAS, Travelling Agent.

Saturday, April 20th, 1901.

TO THE RAILWAY MEN OF WESTERN CANADA.

For the successful inception and carrying out of our project of conducting a semi-weekly journal specially devoted to your interests it is obvious that your active cooperation is a chief requisite. The main factor of the future success of the HERALD as a Railway Mens' Journal will be the continuous presentation of the local and personal news relating to the great brotherhood of railroad employes throughout the districts, which we propose to cover. The only way, which we can obtain this class of news is through the assistance of railway men themselves. Railroad men form a community of their own, in which much goes on of interest and importance to themselves, which the ordinary newspaper never gets hold of. This is the kind of items, which it will be our aim to supply and we look to you to further this object. We want correspondents at every railway point in British Columbia and Alberta. The items furnished by them will be perused with interest by their comrades of the road over the whole railway system of these two provinces. By furnishnig them you will help to build up an organ of your own, with weight and influence to urge your requirements and voice your sentiments. We feel sure that every thinking railway man will appricate the power, while the existance of an influential journal devoted to their interests, will give to railway men as a body and will do his best to assist it in the manner above indicated. What we want is the news, the whole news and nothing but the news and we appeal to you to aid us in the successful conduct of our project by furnishing it with regularity and despatch.

THE BEST WAY OUT.

The strides which the policy of government ownership of railways has made in the minds of the people was well exemplified in the experience met with last week by the circulators of a petition in its favor among the residents of Vancouver. It was signed by 1100 names of citizens in all walks of life. One circulator reported 650 signatures out of 700 voters visited and among those who refused only one expressed himself as opposed to the principle of the petition. Another secured 150 names in one day without encountering any refusals. This is a shewing, which indicates very clearly the hold which the policy has taken on the public imagination, particularly as there is but little doubt that the same results could be duplicated in every city, settlement and village in the province.

As a specific example the petition mentioned the Coast-Kootenay line as one which could be built with the aid of the Dominion bonus "without adding to the provincial taxation for several years to come." It is of course this particular road, the disposition of which is causing so much searching of heart at Victoria. On the one side is Jim Hill offering competition but demanding a bonus, on the other is the C. P. R. modestly disclaiming any financial assistance but holding out no prospect of competition. The fact that the popular demand is for competition is offset by the equally obvious fact that the popular verdict is against any further extension of the bonus system. "Do you mean to deliver British Columbia, bound hand and foot to the C. P. R.?" angrily demand the supporters of Mr. Hill and competition. "Do you intend to put another couple of millions of a rake off into the pockets of charter mongers and railway monopolists?" is the indignant response of the opponents of the bonus policy. There is nothing very remarkable that under the circumstances the government at Victoria, bombarded with petitions and counter-petitions, resolutions and counter-resolutions from every corner of the province, find the question a difficult one to decide.

The obvious and certainly the most politic course for the government, would seem to be to take the bull by the horns and build the road by themselves or if they could effect it, conjointly with the Dominion government. It is hard to see why a road which such very practical railway men as President Shaughnessy and J. J. Hill are competing with one another for the privilege of building, should not prove a success in the hands of the government. We may be quite sure that they are not solely impelled by motives of pure philanthropy in figuring on the construction of the line. There must be dividends in sight somewhere and in our opinion the government would be fully justified in trusting to the judgement of such skilled experts in these matters and indeciding to divert these expected profits into the provincial treasury. At the same time the most ardent supporter of the policy of government ownership cannot blind himself to the fact that neither in this province nor in the Dominion of Canada have we at present devised any machinery for keeping government owned railways, if operated by the government, out of the hands of the politicians. It is a most regrettable fact, but a fact it is all the same, that the average Canadian shrinks from placing the enormous patronage, which the operation of our railways by the government would imply, in the hands of the men, whom he, or at all events the majority of his fellow countrymen, elect and sometimes elect time and time again, to direct the affairs of the Dominion and its various provinces. Some adequate method of keeping the railways out of politics will have to be in working order before the operation of the lines by the government can be safely attempted.

But the provincial government can if they choose profitably construct and own the Coast—Kootenay railway without operating it, retaining at the same time full control over the freight and passenger rates and all such matters relating to the interest and convenience of the people. Having built the line they could for instance lease it to the highest bidder and make such terms and conditions in the lease as would ensure a practical public control of the road. It seems that this would be the most adequate course to pursue out of the difficulty. They would not give away a big sum of the people's money in order to secure a competing road, which, as has been known to be the case not once nor twice but scores of times in the history of railway construction on this continent, might fail to compete. But they would secure all the results which could possibly arise from the most active competition by having in their hands the making of a lease of the people's property, which would be a security and guarantte of the people's rights. It may be noted as a striking example of the validity of our contention that after having secured at the cost of a threatened popular rising what they flattered themselves was railroad competition, the government of Manitoba have recently found themselves compelled, in order to attain the reductions of rates desired by the people of the province, to practically adopt the course outlined above. They have had to lease the very road, which was to give them competition and with the avowed object of avoiding the political evils of government operation, have re-leased it to another line, safeguarding the people's interests by the conditions of the lease. The HERALD believes that the British Columbia government would be pursuing a wise, sound and politic course with regard to this vexed matter of the Coast—Kootenay railway, by following the lead given by their confreres of Manitoba.

SUGGESTED MINING LEGISLATION.

So many proposed amendments to the Minerial Act, have been showered upon the provincial government that the chances are that the whole subject will be deferred till the next session of the house to admit of a thorough investigation into the conditions of metalliferous mining in the province. This being the case the HERALD will not be accussed of an attempt to add to the perplexities of the Minister of Mines, caused by his present plethora of good advice, if it ventures to throw out the following suggestions for remodelling the relations financial and otherwise existing between the prospectors and miners on the one hand and the government on the other. In the first place we would propose to abolish one useless piece of farce in present Minerel Act, the annual hundred dollars worth of assessment work called for for five years before the claim can be crown granted. It is a notorious fact that in nine cases out of ten this work is not really done at all and the regulation entirely fails of its object, which is to get claims developed, for the reason that there is no check on the claim owners provided or providable. In lieu of this assessment work we would provide that every owner of a claim should annually pay to the government the sum of ten dollars and in addition perform personally or by proxy fifteen dollars worth of work on trails within the district in which he is interested under the supervision of the gold commissioner. That is to say the gold commissioner in arranging his work for the year would call on each claim owner within the particular recording district for five days work on in default the sum of fifteen dollars. This should be done for five years, at the conclusion of which period the owner would produce his receipts for cash and labor and proceed to apply for crown grant. In default of the annual payment of the ten dollars cash and fifteen dollars worth of labor or the same amount in money, the claim should lapse to the government, which should be empowered to dispose of it, after due advertisement, either by tender or at auction at the upset price of the unpaid taxes, whichs hould not be allowed to accumulate over one year. The purchaser would then assume all the conditions of the holding binding on the original owner. In this way the practises of relocation and over staking would be abolished and the useless annual assessment exchanged for work, which would be at once an advantage to the miner and the district and at the same time be sure to be really performed.

Once crown granted at the expiration of five years or for that matter at any time within the five year period, if the owner considered it to his advantage to apply for it and pay down the balance of his annual twenty five dollars in a lump sum, the claim should be subject to a land tax, the obnoxious royalty on the output being at the same time rescinded. It is claimed in favor of the royalty that it is easily assessed and collected. As a matter of fact it is no more easily collected than any other tax and no more easily assessed than a land tax would be, if the following method, which is at this day in vogue in other mining countries was adopted, Make the owner his own assessor subject to a condition that anyone can buy his claim at a twenty per cent advance on the last assessed value. The assessment would come pretty near the right value and failure to furnish it or to pay the taxes within a certain date should be made to mean the cancelling of the grant and the reversion of the property to the crown. There would be no difficulty at all about it.

