REVELSTOKE HERALD.
And Railway Men's Journal.

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Latest New York Novelties.

We have no hesitation in stating that we have the prettiest and nobbiest lines ever shown in this City.

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Shall we write it down.

We want your Order for several reasons.—

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We can save you money.

Because
We can please you in quality.

Because
We can ensure you good service.

FRUITS

We intend giving special attention to FRUIT this Summer and will have them as fast as they ripen.

Strawberries and Cherries are arriving now.

C. B. HUME & CO

THE BLUE JAY PLACER LEASE

Rimrock at the Bottom of the 90 Foot Shaft Fairly Plastered With Gold.—Boat Load of Supplies in the River.

E. A. Bradley, manager of the Duquesne Mining Co's. placer claims on Smith Creek came in on Wednesday evening from the Blue Jay bringing some exceeding rich specimens of float from the bottom of a 90 foot shaft, which is sunk on the Blue Jay. The shaft is down to rimrock and the find was made in widening and retimbering the shaft. The specimens consist of a flat piece of rock which is supposed to be a calcide of lime and silica the top of which is thickly coated with gold. The only gold visible to the naked eye is that on the top but on breaking up dark streaks are visible which may very probably be a sulphide. Both from their peculiar nature and extraordinary richness have attracted great attention.

A serious accident befell the boat load of supplies, which Mr. Bradley started up the river on the 13th. The party had reached the foot of Priest's rapids on the 19th and were tracking along the east shore, when the rope parted and the boat swing around, hit against a boulder, broke in two and was swept out in the river. Gus Hedstrom was in the stern and H. Howard in the bows at time. The bows floated off down stream giving Mr. Howard a chance to jump and make a landing, Gus Hedstrom was swept away into a strong eddy behind the boulder on which the boat split. He was carried round and round and would no doubt have lost his life but for an oar out of the boat to which he clung, until those on shore managed to get a rope to him. The boat and its contents were entirely lost, except a little flour and some potatoes. The party being on the wrong side of the river, had to make their way for the remaining 20 miles or more to the company's camp on Smith Creek through soft snow without snowshoes and without any food or the possibilites of getting any except some bannocks which they made out of the flour saved. They were pretty well fatigued on arriving at the camp. Remains of the boat and cargo are scattered along at intervals down the river.

Mr. Bradley started off anothe boat load of supplies with about 1500 lbs. on board under charge of J. Russell, yesterday.

Board of Trade.

At the general meeting of the board of trade called for last Thursday morning the president, vice president and secretary and Messrs Brewster, Sibbald and Young were present. A. E. Phipps, manager of the Imperial Bank, Supt. Kilpatrick and Gold Commissioner Fauquier were elected members of the board.

Messrs Bourne, Brewster, Lindmark and Young were appointed a committee to go into the freight rate question and Messrs McCarter, Sibbald, Brewster, Young and Haggen a delegation to wait on the city council and ask for aid to the steamboat project.

Revelstoke Navigation Co.'s Shares.

On Monday the prospectus of the Revelstoke Navigation Co. will be found at the offices of the Molsons' and Imperial banks together with forms of application for shares and will be kept there for one week. The capital stock of the company is $25,000, divided into 250 shares of $100 each. In this way everybody will have an opportunity to subscribe to the shares, which are already in brisk demand. The company get an annual provincial bonus of $2500 for three years towards its running expenses and the proposition to place a steamer on the upper river is one, which will not only be of incalculable advantage to Revelstoke but is in the opinion of those qualified to judge likely to be a very profitable one.

What Our Big Brother Says.

The Revelstoke Herald now comes to hand in greatly improved form, having been considerably enlarged and otherwise improved. The business has been turned into a joint stock company with Mr. Johnson, the former proprietor, as managing director, Alex. Lucas, an ex-mayor of Calgary is travelling representative, while G. E. Grogan, also an old Calgarian, is editor. A great deal of attention will be devoted in the paper to the interests of the railway men and it will of course, as of old, continue to set forth the advantages of the Kootenay in general and Revelstoke in particular, as the only and original garden of the gods.—Calgary Herald.

CALAVERAS COUNTRY

Gold by the Slab, Ton and Barrel Full.

The story of Calaveras county is one of the most romantic chapters of California's interesting mining history. The fame of its gold was very great in early days, and indeed, I believe that in this county was discovered the largest nugget found on the Pacific Coast,—second only to that largest one of all, unearthed at Ballarat, Australia. In November, 1854, a nugget was dug up that weighed, as I remember, 161 pounds. Less some 20 pounds for quartz, the value of this fine chunk of gold was $30,000.

The discoveries at Carson Hill, on the southern border of the county, were wonderful. The gold came away in slabs. Ponderous masses of the precious metal were literally hewed out of the rock. In 1851, in seven month's time gold to the value of $2,800,000 was extracted from a shaft at the old Morgan mine, not over 18 feet deep by 9 feet square. This does not include what was stolen, perhaps half as much again. $14,000 worth was taken out in a day by one party. People were mad and drunken with gold. Perhaps in the whole history of gold mining the like of this fabulous hill was never heard of before. This is near where a Boston company is now opening the Melones mine, and E. K. Stevenot the Albany or Chaparral Hill mine which I saw mentioned lately in the Review. If they can strike deposits below, at the intersection of the veins any thing like as rich as those near the surface, the most wonderful mines in the world will be in this county.