The HERALD claims that if this plan were adopted the prospectors would be benefitted by having three fifths of their annual fees for the first five years spent right in their own district on trails to open it up and by having the present useless annual assessment changed for a practical and beneficial employment of their money or labor. They would further be benefitted by the extinction of claim jumping, which practice would find no room for exercise under the proposed amendment. The government would benefit by doing away with all chance of evasion of the conditions of holding claims such as the practice of relocation now affords. Every claim would either furnish its annual quota of cash and labor to the province or else lapse to the crown. The mine owners would benefit by the exchange of the obnoxious and inequable two per cent royalty on the output for a tax, which would fall on all owners without exception but yet would be so graded as to weigh lightest on properties the least able to bear the burden of taxation, instead of heaviest as this iniquitous royalty does. Mine owners have no objection to bearing their full share of taxation. They recognize the fact that on the mining industry, as the chief industry of the province, the burden of furnishing the necessary revenue for the development of this new country must inevitably fall but they do object to being compelled to pay an unscientific and inequable tax, such as this royalty simply because a careless legislature finds it easy of assessment and is told it is easy of collection. It was as a matter of fact enacted before you could say Jack Robinson and without any consideration as to whether it was easy or difficult of assessment or collection or anything else by a legislature profoundly convinced that it must be at all events dead easy for such Croesusses, as Kootenay mine owners are popularly supposed to be in the longitude of Victoria, to pay almost anything which the finance minister of the day was minded to demand of them. There seems to be no adequate reason why the government should continue to adhere to useless, impracticable or obnoxious conditions of mineral claim tenure, when more practical and popular methods are open to them and the HERALD feels convinced that the scheme outlined in the above article would be welcomed by both prospectors and mine owners if crystallized into legislation.

A New Railway Policy.

John Houston is out with a brand new policy in the railway line. He has circulated pamphlets outlining the scheme to the newspaper men and politicians of the province and a recent Tribune contains a long article on the topic. Houston figures that there are 225,000,000 acres of land in the province and he advocates issuing 25,000,000 of land script at $1 an acre, thereby putting the province in possession of a fund sufficient to build a thousand miles of railway. With this mileage he proposes to open the Yellowhead and adjacent territories. The land script, according to the scheme outlined, would cover timber, mineral, agricultural and other rights and would give the possessor sole and complete title to whatever ground he located. It is also proposed to discontinue all other methods of selling government land and make this the only way in which wild land could be acquired by purchase. Locations would be taxable just as soon as made and crown grants would have to be taken out within a certain stipulated time.

A GHOSTLY HAND

Engineer Tupper Declares His Train Was Saved by a Spirit Hand.

(By Arthur James Pegley)

Tom Tupper used to run an engine on the Denver & Rio Grande between Ironton and Durango, the whole length of the division through mountain cuttings and precipitous gorges. Tupper held the throttle on old 39 until something happened that incapacitated him—at least so far as concerned his usefulness on an engine. He is a comparatively young man. There are many older engineers than he in the service, but Tupper will never drive an engine again. He lost his nerve on the Ironton and Durango run eight years ago this spring. Sometimes he walks to the round houses and looks over the engines, but he can't ride one of them. The minute he attempts it his hands begin shaking like those of a man with palsy, but he is all right so long as he keeps his feet on the ground. The specialists say that Tom's trouble is neuraesthenic, meaning that his horror of an engine implies no tangible physical ailment—*merely a deranged condition of the nervous system, due to shock.* Tupper doesn't believe the specialists, because his nerves are all right anywhere else but in an engine cab. He owns up to the nervous shock, though, and tells the story in simple language that renders it none the less thrilling.

"I'm not superstitious," said Tupper to me, "but this happened on a Friday night. I was living with my wife and two little girls at Ironton. My run was from Ironton to Durango. It was a dirty piece of road—all trestles and cuts and mountain passes, with grades that would make a man open his eyes in this section. I had just had supper one evening, and was getting ready to go out when Mrs. Riley, the wife of my old fireman, Jack Riley—he's dead, God rest his soul—called at the house and said Jack was down with typhoid fever. He had come in sick on our last run, but I hoped he'd be all right after a rest. With the typhoid he had pneumonia, and, as everybody knows, that is a hard combination.

"Jack's wife was in a terrible state of mind, poor woman, and I didn't feel much better than she did over it. Riley had fired six years for me, and he knew the road as well as if he'd built it. He knew old 39, too, and there's a lot in knowing an engine. I hated to go out with a new fireman, but there was no help for it. At 8:40 I pulled out, feeling sad at heart over poor Jack and very doubtful about my substitute. The latter's name was Devine, a good, honest lad, but inexperienced. He'd been a wiper there for three years. It was a bad night with a heavy gale blowing and flurries of snow. Before we got to Summit I saw that the new man was a handy fellow, and would probably get along all right, but I was bothered about Jack. You see, the Dr. said that he might not live until morning, and I'd have given anything to know how he was getting on.

"The storm seemed to get worse after we passed Summit, and the snow turned to a pretty heavy rain. I couldn't see far ahead, and at that time of the year there was a good deal of danger from washouts or landslides. We were humming along at a good lively clip when I turned round and stepped toward the tender. Devine was up above shooting coal down.

"'Keep her humping for the grade!' I yelled to him, and just then the strangest thing you ever heard of occurred. Old 39 reversed, and the sand stopped her pretty near dead short. I turned quick as a flash and started for the lever, but if I never draw another breath there stood Jack Riley, his face white as a sheet and pointing ahead with one hand while he hung on with the other.

"For an instant I was dazed. Then I sprang at him and threw both arms around him to hold him. My first thought was that the man had escaped from his house in delirium and secreted himself in the tender before we started, but he hadn't. My arms went right through him as through a shadow. I staggered and fell to the floor of the cab. Recovering almost instantly, I rose and confronted the fireman, Devine, who had come down out of the tender as soon as she reversed.

"'What was it, Tom?, he said.

"'What was it?' I yelled. 'What in thunder do you mean by throwing her over?'

"'So help me God, I never touched her,' he gasped, and I knew right well he hadn't. Why, the man was up in the tender when it happened. I was talking to him. It was Jack Riley. I saw the lad plain.

"We searched the track for a couple of hundred yards. No sign of Riley. Mind you, I didn't expect to find him, either. Then we went forward. Five hundred yards ahead of the pilot a big pile of rock had slid out of the mountain. The track was completely blocked. One side of the obstruction was a nearly perpendicular mountain wall. The other—five feet from the track—was a precipice 2,000 feet sheer, with a torrent at the bottom. If we'd run into that rock it would have been good-by all hands. I had fifteen passengers behind me—a light train, but twould have been bad enough, because we should have landed at the bottom of that hole just so much matchwood and sausage meat. I looked at the obstruction, and then turned to Devine.

"'Did you see him?' I asked. 'Speak up now—did you see Riley at the throttle?'

"The boy was near cryin'. He stood and looked at me with his eyes sticking out like plums.

"'A'mighty God!' sez he, 'tis the spirit of poor Jack that's with us this night,' and he started mumblin' his prayers.

"'But did you see him?' I yelled—the awfulness of the thing made me creep all over.

"'I seen it', he said. 'Man, dear, why couldn't I see it? Am I blind?

"'Well, we got on the engine and backed her up to Silverton. They sent out a work train that cleared that track in under two hours. It was 9:44 when Riley stopped her. We started out from Silverton to finish the run at 11:20. When we neared that place again I swear it was all I could do to stay on the engine. Devine was worse off than I was. His hands shook, and his face shone white through the coal dust.

"'For the love of heaven,' says he, 'pull her wide open and get by, will ye not, Tom?'

"'Go easy, lad,' I said. 'We've a clear track now.'

"When we went by the spot my hair stood straight as barbed wire, and I just as much as anything expected to see Riley board her again, but he didn't. We ran through to Durango without further trouble, arriving three hours late.

"'What have you fellows been doing?' began the station agent as we pulled up. 'Here's a message for you, Tom, he said. 'Poor Jack Riley is dead; it's a wire from his wife.' Here's the way that message read:

"'Thomas Tupper, Durango: Jack died at 9:44—Clara.'

"No. I'm not superstitious, but I've got eyes to see with, haven't I? Old 39 stopped and somebody gave her sand at 9:44 to the tick. I saw Riley throw her, and my fireman saw him as plain as I did. Oh, I'm not trying to explain. Leave that to the fellows who know so much. With me, anything that I see myself goes. Good night sir. Pleasant dreams."

During the past few days an experiment in the shipment of California fruit by way of the Great Northern Ry. has been carried out which was watched with a good deal of interest by shippers and railway men. The shipment consisted of 5500 boxes of oranges, weighing 72 lbs. each. It was loaded into a vessel at Redondo, one of the seaports near Los Angeles, where it was transferred to one of the regular steamers running between San Francisco and Seattle. At Seattle the shipment was transferred to a freight train of the Great Northern Ry., made up of 14 carloads of oranges and one carload of canned salmon. This train left Seattle on the afternoon of March 26 and arrived in St. Paul March 29, at 11 a. m., the actual time on the road being 68 hours, or an average, for the 1823 miles, of 29.8 miles per hour. The 529 miles from Minot, N. D., to St. Paul was covered at an average speed of 30.2 miles an hour. The purpose of the experiment was partly to test the time required to ship via the water and rail route to the northward and also to observe the condition of the fruit sent over the cooler route.—Railway Engineering Review.

H. EDWARDS
TAXIDERMIST.
DEER HEADS, BIRDS, Etc. MOUNTED,
Furs Cleaned and Repaired.
LOVERING'S OLD STAND : Second Street

Maracaibo Chocolates
A FRESH STOCK OF CONFECTIONS just opened
Baby's Own Cough Syrup
A prompt relief for Croupy coughs
25C A BOTTLE
FIELD & BEWS
Druggists and Stationers,
TELEPHONE 48. Brown Block.

SPRING and SUMMER
Millinery
The Latest and Most Stylish Hats.
Trimmed and Untrimmed
Madison Millinery Parlors.
Misses Shepard & Bell
McKenzie Avenue 0p23

Revelstoke Steam Laundry

BEDRAGGLED SKIRTS
This is hard weather on those beautiful white skirts: makes them dirty all around the bottom—so you'd not want to wash them yourself.
We want them for you, though. We want to make them clean and bright and fresh. We make all linen look fresh and sweet.
FAYETTE BUKER.

LEGAL.

J. M. SCOTT B. A., LL.B.
Barrister, Solicitor, Notary Public, Etc., McKenzie Avenue, Revelstoke Station.
Money to loan.

HARVEY, M'CARTER & PINKHAM
Barristers, Solicitors, Etc.
Solicitors for Imperial Bank of Canada.
Company funds to loan at 8 per cent.
FIRST STREET, Revelstoke Station, B. C.

MEDICAL.

J. W. CROSS,
Office: Mackenzie Avenue, Revelstoke, B. C
SURGEON TO THE C. P. R.
Health Officer, City of Revelstoke.

CHURCHES

METHODIST CHURCH, REVELSTOKE.
Preaching services at 11 a. m. and 7:30 p. m. Class meeting at the close of the morning service. Sabbath School and Bible Class at 3:30 Weekly Prayer Meeting every Wednesday evening at 7:30. The public are cordially invited. Seats free.
Rev. S. J. THOMPSON, Pastor.

ST. PETER'S CHURCH, ANGLICAN.
Eight a.m., Holy Eucharist; 11 a.m., matins, Litany and sermon (Holy Eucharist first Sunday in the month); 2:30 Sunday school, or children's service; 7:30 Evensong (choral) and sermon. Holy Days—The Holy Eucharist is celebrated at 7 a.m. or 8 a.m., as announced. Holy Baptism after Sunday School at 3:15.
C. A. PROCUNIER, Rector.

PRESBYTERIAN CHURCH.
Service every Sunday at 11 a.m. and 7:30 p.m. to which all are welcome. Prayer meeting at 8 p. m. every Wednesday.
REV. W. C. CALDER, Pastor.

ROMAN CATHOLIC CHURCH.
Mass at 10:30 a. m., on first, second and fourth Sundays in the month.
REV. FATHER THAYER.

SALVATION ARMY.
Meeting every night in their Hall on Front Street.

NOTICE.

PUBLIC NOTICE is hereby given that at the expiration of one month from the first publication of this notice the head office or principal place of business of the Great Western Mines, Limited Liability, will be changed from Revelstoke, B. C. to Ferguson, B. C. in accordance with the consent of the shareholders and a resolution of the Directors of the Company.
Dated this 6th day of April, 1901.
A. H. HOLDICH,
Ap10-4t. Secretary to the Company.

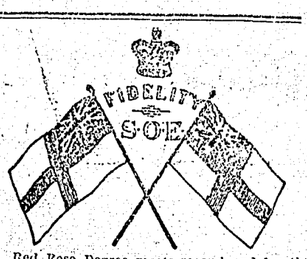
A GOOD NAME....
Is better than riches . . . .
We have the name of making the only Stylish Suits in Town—for durability and quality they also excel.
TRY ONE
R. S. WILSON
Next the McCarty Block.

Fresh Groceries AND Flour AT A. N. Smith's

Jas. I. Woodrow BUTCHER
Retail Dealer in—
Beef, Pork, Mutton, Etc.
Fish and Game in Season....
All orders promptly filled.
Corner Douglas and King Streets. REVELSTOKE, B.C.

PATRONIZE HOME INDUSTRY
AND SMOKE
Our Special and Union Cigars
UNION LABOR
REVELSTOKE CIGAR M'F'G. COMPANY,
Revelstoke Station.

H. G. PARSON
WHOLESALE
Wine and Liquor Merchant
REVELSTOKE, B. C.



Red Rose Degree meets second and fourth Fridays of each month; White Rose Degree meets first Friday of each month, in Oddfellows' Hall. Visiting brethren welcome.
WM. WATSON, President. HY. EDWARDS, Secretary.

Gold Range Lodge K. of P., No. 26, Revelstoke, B. C.
Meets every Wednesday in Oddfellows' Hall at 8 o'clock
Visiting Knights invited.
E. G. BURRIDGE, C. C.
F. W. MACKINROT, K. OF R. & S.

LOYAL ORANGE LODGE No. 1658.
Regular meetings are held in the Oddfellows Hall on the Third Friday of each month, at 8 p.m. sharp. Visiting brethren cordially invited
THOS. STEED, W.M.
W. G. BIRNEY, Rec.-Sec.

A. H. HOLDICH
ANALYTICAL CHEMIST AND ASSAYER.
Royal School of Mines, London. Seven years at Morfa Works, Swansea. 17 years Chief Chemist to Wigan Coal and Iron Co., Eng. Late Chemist and Assayer, Hall Mines, Ltd.
Claims exhibited and reported upon.
Revelstoke, B.C.

GIVE YOR TEETH ATTENTION
When they first need it, before they give you pain, thereby avoiding needless suffering and assuring more satisfactory and permanent work, and at less cost, than if left until the latter stages of decay.
Dr. Burgess, Dentist,
Taylor Block.

EDWARD A. HAGGEN,
MINING ENGINEER,
Member American Institute Mining Engineers
Member Canadian Mining Institute.
REVELSTOKE, B.C.
Examination of and reports on Mineral properties a specialty.

Certificate of Improvements

NOTICE.

LAST CHANCE mineral claim, situate in the Lardeau Mining Division of West Kootenay District.
Where located: On Lexington Mountain.
TAKE NOTICE that I, F. C. Green, of Nelson, acting as agent for J. A. Magee, F. M. C. B 15,536; James Tweedie, F. M. C., B. 15,512, and E. B. Hutchinson Free Miner's Certificate No. B. 15,513, intend, sixty days from the date hereof, to apply to the Mining Recorder for a certificate of Improvements, for the purpose of obtaining a Crown grant of the above claim.
And further take notice that action, under section 37, must be commenced before the issuance of such certificate of improvements.
Dated this 16th day of March, 1901.
F. C. GREEN,
mar 20-2 m w P. L. S.

Certificate of Improvements

NOTICE.

HIGHLAND MARY mineral claim, situate in the Lardeau Mining Division of West Kootenay District.
Where located: On Lexington Mountain.
TAKE NOTICE that I, F. C. Green, of Nelson, acting as agent for James Tweedie, F. M. C., B 15,512, and J. A. Magee, Free Miner's Certificate, No. B. 15,536, intend, sixty days from the date hereof, to apply to the Mining Recorder for a certificate of Improvements, for the purpose of obtaining a Crown grant of the above claim.
And further take notice that action, under Section 37, must be commenced before the issuance of such certificate of Improvements.
Dated this 16th day of March 1901.
F. C. GREEN,
P. L. S.

Certificate of Improvements

NOTICE.