Mokelumne Hill, on the northern border, was another famously rich place,—a veritable hill of gold, so rich that the precious metal was almost a drug locally, and temporarily deteriorated in value, for a man cannot eat gold, and grub was more valuable than the yellow metal. In the winter of 49, 50, and 51, many a man worth his thousands in dust, went hungry. The difference between Mokelumne Hill and Carson Hill was that the gold at the former place was taken from the ancient channels, and at the latter from the ledges.

Murphys is now a quiet little town, situated amid pine forrests, orchards and climatic surroundings that ought to make it the greatest summer resort on the coast. It is located in a gold basin that was extraordinarily rich,—"terrific rich," they used to say. It seemed as if the diggings here would never give out. The town gets its name from that old pioneer of pioneers Martin Murphy, who lived in San Jose. He got the gold at Murphys that he used to keep in flour barrels behind the door. Martin Murphy's barrels of gold figure prominently in all the early day tales of the State. San Andreas, Angels Camp and lots of other diggings turned out literally tons of gold.

That the days of gold producing will continue for an indefinite time, is shown by the richness of the mines today. Such big quartz mines as the Gwin, the Utica and many others, seem to grow richer as they grow older and deeper.

Calaveras county has a good deal to make it famous besides the gold mines. Its copper deposits at Copperopolis o ice produced largely, and there is no question but they will do so again. In 1862—'63, Copperopolis had a population of 5000 people, and strings of twelve-mule teams were kept going, conveying copper ore to Stockton and supplies backward.

Some of the finest groves of "Big Trees" in the universe are located in this county. Near by are water falls, caverns, once filled with stalactites, and mountain scenery that one day will be the cause of drawing a steady travel in their direction.

Even in the name of the county there is a tinge of romance. It is supposed it was called Calaveras because of the immense number of skulls and other bones found on the site of an ancient battle-field in its limits. Others say the bones are the remains of Indians who fell victims to the ravages of a smallpox epidemic in 1833. Calaveras county, too, is the place which gave the inspiration to Bret Harte when he wrote "Society upon the Stanislou." The poem has a sort of foundation in fact, as many remains of prehistoric animals are found, both in Calaveras and Tuolumne counties. Bret Harte's mammoth might have been unearthed in the Pliocene gravel, as well as the still mooted Post-pliocene skull of the Calaveras early man, found at a depth of 131 feet in a shaft, under four successive strata of lava. Serious doubts exist as to the genuineness of this relic, but it may be true. At any rate, this portion of California has been the scene of great seismic and volcanic energy. Vast floods of lava once swept over the country, covering valley, plain and stream under hundreds of feet of flow. The Table mountains here and there are the last remains of this ancient covering, and most of the rich gravel in the region is found by following the hidden channels of the buried rivers.

FISH RIVER GOLD FIELDS

Pool Creek Free Milling Properties Which Will be Developed This Summer.

Mr. J. Darraugh superintendent for the Wide West Gold Mining company, the properties of which are located on Pool creek in the Lardeau district, stated that operations will be commenced on the properties of the company on May 1st. Mr. Darraugh says he will at the same time vigorously prosecute work on the Pontiac group of claims which gives extraordinary assays, returns of from $100 to $745.70 being obtained from it. He further says he was in Nelson a day or two since and met Mr. A. F. Rosenberger of the Imperial syndicate, which owns the Eva and other properties near the Pontiac. Mr. Rosenberger reports that the Eva is turning out remarkably well and that some very high assays are being obtained from the ore. He also learned while in Nelson that the Oyster claim, which is owned by Starkey, Ernest and Allen, has ore which is even richer than the Eva. All of these propositions mentioned carry free milling ore and are located along Pool creek and it is anticipated that a valuable free milling belt will be developed there during the coming open season.—Rossland Miner.

"Kernel" Lowery Away From Home.

Here's the way the Winnipeg Free Press hits off a sketch on a prominent Kootenay editor:

"One of the most unique personalities of western journalism, R. T. Lowery, the 'Editor and Financier' of the New Denver, B. C., Ledge, arrived in the city yesterday. In his editorial capacity Mr. Lowery is a compound mixture of the Arizona Kicker and the Texas Iconoclast, but in everyday life he is a man of sunny ways and a prominent church member and temperance agitator of his mining town. According to his own statements he is on his way east to visit his old home, but it is whispered that he is fleeing from the wrath, having been chased out of the Slocan by the righteously indignant populace.

THE TRAVELLING LIBRARIES

The System Instituted Three Years Ago Proves Successful.

The provincial government, always anxious to give the residents and settlers in out of the way places some of the advantages enjoyed by urbanites, has been to great pains and considerable expense to extend the travelling library system founded some three years ago, and there are 24 libraries, of 100 volumes each, now in circulation from the west coast of the Island to the 150 Mile House, Cariboo.

The system was designed to place within the reach of the residents of farming districts and mountain mining camps a small but choice library at no expense to the reader, and it has proved most successful. It is expected that a further appropriation will be made by the legislature this session for the purpose of increasing the number of and variety of books intended for circulation.

So far but very few of the farming communities and mining towns of the interior have taken advantage of the opportunity offered by the government for securing a free public library, and it is the purpose of this article to call this fact to the attention of our readers, and to point out that the residents of Revelstoke should at once set about procuring one of these libraries, convinced as we are that it would prove of great value to the community and a source of pleasure and profit to our people.

E. O. S. Schoulfield, provincial librarian, Victoria, has charge of the libraries and to him all communications on the subject should be addressed. Twenty-five male residents of any community may, after electing a trustee who will be held responsible for the books to the amount of $50, make application for a case of books. These cases contain 100 volumes by standard authors, and comprise works on social and natural science, literature, history, biography and fiction. Works on technical subjects of interest to the locality are also included.

Within two or three weeks after application is made to the libarary the case will be received by the local librarian, who is chosen by the applicants. The case will be allowed to remain in the one locality for six months, when directions will be given for its shipment to some other point and another case will be received in its place.

There is absolut[illegible] charge for the use of the books [illegible] C. P. R., desirous of promoting the welfare and pleasure of the people living in the remoter parts of the province and realizing that transportation charges in some cases might prevent their taking advantage of this opportunity to secure a public library, carries the cases of books to and from all points on its rail and steamboat lines free, and is affording the government every facility at its disposal in their efforts towards making the system a success.

If this matter is taken up, the HERALD will gladly offer space in its office for the safe-keeping of the books and the editor will be very willing to act as librarian.

B. of R. T. Convention.

The fifth biennial convention of the grand lodge of the Brotherhood of Railroad Trainmen will be held in Milwaukee, Wis., commencing Monday, May 6th. This will in all probability be the largest convention in the history of the brotherhood requiring as it will a representative from some 603 lodges throughout the United States and Canada.

The brotherhood has been visited by showers of blessing and is now on a footing financially and numerically as any labor organization in America and has contracts and schedules beneficial to its members with nearly every railroad company in the United States and Canada, and while it is a strictly protective organization it has no desire to precipitate strife between employers and employes, resorting to strike only as a last resort and then only on a two thirds vote of the men interested. From a benevolent standpoint the B. R. T. has no equal among railroad men. It has up to the present time paid out the sum of $6,277,821.95 for death and disability claims, and in the month of February, 1901, paid out $7,275.00 which is very illustrative of the dangers which railroad men are daily in contact with. The brotherhood has also been the means of bringing masters and men closer together and is recognized by unprejudiced railway officials as being influential in raising the standard of the men from the old time rounder to the present class of faithful employe, and while there are still a number of black sheep the large majority are numbered among our best citizens.—The Voice.

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.

LATEST WIRINGS

Situation in China Rapidly Growing Worse.

FRESH MASSACRE PROPOSED.

Two Cart Loads of Silver the Price of Silence.—Big Hauls of Boer Prisoners and Supplies.—The St. Clair River Opened Between Sarnia and Port Huron. Five Miners Killed at Aurora.

HONG KONG, April 27—Notices in Chinese are placarded at Pekin, calling for a rising on May 16th to expel all foreigners from China.

Two carts loaded with silver were offered to the Indian officer, who captured the sixteen Krupp guns and 67 carts of ammunition near Shan Hai Kwan, if he would not take them and say nothing about the matter.

Boxers are operating south of Pao Ting Fu, raiding three villages within the past week and threatening to massacre all the christians in that vicinity. It is believed that the worst class of the Chinese are only awaiting the withdrawal of the foreign troops to resume the massacres. The state of affairs is growing worse rapidly.

NEW YORK, April 27.—Li Hung Chang cables the Christian Herald that a very serious famine is prevailing in the province of Shan Si. 11,000,000 people are affected and urgent relief is necessary.

CAPE TOWN, April 27.—Since Thursday the British Commons report the Boer losses at 12 killed, 20 wounded, 47 captured and 42 surrendered. In addition Lt. Reid has captured Commandant Scheder and 41 Boers and a maxim.

Gen. Kitchener reports from Paardeplatz 5 Boers killed, 180 captured and 3,000 cattle, 2,000 sheep and a lot of waggons captured.

Adelbert Hay has resigned the U. S. Consulship at Pretoria.

PORT HURON, April 27.—The ice blockade in the St. Clair river is broken.

AURORA, Mo., April 27.—The Rosebud mine near here has caved in, killing five men.

BURLINGTON, VA., April 27.—Baxter, Gallaway & Co.'s flour mill and Baxter's private bank at Burlington were burned yesterday.

Big Appropriation for Revelstoke.

VICTORIA, April 27.—The estimates were published yesterday and Revelstoke district is down for seventy-five thousand dollars total appropriations.

Machinists Busy All Over Canada.