EVA Mineral Claim, situate in the Lardeau Mining Division of West Kootenay District.
Where located: On Lexington Mountain.
TAKE NOTICE that I, F. C. Green, of Nelson, acting as agent for Edgar Benjamin Hutchinson, Free Miner's Certificate No. B. 15,513, intend, sixty days from the date hereof, to apply to the Mining Recorder for a certificate of Improvements, for the purpose of obtaining a Crown grant of the above claim.
And further take notice that action, under Section 37, must be commenced before the issuance of such certificate of improvements.
Dated this 16th day of March 1901.
F. C. GREEN,
P. L. S.

Certificate of Improvements

NOTICE.

WEDGE (Fractional) and H M (Fractional) Mineral Claims, situate in the Lardeau Mining Division of West Kootenay District.
Where located: On Lexington Mountain.
TAKE NOTICE that I, F. C. Green, of Nelson, acting as agent for the Imperial Development Syndicate, Limited, Free Miner's Certificate, No. B. 37,210, intend, sixty days from the date hereof, to apply to the Mining Recorder for Certificates 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 certificates of improvements.
Dated this 16th day of March, 1901.
F. C. GREEN,
P. L. S.

Certificate of Improvements

NOTICE.

IRON DOLLAR Mineral Claim, situate in the Lardeau Mining Division of West Kootenay District.
Where located: On Lexington Mountain.
TAKE NOTICE that I, F. C. Green, of Nelson, acting as agent for James Tweedie, Free Miner's Certificate No. B. 15,512, intend, sixty days from the date hereof to apply to the Mining Recorder for a certificate of Improvements for the purpose of obtaining a Crown grant of the above claim.
And further take notice that action, under Section 37, must be commenced before the issuance of such certificate of improvements.
Dated this 16th day of March, 1901.
F. C. GREEN,
P. L. S.

NOTICE.

Court of Assize, Nisi Prius, Oyer and Terminer and General Gaol Delivery will be holden in the Court House at eleven o'clock in the forenoon, at the places and on the dates following, namely:—
City of Nanaimo, on the 23rd day of April, 1901.
City of New Westminster, on the 23rd day of April, 1901.
City of Nelson, on the 7th day of May, 1901.
City of Revelstoke, on the 7th day of May, 1901.
City of Vernon, on the 15th day of May, 1901.
City of Kamloops, on the 23rd day of May, 1901.
City of Vancouver, on the 21st day of May, 1901.
City of Victoria, on the 28th day of May, 1901.
Town of Clinton, on the 28th day of May, 1901.
By Command.
J. D. PRENTICE.
Provincial Secretary.
Provincial Secretary's Office,
20th March, 1901. 12 m

FLOWER OF THE MORGUE.

We were saying good bye to Dr. Burton in the reception room of his private sanitarium at W——. And I scarcely know which of us looked or felt happiest—the famous surgeon in the triumph of his skill, my sweet girl friend for the renewed glow of health, or I with thankfulness at seeing her restored.

I think I suggested that the doctor might h mself keep the bouquet I had brought, if he were content with a sentiment at second hand. I thought a change came over his face. He smiled with quieter gravity, and to my surprise declined the offering without thanks. He acted toward me, I fancy, in much the same fashion as the surgeon to an assistant, who had held out the wrong instrument at a critical moment. I was nettled. In the embarrassment of the moment, I allowed my eye to rove impolitely among the furnishings and appliances of that chamber of science, while the little patient just discharged was again making her grateful adieu.

"What a pretty flower pot!" I said by way of forgetting my own rejected token. It was one of the finest pieces of favrile glass I had ever seen. And stepping toward the window to admire it more closely, the rich, deep colors smote by the morning sun drew attention by contrast to the contents of dull, brown earth, and the dried, shriveled-up stump of what had long ago been some growing shrub.

"Yes," said the doctor, as if to atone for a discourtesy, "and it is far too handsome to be so useless—would you not say? But it has a strange history. Shall I tell you?"

And then he told me this story, a romance in which he figured as residuary legatee:

He had been on the visiting staff of the hospital of St.M.——and his duties had taken him almost daily to the morgue. Early one morning in the spring of 189—Dr. Burton was notified by telephone of a most mysterious case, a suicide who had destroyed all traces of his ideality and had died apparently of some sleepy poison in a small room in an obscure hotel. The suicide had registered under a name doubtless assumed for the purpose of keeping sorrow from any one who after all might have loved him a little. The name was "John Farrington."

Many had viewed the body and turned away shaking their heads. Among the visitors at the morgue was a young woman who came alone in a private carriage. Her behavios was most extraordinary. She glanced about the bare walls with a shudder, then up at the high and narrow windows in the room where the autopsies were performed. One look at the set but still handsome features of the suicide was enough. She grasped the right hand as if to wish him Godspeed, and then, finding the wrist tied tightly to the other under the sleeves of the shroud, drew quickly away at the sickening realization of what it means to die alone in such a way.

She did not cry out or sob; her lips quivered slightly. Still the morgue keeper thought it strange when she passed out repeating that one word so often spoken at the exits of this place—a subdued "No."

There was a peculiar shade of sadness in the woman's tone, as if she spoke both for the present and the past.

It was afternoon before Dr. Burton found it possible to be present, and the post mortem examination was delayed until his arrivel. In the meantime an unprecedented thing had occurred. The same carriage which had brought a mysterious gentlewoman to the morgue returned to those silent gates wtihout her. The footman opened the door and took from the floor of the carrage a magnificent flower pot in which there grew a tall sedge-like grass, having a number of buds and one perfect white flower. There was a card in a fine, small hand which duplicated the designation of the tag on the wrist of the suicide.

"Well, here's a fine mystery," said the morgue keeper. "I can't see what good a flower pot will do him, but you can leave it for him if you want to. First flowers ever sent to this place, I can tell you, and whoever sent 'em—she's a lady."

The footman and the coachman refused to throw any light upon the subject. They would make no explanation, saying only that an undertaker had been instructed to take charge of the body, and would furnish the necessary identification and all other particulars.

An attendant took the queer tribute into the examination room, and not knowing what else to do with it, placed it high up on the ledge of the narrow window to the south, where the foliage made a soft curtain of green.

Dr. Burton gasped in astonishment when he came in prepared to determine the cause of the suicide's death. While he was listening to the mysterious account of the woman who had sent the flower pot and at the same time studying the dilated pupils of the dead man's eyes, the doctor saw something that startled him. It was a look of dreamy vitality from under those half closed lids. The supposed suicide gave a distinct sigh.

"Quick! Quick!" cried the doctor. "That medicine case out of my coat pocket!"

His assistant sprang forward with the pocket case opened, and it took but a moment to apply a powerful restorative. The man on the slab responded to the treatment with visible respirations. He was soon so apparently alive that it was considered necessary to remove him to the hospital.

Two or three days of careful nursing brought him around. The unknown—still unknown—was the wonder of the institution. Nurses stared at him. He was the one topic of conversation for fellow patients able to sit up. And he was the pet mystery of the newspapers. All he would say was that he had no wish to live. He was only sorry that they had not let him die. It did not gladden his heart either, when Dr. Burton told of the young woman who had acted so strangely and of the costly flower pot and the sedge grass she had sent as a tribute to his memory. He showed no interest in the story. In fact, he did not care to see the card addressed to him, when he was believed to have been dead. It was nothing to him—nothing.

"Dr. Burton," said this same "John Farrington," when he was leaving, "if you think there is any good luck in that flower pot you are welcome to it. I give it to you. It's yours. I don't want it. If I took it, sooner or later the hateful secret of that flower would drive me back, a corpse, to the place where you found me. And I wish I were dead, right here and now. Doctor," he whispered, drawing closer and shaking hands, "let it alone—that plant grew in hell."

For several days afterward Dr. Burton wondered at this denunciation of an emblem, an act, a friend, all of which certainly seemed worthy of any human being's affection, notwithstanding the unexplained circumsances of the case.

No one was permitted to touch the flower sent to "John Farrington." It remained on the high window ledge and bloomed in the Southern sunshine for the dead who had no graves. It came to be held in a certain sacred awe by the attendants, and even by undertakers, doctors, of course, being without the question of superstition. But nothing can describe the amazement caused by the subsequent miracles accredited to the morgue flower.

Three other persons brought to the morgue from as many different hospitals, all of whom had been pronounced dead by the respective house surgeons, came to life with faces upturned toward the magic flowering shrub.