The Brandon correspondent of the Labor Gazette, published by the Dominion Department of Labor, reports that at that point "machine shops are very busy. Some inquiries have been made for experienced machinists and boilermakers at two dollars and fifty cents per day. Owing to increase of business, one of the firms is going to enlarge its premises, when more hands will be employed. There are some openings for first-class engine fitters on the Western Division of the C. P. R."

Machine shops in Montreal, Sherbrooke Toronto, Brantford, Guelph, Chatham and Winnipeg are all reported busy. At Chatham hands are scarce and one of the railway companies in Winnipeg wants good machinists. The value of these reports is however largely discounted by the late arrival of the Gazette, the April number being only to hand last night.

Epworth League.

At the annual meeting on Monday night the following officers were elected for the ensuing term:

Hon. President, Rev. S. J. Thompson; President, A. Sullivan; Vice-Presidents, C. F. Lindmark, W. Bews, J. L. Johnson, Miss Edith Pettipiece; Secretary, Miss Sawyer; Treasurer, A. Smith.

The C. P. R. have agreed to settle the suit brought by brakeman Guest for $1800, being the amount of damages claimed. Guest was injured last August in a collision between the work train on which he was running and a freight. He was standing at the head of the string and was thrown with great force to the ground, his back being seriously injured. The accident was due to a confusion in the orders given by the despatcher at Slocan Jet and hence under the Employer's Liability Act the company, whose affair the despatcher was, was held liable.

Engineer W. B. Nicholson has resumed his run on the main line.

Revelstoke Herald and Railway Men's Journal.

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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 27, 1901.

THE GOVERNMENT-RAILWAY POLICY.

The railway policy of the Provincial government, which has been so anxiously expected, has been declared in a bill to authorize a loan of $5,000,000 for the purpose of aiding the construction of railways and other public works. The bill provides for subsidies at the rate of $4000 a mile to five lines from the the coast to Midway, 330 miles, from Rock creek to Vernon to connect with the S. & O., 125 miles, from Fort Steele to Golden, 150 miles, from Kitimaat to Hazelton, 100 miles and from the present terminus of the E. & N. railway to the north end of Vancouver Island 240 miles. The total mileage estimated is 945 miles, which at $4000 a mile of a bonus will require $3,780,000 of the five million. A further sum of half a million is provided for a bridge across the Fraser river near New Westminster and the balance is to be appropriated for the construction of roads and other public works. The conditions attached to the bonus are commencement of work before July 1st, 1902 and due and diligent prosecution of the same to the satisfaction of the government; a first charge upon the gross earnings of the road of 4 per cent to be paid to the province: the road to be built wholly within the province: the absolute control of the government over the freight and passenger rates; the retention by the province of the right to acqure the road at any time at a valuation to be determined by arbitration but which is not to include the franchise of the company.

Now the HERALD has been and is still of the opinion that the best policy for the government to pursue with regard to the particular line, which is the chief bone of contention, the Coast to Kootenay, would be to build it themselves and lease it to the highest bidder. Nor do we yet despair of seeing important modifications made in the bill in this direction before it passes the legislature. At the same time one must admit that the new act takes strides towards the principle of government ownership, such as no other railway bill yet placed before the house ever did. It gives the province a share amounting to 4% of the gross earnings and that as a first charge, it gives the government absolute control over rates and it gives the people the right to buy the roads at any time, when they feel like it. The government has evidently no leanings to the good old plan of giving away everything for nothing in its railway policy. And while the bill does not go as far the HERALD and thousands of others in the province would like to see, it is at the same a businesslike measure and is framed so as to conserve as far as is possible the interests of the province and people. So far does it go in this direction that the chasers of the competition phantom are loud in their disapproval and declare that the conditions attached to the bonus would render the flotation of a company to build the road an impossibility. As, however, one of the lines to come under the operation of the act belongs to the premier himself, it is hardly likely that this contention is defensible. And when these gentlemen claim that these conditions are imposed with the sole object of shutting out everybody from a chance at building the line except the C. P. R. they seem to prove too much. Because if the C. P. R. can raise the money to build it under these conditions why cannot Mackenzie & Mann and J. J. Hill, who have avowed themselves to be the real people behind the V. V. & E. dummies The HERALD does not believe that Mr. Hill will accept the bonus under the conditions attached to the act but it is not because of the four per cent clause alone but because the whole of the clauses are too radical and democratic and too directly opposed to all the governing ideas of the railway magnates of the United States for him to care to have anything to do with them.

RAILWAY NEWS NOTES

President Shaughnessy of the C. P. R. sailed on Wednesday by the Oceanic from New York for England.

The C. P. R. Upper Lake steamers will commence running between Fort William and Owen Sound on May 2nd.

Freight traffic into Phoenix is showing a gradual and steady increase. It averages now nearly an entire freight train each day.—Pioneer.

Thirty-two Italians passed through Winnipeg on Sunday on their way to Medicine Hat, where they will work for the C. P. R. on railroad work.—Telegram.

The Machinists' union is increasing in membership at the rate of 1,000 a month. Five new unions of machinists have been organized in Chicago within the past month.

The Order of Railway Telegraphers now claims a membership of 24,000, and its officers say the jurisdiction of the organization is being rapidly extended to all sections of the country.

Firemen over the entire system of the Lake Shore road have been granted a material increase of wages and the action taken by the management has averted what threatened to cause serious trouble. The new schedule will go into effect May 1.

The Chicago Great Western Railway has conceded all the demands made by the International Machinists' Association, thus ending any possibility of a strike. The demands included a nine-hour working day and a minimum wage scale of 29 cents an hour.

The location survey of the V. V. & E. has reached Curlew, Wash., a point where the Kettle river swings northwest to enter Canada again at Midway. An advance party of surveyors is now taking levels at Chesaw, Wash. The line will re-enter Canada for the third time near Camp McKinney.

The C. P. R. passenger rate to the Pan-American exposition has not yet been struck owing to the roads between St. Paul and Chicago not having come to an agreement. Gen. Pass. Agt. C. E. McPherson, was in St. Paul last week to arrange the rate but returned to Winnipeg on Monday without the matter being settled.

A Montreal jury last week awarded Mrs. Richard Ramsden and her children $10,000 damages against the Grand Trunk Railway Company. Her husband was a freight conductor, and was killed while his train was standing under protection of a semaphore, by another train running into it through the brakes of the locomotive being out of order.

As a freight train was nearing Kaysville, Utah, on the Oregon Short Line, the platform steps at one side of the caboose were knocked off in striking a cow. The defect was not noticed by a brakeman, who stepped out to signal the engineer, and he fell through unhurt. Another brakeman followed, and, falling with one arm across the track, had it cut off. The conductor ultimately followed the two brakemen but escaped unhurt.

President J. J. Hill's recent trip from St Paul to Seattle was the fastest ever made over the Great Northern, and it is said to be the record time for the distance anywhere in the world. The time from St. Paul to Seattle was 45 hours and 50 minutes, or considerably less than two days. There were stops aggregating five hours. The fastest time was made over the division between Cutbank and Havre, Mont., where a speed of 84 miles per hour was maintained. The party stopped at Spokane, stayed more than an hour at Everett and made quite a thorough inspection of the Cascade tunnel.

The Cuban Railroad.

Among the notable enterprises of the day that of William Van Horne, the well-known Canadian railroad man, in Cuba, is entitled to a prominent place. Although not one of the biggest, having no billion dollar capitalization, it appears to be one of the most promising so far as potential profits are concerned.

Cuba is a long, narrow island, with a high back-bone—sometimes jutting into a mountain range—running from one end to the other, some seven or eight hundred miles, with a width varying from 25 to 130 miles from north to south. The Van Horne plan is to construct a trunk line of road from east to west along the ridge, as near the center as the topography will allow, and from this trunk to build branches at intervals, north and south, touching the important towns of the coast and intermediate country. The Spaniards had "gumption" enough to see that this was the proper way to develop the resources of Cuba, but never had the energy and capital to put the plan into complete execution.

It is said that Van Horne is already building eastward from Santiago and has more than 3,000 men at work. He has no franchise, but is buying his right of way bodily by buying up the land. There is an old standing law in Cuba which permits a planter to construct a railroad across his own land without a franchise and the Van Horne syndicate is buying enough land to give it a continuous right of way wherever it wants to go. It is said to be getting this land for an average of about $8 an acre. It is buying farm after farm, and it is easy to be seen that if the road is successful in developing the resources of Cuba, there will some day be an immense profit in the sale of the land not actually needed for right of way. The towns which want the road are said to be donating terminals and in some cases giving a liberal bonus.—Minneapolis Tribune.

THE SCENIC ROUTE

Notes Taken Along the Main Line of the C. P. R. through the Mountains.—Field to Glacier.

(Written specially for the HERALD)

Leaving Field one morning after having partaken of a good breakfast at the hotel, we ascended a grade about 2½ miles long, which is called the East slope of the Ottertail grade, and is very steep. During my trip to the Natural bridge I saw a "right of way" cut, which was intended sometime or other to have been used as the main line in order to dispense with the Ottertail Hill, and I understand it is the intention of the company still to do away with this grade, which entails the expense of a pusher. When we got to the top of the grade we got a splendid view of the Vanhorne & Ottertail ranges to the north, and shortly after passed over Boulder Creek and a short run down grade brought us to the Ottertail bridge, a 5 deck structure 800 or 900 feet long, which I believe the company are going to replace with a steel span and fill the approaches by hydraulic power.