An investigation by the county medical society of this "shocking carelessness" in the hospitals revealed the fact that every one of the patients who "got well in the morgue" had, in one way or another, been received as cases of attempted suicide. All had insisted on dying, even when arraigned in court charged with the technical offence of attempted self destruction.

Thus the morgue flower compelled recognition—even of the physicians—for its good luck, if not for some healing properties unknown in their medical text books.

Dr. Burton at length decided to take the thing home and give it a place in his sanitarium, where, it would cheer his private patients and inspire confidence through the very longing for health.

Now and then, passing through the ward, he would stop to pluck one of the white bloesoms and toss it upon the cot from whence a wan face might watch his movements appealingly. The weakest patient would clutch the fragile gift and inhale its delicate perfume with a sigh, rather than a breath, and say:

"Oh, how good is life! Doctor, oh doctor, will I live I pray you I may I live?"

Half a dozen patients died with the imploring question or something like it.

Dr. Burton's "luck" with his patients was bidding fare to put his professional judgment in jeopardy.

Marie Blessington was the last to fall under the fatal spell of the morgue flower. She seemed to have every chance of recovery, until the memory of some love misunderstanding overwhelmed her with weeping.

Then she told the doctor why she had begged so piteously for those whlie blossoms. The flower pot had once belouged to her. Hysterical over the supposed suicide of her sweetheart, she had sent the living flowers to him where he lay in the morgue. He did not die. But he never came back to her. She must live. She must live to find him, to make things right again.

It was so Marie Blessing died.

The doctor had the favrile flower pot taken away to the office, and allowed the shrub to wither with never a kindly drop of moisture in the blazing sun.

"Who will dare to make his wish," said Dr. Burton in an effort to be flippant at the finish.

"But of what species was the supernatural plant?" I asked, still doubtful of the meaning of such perverse miracles.

"Oh nothing wonderful," he replied; "like those you offered me—just a species of the white carnation."

"THE WOMAN TEMPTED ME"

It was, properly speaking, the afternoon set aside by the woman's club for the discussion of misions, says the Spokesman-Review. Before the members could be called to order, however, one of the number started an informal talk on a subject somewhat nearer home, and the matter of missions was allowed to go over to the next meeting.

The member waved aloft a newspaper and read an extract describing arrests made in a saloon which was violating the closing law by being open on Sunday. The men and women were all taken to the station house. In closing the account of the very ordinary occurrence the paper said:

"The proprietor was held for trial for violating the liquor tax law. The magistrate committed the women to jail for a month each. He discharged the men."

"This," said the member with the newspaper, "is such a common happening that it apparently doesn't rank very high as an item of news, because there is only very little space given to it. But it makes my blood boil to think of the injustice of the law as it is interpreted. 'Court of justice,' indeed! He committed the women to jail for a month each He discharged the 35 men.

"There is something appalling in the inequality. I should like to know why it is always the woman who must bear the brunt of the moral storm. From the time of Adam, who tried to make Eve responsible for his downfall, the story has been the same. Just take this case, for instance. Some men and women were aiding the proprietor of a saloon to break the law by buying drinks from him. If that is an offence, why were not both men and women held to account instead of just the women? If it was not an offence why were the women held at all?"

None of the other women were ready with an answer, but many were ready to corroborate the first speaker. Said one:

"You notice the same thing on the stage. The custom of making the woman suffer solely for the transgressions of all has become so common that a dramatist never thinks of presenting her in a light other than the light of being lost. Did you ever hear of society shutting its doors in the face of the male sinner and opening it to the woman sinner? Hardly. It is always the reverse of the situation."

After some further discussion the club came to the conviction that there are separate codes of ethics for the sexes. The hadn't accomplished anything in the way of bettering the conditions, but they felt ever so much happier for having freed their minds.

THE SULTAN AT HOME

Personal Life of Abdul Hamid, the Monarch Who Never Pays and Always Owes.

London News: The secrets of an Oriental despot are usually more worthy of the name than political secrets as western peoples understand the term. Under governments more or less popular an inkling of what is going on behind the scenes is pretty sure to get about; and, indeed, the backstairs dealings of those in power are usually open and palbable enough. But in countries where all government is one huge conspiracy of a few against the interests of the subject, another state of things prevails. All who have a foot in the house of power are in the plot, and the merest love of life will keep them standing shoulder to shoulder, from the crowned king down to the smallest footboy in the palace. We are some centuries past the time when a man of the royal household was everybody's enemy, and a progress of Henry Plantagenet was more dreaded than the descent of a gang of outlaws. But in the East that time continues, and when the Shah of Persia comes to England he leaves a trail of beggared people on his way to the seaport. So the people of the palace must always stand or fall together, and secrecy as to what goes on under the shadow of the throne is not hard to maintain.

Some interest, therefore, attaches to a little work about to be issued in Paris under the title of "Abdul Hamid II." We have reasons for believing its stateemnts to be authentic, and we venture to think some of them may interest English readers.

The Sultan of Turkey and his surrounding have become perforce a little "westernized" on the surface. The ladies of the palace make use of Parisian dress materials; the commander of the Faithful buys the latest invented guns for the armory of the Yildiz Kiosque. But beneath the skin there is no more of civilization, as we understan it than ever there was. The royal income, for example, which is one of the largest in Europe, is collected by Oriental methods and subject to Oriental pilferings. "Let them steal so long as they serve me," is the imperial motto, and so long as the minister or courtier does not make himself so obtrusively rich as to invite the jealous scrutiny of the ruler, he is free to make his profit from either public or private purse.

The personal life of Abdul Hamid, however, is one of the most striking illustrations of this phenomenon of a light veneer of western habit overlaying a score of things totally Oriental. A tyranny is the natural system of polity in the East and in Turkey it is not dissembled, but the personal existence of the tyrant is passed in doing Eastern things in a western way. Among the most important of the Sultan's labors is the hearing of reports of his spies in all parts of Europe, but newspaper cuttings are the form of information with which he most likes them to furnish him His staff of secretaries is large enough for the most hard worked and devoted guardian of the State, but they are principally employed—and incesasntly, too—with the private concerns, whims, suspicions and fancies of their master. Tireless as his activity is, and careful as he is of each moment of time, very little of his energy is directed toward national affairs, and public business is nowhere more delayed and neglected than under this busy ruler.

Concerts, plays and kinematograph entertainments are favorite means withthe Sultan of dispelling the cares of a throne, as they are with most crowned heads. The services of his own dramatic and operatic troupes are often in request, and any company that may be visiting Constantinople is usually comamnded to favor him with a private performance. But it is characteristic of the eastern notion of royal dignity that all mention of these entertainments is strictly forbidden in the Turkish press, and it is rarely that any one outside the family of the Sultan is invited to witness them. And, surounded as Abdul Hamid is, with every kind of object of use and luxury that Europe can supply, he passes among them an existence harassed by eevry kind of suspicion and fear that could assail a potenate of the Arabian Nights. The elaborate ceremony of precaution with which his meals are prepared engage the attention of the highest and most trusted of his officials. The cooking is done in a separate and strongly guarded chamber, and the chief does everything beneath the eye of the Sultan's confidential servant. A solemn procession conveys the food and water to the salle a manger, the carafe being sealed, and the dishes covered with cloths which are also sealed upon them. These precautions against poison by no means satisfy the Sultan. At any moment he may comamnd the official who overlookes the cookery to taste a dish, and a number of pet animals are kept, to which the first morsels are given by the royal hand. In his tastes the Commander of the Faithful is prudently abstemious. No man could watch his health more closely in this respect, and to put on flesh is the dream of his existence. But a man so much a victim to nervous worry can hardly look to get fat and to whatever food Abdul Hamid treats himself, his frame is continually shrunken and debilitated.

In the taste for tobacco on the other hand, he practices no moderation; this is a craving stronger than any taste for food, and the cigarette that is between his lips from morning till night can do little to improve a nervous system already shattered by anxieties. In the matter of liquor, the Sultan is no strict Mussulman, and pleads his health as an excuse for the indulgence in an occasional glass of champagne. It is said that he habitually drinks some cordial before receiving ambassadors and visitors, in order to give a temporary brilliance to his eyes and complexion; for the "Sick Man" canot bear to be thought an invalid; and has never yet allowed his severest attacks of illness to be publicly announced. He even goes so far as to doctor himself for most of his ailments. The pitiable state of his nerves makes the night a recurring terror to him. He fears darkness like a child, and the whole of the apartments occupied by him, with the surounding gardens are brilliantly lit up from the moment the light falls. Silence, too, is terrible to him, and he can only sleep with the noise of his guard tramping before the palace in his ears. From his sleen he will start to summon an interpreter for a dream, or to go out and sweep the horizon with strong glasses. Usually he is sent with difficulty to sleen by the reading aloud of his brother or a favorite servant. Next to the reports of his spies, the literature that appeals most strongly to his taste is the sensational novel, and the more horror there is to stimulate his taste, the better is he pleased. It is only characteristic of him that the only sport in which he excels is rifle and pistol practice; at this he could show the way to most men.

These are a few of the details regarding the life of Abdul Hamid which we have gathered from the work of Adossides Bey. He has no cause to love the Sultan, whose persecution of the young Turks drove him from his country; but we believe his account to be faithful, and we have selected only such matter as seemed unlikely to be tinged by prejudice.

GIRLS SOLD

They Objected to Their New Masters.

Chicago, April 14.—A special to the Tribune from Kankaee, Ills., says: The sale of two girls, members of a gypsy band, at Momence, this county, yesterday brought on a riot that for a time threatened serious results. So angry were the citizens over the traffic that a mob was formed which drove the gypsy band from town.

The deal which caused all the trouble was the sale of Juanita Costello and Margot Czech, 16 and 17 years old, by their guardian, Nicholas Karoptkin, a Russian, to a Brazilian, also a member of the band, the price paid being $800.

The girls refused to recognize the sale and threatened their prospective master. The Brazilian then swore out a wararnt for Karoptkin, charging the obtaining money by false pretences.

A squad of police was found necessary to secure the Russian, who drew a revolver on the officers. The... ...ure to secure an interpreter made it impossible to get evidence against the prisoner and he was discharged.

During the trial before Magistrate Lloyd the mob gathered. Threats of lynching and of tar and feathers were made. The gypsies hastily packed up their belongings and fled.

The Chinese minister at St. Petersburg insulted a Russian foreign minister and was thrown down stairs by the servants, being badly injured.

Colding, a burglar, sentenced at Brandon to four years in the penitentiary, has escaped.

A scheme for demolishing over 3000 insanitary houses in Liverpool and rebuilding, involving an expenditure of a million and a half, has been favorably entertained by the Liverpool city council.

The quick firing artillery, with which the whole Swiss army is to be equipped forthwith, consists of nickel-steel guns, 7.3 centimeters caliber, firing 10 shots a minute, with a range of 5800 yards.

When a man is drowning his rescue is a question of timely help. It is the same thing in disease. Many a time the doctor says of a man whose condition is hopeless, "If you'd begun in time you might have been cured."

This is especially true when the disease affects the lungs. Delay is dangerous. The timely use of Dr. Pierce's Golden Medical Discovery will result in a quick cure of deep-seated coughs, bronchitis, and weak lungs. Even when hemorrhages haver been frequent and profuse "Golden Medical Discovery" has been used time and again with the result of a perfect and permanent cure. Mr. McCauley, of Leechburg, Armstrong Co., Pa., had eighty-one hemorrhages, and after other medical aid had failed he was completely cured by the use of "Golden Medical Discovery."

Accept no substitute for "Golden Medical Discovery." There is no other medicine just as good for "weak" lungs.

"I was in poor health when I commenced taking Dr. Pierce's medicine," writes Mr. Elmer Lawler, of Volga, Jefferson Co., Ind. "I had stomach, kidney, heart, and lung troubles. Was not able to do any work. I had a severe cough and hemorrhage of the lungs, but after using your medicine a while I commenced to gain in strength and flesh, and stopped coughing right away. Took about six bottles of the 'Golden Medical Discovery' then, and last spring I had Grippe and it settled on my lungs, leaving me with a severe cough. I had the doctor, but he didn't seem to help me any; so I commenced your medicine again and took three or four bottles of the 'Discovery' and two vials of Dr. Pierce's Pellets, and that straightened me up. I feel like a different person. I gladly recommend your medicine to all sufferers, for I know it cured me."

Dr. Pierce's Common Sense Medical Adviser, paper covers, is sent *free* on receipt of 21 one-cent stamps to pay expense of customs and mailing *only*. Address Dr. R. V. Pierce, Buffalo, N. Y.

The Revelstoke Herald

(SEMI-WEEKLY)

Is the leading newspaper of the great mining districts of West Kootenay. It gives all the latest mining, telegraphic and local news, written up in authentic, reliable and readable articles from unquestionable information. It enjoys a large circulation and is consequently unequalled as an advertising medium in the field in which it is published.

Subscription $2.00 Per Annum
$1.25 For Six Months,
Strictly in Advance.

It takes a foremost place in the race for prominence and popularity with business houses and as a consequence does more business with those requring printed stationery and office supplies than any other printing establishment in Eastern British Columbia. The class of work turned out has been pronounced equal to any thing of the kind executed in the large cities by much larger printeries.

Job Printing Department

Is equipped with the latest faces in type designs and all work entrusted to The Herald is handled by exprienced workmen who thoroughly understand the proper use of the material at their disposal. The Herald does not claim to be the only printing house in the district but it does claim to be

Thoroughly Up-To-Date In Every Particular

And in a position to give as good value for the money expended, either for advertising space in its publication or for job printing, as can be given by any other house of the kind in British Columbia. Write for estimates and samples of printing. All work turned out promptly and satisfactorily. One price to all. No job can be too large or too small for The Herald's consideration. Special attention given to orders by mail

A. JOHNSON, Proprietor.

PUBLICATION DAYS: Tuesdays and Fridays

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INCORPORATED BY ACT OF PARLIAMENT, 1855.

HEAD OFFICE MONTREAL

Paid up Capital - - - - - $3,500,000
Rest Fund - - - - - 2,050,000

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The Columbia House.

Good accommodation. A good bar well supplied with choice wines liquors and cigars.

Free Bus Meets All Trains

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Wholesale and Retail Dealers

Prime Beef, Pork, Mutton, Sausage

Fish and Game in season.

THE PIONEER LIVERY

eed and Sale Stable of the Lardeau and Trout Lake

Saddle and Pack Horses Always for Hire.

Freighting and Teaming a Specialty.

Daily Stage leaves Thomson's Landing every morning at o'clock for Trout Lake City. For particulars write
CRAIG & HILLMAN, THOMSON'S LANDING

Oriental Hotel

ably furnished with the choicest the market affords. Best Wines Liquors and Cigars. Large, light bedrooms. Rates $1 a day. Monthly rate.

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FIRST CLASS SLEEPERS ON ALL TRAINS.

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IF YOU ARE GOING TO TAKE

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FOR A SPRING TONIC

—Be sure to take Good Wine—

The best is called

WILSON'S INVALID PORT

and kept at the

Canada Drug & Book Company,

REVELSTOKE

Blue Ribbon Ceylon Tea

is always uniform and always the best. Try it

Notes of News.

E. L. Kinman came up from Halcyon last night.

J. Ames is in Ferguson finishing up the Hotel Ferguson.

Capt. Troup, Mrs. Troup and family came up from the south on Thursday and went through to Vancouver.

Dr. McLean has moved into his new office in the premises on McKenzie Ave, recently occupied by J. M. Scott.

Services in St. Peter's church on Sunday, second after Easter, will be as usual, Rev. C. A. Procunier officiating.

Prov. Const. Upper had a trip for New Westminster in the beginning of the week in charge of a lunatic from Golden named Daley.

Mr. and Mrs. H. A. Brown leave for the west on No. 1 tonight for a months holiday. During their trip west Mr. Brown will visit his mining properties at Penny, B. C.

Capt. and Mrs. Jackson of the Salvation Army, accompanied by their two little girls, arrived this morning from Nanaimo to take charge of the Revelstoke corps.

Mr. and Mrs. K. D. Johnson registered at the Revelstoke on Friday morning on return from a week's visit to Sciamous. They will spend a day or two in town before going on to Calgary.

A dance got up by the bachelors of Revelstoke was held in the opera house last night and was a very successful affair. The supper was provided by the ladies. A very enjoyable time was spent by all present.