Two miles further on we come to Ottertail, a flag station 9 miles from Field, and a further run of 7 miles brought us to Leanchoil, another flag station with a water tank. Running alongside the Kicking Horse River for a few miles we again started to climb and then we began a steep descent of the Leanchoil Hill into Palliser. There is a very nice and comfortable station, here and I must say that the agent deserves great credit for the neat appearance both inside and out. There is also a large sawmill here owned by the Hon. F. C. Wells, M. P. P., who also has a settlement of his own, comprising the mill hands, who have houses furnished them by the mill owner, and a store also in connection. A few miles after leaving Palliser we ran around a very sharp curve and one of my fellow passengers remarked that a little more of a curve and one could shake hands with the fireman out of the window. My attention was then called to why this curve was necessary, which was, that in the early days of the road a tunnel was used, but being cut through sand, etc., it fell in, rendering this curve necessary. We then crossed the Kicking Horse again by a steel bridge (for the company are doing away with all wooden structures and building steel spans and arches, with foundations of masonry) and proceeded on our way, still on the banks of the Kicking Horse and came to Glenogle. I noticed at this flag station that there was a "town hall" and it is evident that one of the employes is a sailor, for there are two or three large models of ships in front of one of the houses. From here on we run under some very high bluffs and through two or three tunnels into Golden, where we lost sight of the Kicking Horse river.

Golden is a very pretty little town lying in a valley among the foothills of the Rockies and is a mining centre, having a population of about 1000 inhabitants. Steamboats run on the Columbia River from here to various parts, and there is a large saw mill here owned and operated by the Columbia River Lumber Co., who employ a great many hands. There is also a good hospital, which is very homelike in every way. The streets are very well laid out and a large skating rink adds to the attractions in winter. After staying at Golden for a few minutes we proceeded on our way and shortly passed Moberly, which is only a crossing point and a run of 6 miles brought us to Donald. The brakeman on the train was something of a poet, for when I asked him if this was the Donald I had heard so much about, he said "No, but it put him in mind of Goldsmith's poem:

Sweet Donald, loveliest village on the plain,
The houses once pulled down, are up again (in Revelstoke).

Two years ago Donald was one of the principal points on the C. P. R. and was the end of the Pacific Division, but since then the Division has been extended to Laggan. The shops at Donald, where all the repairs to the engines etc were made were pulled down and the machinery moved to Revelstoke where new shops were erected and from the prosperous state it was in then, it has now come to a heap of ruins. But the old station still stands, minus the despatchers, who used to do their daily tricks there and the commercial telegraph office is still in existence and Mac is still at his post. When the company moved the various offices etc from Donald, the comeany gave their employes, whose means of livelihood had been there, a chance to move and gave them lots in Revelstoke to make up for what they were losing by the shops being moved and moved their houses etc free to wherever they wished to go.

One mile after leaving Donald we crossed the Columbia river for the first time in the course of our journey, and no crossing again for 80 miles. In a little while we passed Redgrave, which is only a meeting point called after the Sheriff, who is one of the pioneers of the country, and is well known by the old timers, and can tell a good yarn of the good old times. After leaving Redgrave we ran through 2 tunnels, and emerged on to a curve known on the railroad as Calamity Curve, which has been the scene of numerous accidents, from which it derives its name. From here a run of four miles brings us to Beaver where the Columbia River Lumber Company have another large saw mill and employ a large number of hands. Quartz Creek crosses the track at Beaver near the water tank. A few miles up this creek there are quite a number of mines, both placer and quartz, one of the principal belonging to W. J. Armstrong of Rogers Pass. Leaving Beaver behind us we soon come to the Beaver Canyon and follow the river of the same name through some terrible gorges, but the scenery here is grand in the extreme, till we come to Six Mile Creek, which is just six miles from Beaver. From this point we start to ascend the east slope of the Selkirks, which is so steep that it takes two engines one hour and a half to take the train a distance of 15 miles. In a little while we reach Mountain Creek which is crossed by a large steel bridge of 6 spans, and the approaches have been filled in with gravel and earth by hydraulic power. This was quite an engineering feat but was accomplished successfully by Mr. Duchesnay, who has written a good article for the Railway Age describing the method of hydraulicking. I had the pleasure of reading this article a couple of years ago and I found it very instructive. While ascending the grade I went into the observation car, which is put on the passenger trains every summer, and found it a splendid place to view the scenery from, being open on both sides. You see at this point on the journey, the Beaver River, hundreds of feet below, winding in and out, and a couple of bear were pointed out to me in the valley below by the brakeman, who as his duties called him elsewhere, asked another brakeman (who was not on duty but was deadheading to Rogers Pass) to look after me and show me the scenery, telling me at the same time not to be afraid for the Lord was with me. (I afterwards found out the brakeman's name was Lord.) Half a mile after leaving Six Mile Creek we arrived at Cedar Creek, where the passenger trains cross, the one going east called No 2 and the one going west called No 1. A short time after leaving Cedar we passed Raspberry Creek, Surprise Creek and Snow Bank bridges in successsion, and arrived at Bear Creek where we stopped to take water. The elevation of Bear Creek is 3068 feet above the level of the sea, and since leaving Six Mile Creek, a distance of 10 miles, we had climbed 1056 feet. After taking water we proceeded on our way and shortly came to No 1 snow shed, of which there 53 on the road inside of a distance of 60 miles. These sheds are built solidly of timber and are for the purpose of carrying the snow over the track, and save great delay to trains which some times occur by snow blockades. After running through 14 of these sheds some of them half a mile long, we emerge to see Rogers Pass right ahead and the Hermit Mountain on the right hand side of the track. This mountain is so called on account of a part on the top being like the formation of a man. I find we have ascended 531 feet since leaving Bear Creek being now at an altitude of 4190 feet above the sea level. This station was demolished a little while ago by a slide, and the company have now moved it to one mile west of the old station. Here are stationed in the winter all appliances for removing snow blockades, a rotary snow plow being here, also wing plows. Leaving Rogers Pass we go only a short distance and we come to the summit of the Selkirks, the elevation of which is nearly 5000 feet and start to drop down rapidly through snow sheds, and outside of them (for the company have got a line running on the outside of the sheds which is used in the summer months only) and we come to Glacier, with Mount Sir Donald and Sir George looming up ahead of us. The elevation of Glacier is 4887 feet so that a person can judge how fast we are descending the grade being only 2½ miles from the summit.