By a regrettable printer's error we made Dr. Cross sing at the Duchesnay banquet instead of Mr. H. H. Cook. The "doc" makes a pretty good stab at a speech but is not the same class with the express agent as a singist.

Some very mysterious dingy-blue colored machinery loaded on two flat cars, which was in the yard on Thursday attracted considerable comment but nothing definite could be ascertained about it except that it was billed for Honolulu.

The Rossland was put on the lake trip on Tuesday for the first time this season and the Kootenay laid off. The boat has been in the hands of the decorators and upholsterers during the winter and never presented such an elegant and comfortable appearance as she does now.

Work has recommenced on the hall which Selkirk Lodge of the I. O. O. F. erected on Second St. last fall. The lodge room up stairs, a fine room 22x28 with an 11 ft. ceiling is with the anteroom and regalia closets belonging to it nearly completed. The lodge expect to meet in it at their meeting a week from next Tuesday.

Mr. Alex Dupont of Kamloops brother of Mr. Ed. Dupont of this place was married here by Father Thayer on Monday to Mrs. Alexandra Powers of Donald, relict of the late engineer E. Powers. Mr. Dupont was upported by his brother and Mrs. Bonlay attended the bride, The happy couple left for Kamloops the same day.

The HERALD is sorry to learn that there is a prospect of Mr. George Newton, the popular agent for the B. C. Sugar Refinery at this point, leaving Revelstoke. The company are contemplating opening up a ware house at Brandon and if their intentions are carried out, Mr. Newton has been selected to take the post of agent there.

The meeting of the Grand Lodge of the K. of P. takes place here next month. A large gathering of the members of the order is expected to assemble from all over the province and the banquet, with which the proceedings will terminate is to be held in the opera house in order to provide sufficient accomodation for the number of guests expected to be present.

Gold Commissioner Fauquier has commenced work on the improvement of the grounds surrounding the government building. It is the intention to plant 60 or 70 poplars round the fence and to make a bed of flowers along the front of the grounds. The centre will for this season be put in with potatoes, preparatory to being seeded with grass for a lawn next year. Water is being laid on into the centre of the garden so that any part of it can be reached with a hose.

J. M. Robinson and M. J. O'Brien found on arriving at Thomson's Landing on Wednesday, that owing to the state of the road further progress into the Lardeau would be almost impossible and had to return without going further. Horses cannot get in and walking is very difficult. Lardeau men in town do not think the road will be decently passable for six weeks. Craig and Hillman however expect to reopen communication by the end of the month.

—A big bargain removal sale is advertised by Reid & Young.

W. W. Morris has added a wing to his residence opposite the government buildings.

L. Wisener returned on Tuesday from spending the winter in the Okanagan.

J. P. Kennedy and Ole Sandberg of Illecillewaet registered at the Central yesterday.

G. Eyre and G. Bowers pulled out for their stopping place at 19 Mile this afternoon.

Miss Bell of the Madison Millinery parlors has been away in the south on business this week.

N. F. Bolton, of Strathcona Horse, and his sister, Miss M. Bolton, left last night for Salmon Arm on a visit to friends.

E. Degagne and four children from Edmonton registered at the Central on Wednesday en route for Rossland.

The new dog cart which Ald. Taylor brought back with him from the coast is the object of a good deal of admiring comment.

Const. Upper will leave to night to escort another lunatic, named Hills, a resident of Nelson, to the Westminster asylum.

The I. O. F. High Court will meet in the lodge room of Court Mt. Begbie in the Oddfellow's hall at 10 a. m. on Monday.

M. Grady left for St. Leon on Friday morning. He has not yet let the contract for the erection of the proposed hotel at that place.

The Globe of Saturday contained views of the Columbia River Lumber Co.'s operations near Golden and of scenery in the National Park, Banff.

Dean Paget returned to Calgary on Friday. He and Miss Paget are contemplating a trip to the old country and expect to start some time early in June.

Private Weir of the first Canadian contingent, has been spending a few days this week with his old schoolmate R. A. Upper of the Provincial Police.

Jas. Leamy, crown timber agent of New Westminster and D.L. McDonald, timber inspector of Kamloops, were in town yesterday and went east this morning.

C. F. Lindmark's residence has been beautified this week by the addition of a very substantial and handsome fence, which F. W. McGregor put up for J. Kernaghan, who had the contract.

P. Lamont of Nelson, manager of the Canada Drug & Book Co.'s business, was in town on Thursday visiting their store here and found everything in an exceedingly satisfactory condition.

John E. Woods, the builder and contractor, will open up in his new premises on Front St. with a large and complete stock of furniture, household furnishings, etc., about the middle of May on the arrival of the new goods.

The Halcyon Hot Springs hotel are adding a lawn tennis ground to the attraction of this favorite resort. The new machinery for the bottling works has arrived and will be running full blast in about six weeks.

W. F. Cochrane, the Alberta rancher who is also deeply interested in Lardeau mining, has recently undergone an operation for hernia in San Francisco, which was in every respect successful and he is expected to return shortly to his home in Alberta.

The old timers are shaking their heads and predicting a repetition of the floods of '94. There is a great deal of snow in the mountains hardly any of which has come down yet the cold nights preventing a thaw and a spell of hot weather would bring it all down with a rush.

H. N. Coursier is having erected by W. Abrahamson on his lots on Front St. a handsome two storey residence, 22x28 feet, with 11 foot ceilings. The new house is built in front of T. L. Haig's old residence, part of which will be used as the kitchen and offices of the new building.

As the report of Col. Tracey, the Vancouver city engineer, on the proposed extension of the water system of the water system of the city for fire protection purposes has not yet been received, it was not in consequence discussed at last night's meeting of the city council

The Duchesnay Banquet.

Owing to the absence of our reporter from the room at the time there were two capital speeches made at the banquet on Monday night which remained unnoticed in the HERALD'S report of the proceedings. They were made by those two well known and popular members of the fraternity of railway trainmen, D. W. Stevens and A. McCram of Kamloops. The remarks of both were very much to the point and replete with the dry wit which distinguishes the public utterances of the speakers.

...To the Public...

Having disposed of our Dry Goods Business, our attention is chiefly directed to the Grocery Department, in which a complete and fresh line of goods will always be found at our counters at the west prices.

We still retain our Hardware Department, where purchasers will find a large selection in every line at right prices.

BOURNE BROS.

Just a Spoonful

OF DR. MACKENZIE'S
ENGLISH
COUGH
BALSAM

will give instant relief, and a bottle will usually cure two or three bad colds.

We know all about the ingredients of this remedy; that's the reason we guarantee its purity and effectiveness.—25c

RED CROSS DRUGSTORE

Geo. F. Curtis,

TAYLOR BLOCK. - McKenzie Ave

RAILWAY NEWS NOTES

No 154 is laid up to be provided with a new set of flues.

Fireman Dean had his finger badly nipped while trying to make a coupling in the yard on Tuesday.

C. P. R. traffic earnings for the week ending April 14th, were $611,000, same week last year $606,000.

Tenders are being asked by the C. P. R. for the construction of the railway from Lardeau to Trout lake.

Baggage Master Robinson at Vancouver has succeeded J. J. Hillier as general baggage agent at that point.

Mr. and Mrs. Geo. M. L. Brown, says the World, intend to leave Vancouver at the end of this week for a visit to Hamilton.

It is reported that station agent Foley of Field, who is away east, has accepted a position as train despatcher with the Algoma Central.

Engineer T. Bloomer, of Trail, was in town on Tuesday. He is going to take his family with him in a few days.—Kamloops Standard.

Serious floods in the Dauphin district of Manitoba have washed away the Canadian Northern railway bridge over the Wilson river at Bowesmont.

Conductor D. W. Stevens of Kamloops, leaves on Monday to attend the big convention of the B. R. T. to be held in Milwaukee, Wis., commencing on Monday, May 6th.

Dock Foreman Pitblado and Mrs. Pitblado of Arrowhead, came up last night with their son, who is suffering from appendicitis. Dr. Cross went on with the patient to Kamloops, where an operation will be performed in the hospital.

A section hand named Arthur Bioletta, employed on the Innisfail section of the C. & E. shot and killed his brother-in-law, David Karr, with a six shooter. The quarrel arose over some family trouble and Bioletta claims that Kerr was chasing him with an axe and that he shot him in self defence.