(To be Continued.)

Mr. Whyte's Record.

Mr. William Whyte, who has been promoted to the position of assistant to the president of the Canadian Pacific railway and whose headquarters have been in Winnipeg since May, 1897, when he was appointed manager of the C. P. R. lines west of Fort William, was born in Fifeshire, Scotland, in September, 1843. He commenced his experience in railway work with the North Britain Railway Co. Coming to Canada in 1863 he obtained employment with the Grand Trunk, with which company he occupied various responsible positions until 1871, when he was appointed freight and station agent at Stratford, Ont. Later he occupied a similar position at London, Ont. In 1881 he was ordered to Toronto to take entire charge of the freight offices in that city. Later in the same year, Mr. Whyte was appointed assistant superintendent of the Central division. Severing his connection with the Grand Trunk, he was chosen in May, 1883, to succeed James Ross, C. E., as general superintendent of the Credit Valley railway. Soon afterward his merits as an administrator, becoming more widely known, he was called to the management of the Toronto, Grey and Bruce railway, which, in September of the same year, became a portion of the Ontario and Quebec system, afterwards designated the Ontario division of the Canadian Pacific railway. On the completion of the Ontario and Quebec railway, its management, likewise, fell to Mr. White. Remaining in the service of the Canadian Pacific, he received a fitting acknowledgement of his services and capabilities by his appointment in 1886 to the office of general superintendent of the Western division of the road, with headquarters in this city. In May, 1897, he was appointed manager of the Canadian Pacific lines west of Fort William. Mr. Whyte is also director of the British Columbia Southern Railway. He is generally regarded as a man of great skill in railway management.

FIDELITY S·O·E

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.

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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.
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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.
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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.
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Mass at 10:30 a. m., on first, second and fourth Sundays in the month.
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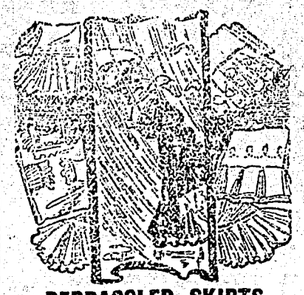
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NOTICE.

PUBLIC NOTICE is hereby given that at the expiration of one month from the first publication of this notice the head office of 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.

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, 15,512, 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.

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.

Britain Captures an Enemy.

The Holland Boat Designed for Fenian Attacks to Become Part and Parcel of the British Navy.

A good many indignation meetings have been held by the Fenians of New Haven, Conn., (says a correspondent of the Springfield Republic) since the cable told the news that the English government has set aside an appropriation to build five Holland submarine boats.

"It is the irony of fate that a deadly weapon of war built for the sole purpose of destroying England should be added to the resources of that empire," says Councilman Henry C. O'Sullivan. "It is typical of the history of the Irish cause. It is an allegorical epitome of the Irish struggle for liberty."

The orginal Holland boat, "the Holland ram," as it was first called, lies peacefully in a shed on the mud flats of Mill River in Fairhaven. It has been sheltered by a rude board structure for 20 years, a Mecca for Fenian sympathizers who have heard with tingling patriotism as they gazed at the craft the story of Holland's ambition to sweep England from the sea and break her naval supremacy forever with this ram.

With the passage of the parliamentary appropriation ordering five Holland boats for the British government the shed which covers the old ram has ceased to be a shrine for Fenian veneration. As long as it stays out of the kindling wood pile it will be an eyesore to every one of the thousands to whom it has daiways seemed a ray of hope for Ireland's freedom.

John Holland began the boat at New Haven a quarter of a century ago. He had been an Irish schoolmaster, glad to escape to America after the abortive Fenian insurrection of 1867. He made no secret of the fact that his life was to be devoted to causing England's downfall.

The book "Twenty Thousand Leagues Under the Sea," gave him an idea, which he translated into his life work. Again and again he read the description of the Nautilus." He began a series of experiments, which satisfied him in five years than an armoured boat could be built which would float on the water or be operated fathoms below its surface; a boat which could ram a man-of-war or sink her with torpedoes. Holland had no money to build his boat with after he had satisfied himself and a small coterie of his confidential friends that his scheme would work. He turned to the Clan-na-Gael for help. It was then high noon in the city of this English-hating body. Its treasury was full, and it could draw for thousands of dollars without effort from happy Irishmen all over America; boastful and proud at the success of the cruise of the Catalpa, the New Bedford ship bought by the society, and manned by Captain Anthony, who is still alive in the old whaling city.