The brethren of Glacier Lodge B. R. T. were agreably surprised on Monday night at their regular meeting by a visit from the sister lodge of the Ladies Auxiliary, armed with materials for a social evening. A pleasant time was spent by the members of the two lodges, which wound up in an impromptu hop.

Railway Conductors.—After the meeting of the Grand Division of the Order of Railway Conductors, which is to be held at St. Paul on May 14, the delegates are going to make a tour of the West. They are coming west over the C. P. R., and are going to spend 24 hours in Vancouver. From Vancouver the programme is to go to Seattle by rail.

A waiter named Walter Shaw, of the C. P. R. dining-car Versailles, met with an accident a few days ago at Medicine Hat. It appears when he was stepping off the car he stepped on a hose, seriously hurting his ankle. The doctor at Moosejaw expressed his opinion that one of the ankle bones was broken and that he will be laid up for some time.

The work of raising the track and otherwise permanently improving the C. P. R. track from here to Westminster Junction, is rapidly nearing completion. A hundred men have been employed on this work for several weeks, and when they shall have finished, the branch will be ready to be made a portion of the main line to Vancouver.—Columbia.

—Remember the big sale at Reid & Young's for the next 15 days.

Spring Goods

Come and see our Beautiful display of SPRING MERCHANDISE.

Beautiful White Goods

Fancy White Muslins, All-Over Laces, Valencium, Etc. Swiss and Dainty Muslins. A most beautiful display of those Fashionaqle Goods in various colors at 15c., 17c., 20c., 25c., and 50c.

Under Skirts

Mercerised Sateen Skirts in endless colors—all prices.

Perren's Gloves

We sell the Famous "PERRENS" Gloves. Once worn always asked for

Boys' Blouse Suits

Just to hand, the finest shipment of BOYS' BLOUSE SUITS These are the best make in Canada and don't rip anywhere.

Men's Clothing

We have just opened up a large range of Beautiful Sateen-Lined All-Wool Serge and Worstered Suits and marked them a way down. CALL AND SEE US BEFORE BUYING ELSEWHERE.

TAYLOR & GEORGE

THE WIDE-AWAKE BUSINESS MEN, MACKENZIE AVE.

A Montreal despatch of the 16th says: A committee representing the trackmen of the C. P. R. is holding session at the Grand Union hotel discussing the grievances of the men prior to laying them before the officials of the company. What the men want is the adoption of a uniform scale such as has been accorded other operating departments of the road. The committee has been in session now for five days and is liable to be here for some days to come.

Eugene Phelps met with a serious accident on Saturday. He was up north looking at a farm he had just bought and which he intended to take up shortly, having vacated his position as brakeman with the C. P. R. for that purpose. Whilst walking between two cars four miles this side of Innisfail he slipped and had his right arm crushed to jelly. He is now in the Calgary hospital progressing satisfactorily, but one arm and two fingers on the left hand are gone.—Albertan.

It was announced by officials of the Central railroad of New Jersey on Saturday that the company has come to an agreement with its engineers and firemen. The conference which brought about this result was held between representatives of employes of the road and General Superintendent Oldhausen. The wages of the engineers and firemen were increased, but the telegraphers and train hands did not fare so well. The telegraphers were told that they will be treated as liberally as their fellow workers in the employ of other railroads and the train hands are to have another conference

Wide West to be Operated.

A contract has been let for 400 feet of work on the Wide West claim which is situated on Fish Creek in the Lardeau district. The contract was let by the Wide West Mining company of this city to Mr. Harry Langman. The latter will begin work on the contract as soon as the trail is open. The contract is for a long tunnel with which to tap the vein. The company has ample funds, and is prepared to spend them in order to make a mine.—Rossland Miner.

Entertainment at Nakusp.

A grand concert and entertainment in aid of St. Mark's church, Nakusp will be given in Bourne's hall at that place on Tuesday evening next. The programme consists of a concert of vocal and instrumental music, in which Mesdames Muirhead, J. D. Bourne and Jordan and Messrs E. J. Hudson, J. T. Martin, L. E. Simmons and F. W. Jordan will take part. The concert will be followed by a laughable farce, entitled "Dumbtown Barber Shop" and the favorite and amusing one act comedy "Turn Him Out" with Mrs. J.T. Martin as Julia, Mrs. L. J. Edwards as Susan and L. E. Simmons, J. T. Martin and T. V. Dunn as Nicodemus Nobbs, MacIntosh Moke and Eglantine Roseleaf respectively.

Expert Advice on the Steamer Project.

Capt. Troup and Short, who was here on Thursday were discussing on the platform of the station with president McCarty of the board of trade, the most advisable dimensions of a steamer on the upper river, a matter in which both manifested a lively interest. They advised a boat 120 feet long by 24 feet beam, built of three inch plank below the water line, but as light as possible above and without deck houses or any top hamper at all. Her boiler is the most important consideration and should be able to stand 200 lbs pressure. There is the boiler and engine of a boat called the Guendoline, which was being conveyed on flat cars on the Redlington line and went over into a canyon a year ago last spring lying alongside the track there yet and Capt. Troup considered that it would be suitable and might very likely be got at a bargain.

—Bargains for cash at Reid & Young's removal sale.

Tete Jaune Cache.

Jack Evans of Golden, who with Frank Berthiaune was the first to blaze trail up Canoe River, tells the Golden Era that he believes that with minor improvements Canoe River could be made navigable for steamers of light draught and whether by trail or water the route is easy as the valley is wide and in some places the water is dead. At a point seventeen miles from Tete Jaune Caché there is good feeding ground for horses. At Kinbasket Lake there is plenty of pastoral land and at the junction of Wood River with the Columbia there are hundreds of acres of pasturage. Evans has found gold in all the tributary streams and the whole country has a mineral cast.

Along Canoe River there is to be found spruce, white pine and other merchantable timbers in large quantities. North of Tete Jaune Cache there is, apparently, a large extent of open country and easy of access. The Cache is situated on the Fraser and about 20 miles from it Mr. Evans estimates there are 20,000 acres of arable and, easily cleared, and eminently suited for agricultural purposes, as the early and late frosts do not interfere with the growth.

Coming to British Columbia.

A party of students in mining from McGill University, Montreal, will visit British Columbia this summer. The students in the department of mining in this university are accustomed to study the geological characteristics of different parts of the country. Formerly, the eastern parts of Canada and the state of Pennsylvania have been visited. This year they come to British Columbia. The anthracite mines east of the Rockies will be visited, and a day will be devoted to the Selkirks, where the great glacier will be inspected. Most of the week to be spent on Vancouver Island will be devoted to the study of the coal mines near Nanaimo. On the return trip, the first place visited will be the Arrow lakes, when the company will afterwards visited the Sandon and Slocan City camps, inspecting the silver-lead and dry ore mines. A week will be spent at Rossland and another will be devoted to the Boundary country. The party will travel home via Nelson, stopping at several places in the mining districts of East Kootenay, and at the coal mines in the Crow's Nest.

The class will consist of about 20 students, in charge of Dr. J. B. Porter, professor of mining, and Dr. F. Adams, professor of geology. Each student will receive a printed outline of the points to be noted in each class of mine and smelter visited. As the train travels, informal lectures will be given on the geological characteristics of the country through which it is carrying the students; and the special features of the mines that are to be inspected will be mentioned. Memoirs either upon the whole of the works which will have been visited, or some portion in detail, must be written by each student during the rest of the vacation, which will be valuable as furnishing a record of the trip.

Capt. Troup Banquetted.

The banquet given to Capt. Troup in Nelson on Tuesday evening was largely attended by the railway, steamboat and business men of the district. The mayor, Mr. Fletcher was in the chair and was supported by Supt. Downie. During the evening the captain was presented by Capt. McMorris of the Kokanee, on behalf of the Columbia Kootenay marine dept. with a cabinet of solid oak containing 67 pieces of silver ware and by the mayor, on behalf of the citizens with a cut glass liquor set, a set of fruit and fish knives of sterling silver and a pearl handled set of carvers.

Correspondence containing news items of special interest to railway men is solicited by the HERALD from all points on the C. P. R., Crow's Nest Railway and Columbia & Southern, tf

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