The Catalpa sailed to the English penal settlement in Australia and took away successfully six Fenian prisoners, who had been for years confined there for political offences. The principal Clan-na-Gael leaders in the enterprise were the late James Reynolds and John Devoy, of New York. Holland came to Reynolds, who was flushed with the success of his scheme and the praise showered upon him, and told him that it was time to strike a decisive blow at England. Reynolds pledged Holland financial support.

The construction of two boats of different sizes was undertaken in an unfrequented cave near New York. Money was advanced from the Clan-na-Gael society as often as it was needed. The boats were finished in just about one year. The tests gave results which were far from ideal, but they were enough to make the Irishmen delirious with joy. Holland was paid all the money due for the construction of the boats, and Captain Reynolds took charge of them, formally enrolling them in the service of the Clan-na-Gael to work England's destruction.

The hopes of the English-haters were doomed to be dashed. The attempt met with the same complete failure which befel every previous Irish plot against the British empire.

The smaller of the craft sank near Whitestone on its way to New York up Long Island Sound to New Haven. The larger of the two boats arrived in safety and was moored secretly at the dead of night in a boat house near Captain Reynold's foundry on Mill river.

It soon became evident to even the most hopeful of the revolutionists that the boat would never stand a voyage across the Atlantic, to say nothing of a brush with a British man of war. Nothing seemed possible, except to keep the boat at its moorings for the present. Gradually the news of the building of the craft and its presence in New Haven spread, and crowds flocked to the shed where it lay. Captain Reynolds at last gave a reluctant consent to allow the public to look the boat over. It was taken as a joke from the start, much to the disgust of the Fenians.

The usual muddle in Irish revolutionary attempts occurred at this juncture in the history of the Holland ram. A row took place between Dr. Dennis Dowling Mulcahy of New Jersey and the central authorities of the Irish revolutionary brotherhood. Dr. Mulchay had been a Fenian in Ireland and had "done time" for taking part in the rebellion of '67. He came later to America and in ten years was detailed to take home to Ireland the remains of Colonel John O'Mahoney for sepulture in his native land.

Mulchay was lionized by fellow-Fenians in Ireland and before returning to America he went to France and other European countries to visit hospitals and medical schools in pursuance of his professional work. When he returned to America he presented a bill which staggered the Clan-na-Gael central authorities. They refused to pay the part of it included in expenses incurred in visiting medical schools. Mulcahy brought suit against the order. The only tangible thing he could find was the Fenian ram, which he attached. The boat was then hauled out of its native element upon the mud flats and incased in a shed, where it has remained to this day, decaying with the hopes of the revolutionary patriots whose money built it.

Holland has clung to his idea. When he gave up hope that he might be able to use it to free his native land, he grasped the aspiration of some great maritime nation, preferring the United States, would adopt it as an arm of naval offence and defence. There was no loud call for such a boat until the Spanish war, when, many more experiments, failures and cvarying successes, he turned out what was pronounced by the naval experts an almost perfect submarine boat. Holland's offer to the American government was not accepted, and with a sorrowful heart he gave up the idea of selling it to any nation. He transferred his designs to the Vickers-Maxim company, which has just given England an option on the foreign rights, and has accepted an order from England to build five f the boats for the British navy.

The very government Holland sought to destroy has been the first to see the worth of his invention and to use it for crushing subject nations, like that to which Holland belongs and dedicated his original idea.

REVOLVER SHOOTING

Walter Winans in Outing.

Anyone not conversant with revolver shoting under its different aspects will wonder why I put the word "practical" in my heading. He will imagine that the mere act of being able to shoot a revolver well makes a man a practical revolver shot. There are two distinct styles of shooting a revolver very antagonistic to each other. There is the style of of shooting necessary to win prizes, and the style appropriate for war or self defence. A good shot at the latter style may also be good at the targets; but a target shot is almost useless in quick shooting. The National Rifle association of England has done me the honor to elect me as one of its vice presidents; and at Bisley we try to combine the two styles of shooting, but not very sucessfully, for the association is supported entirely by subscriptions and entrance fees, and therefore it has to make a compromize in its prize list between competitions which encourage practical shooting consists in being able to entries.

What I call practical revolver shoting consists in being able to draw a revolver and instantly hit a tolerably small mark at a reasonable distance, however fast either you or it are moving. The target style of shooting consists in being able to hit a small object with a very slow and deliberate aim, and only if both it and the shooter are practically stationary. If you will examine any revolver prize list in the States, you will notice that the shooting is deliberate firing at a small black bull's eye on a stationary white target. This sort of shooting, instead of making a man a good practical shot, teaches him to "poke" and "dwell" on his aim, and is the very worst possible style to get into. I have seen at Bisley a man who could put six shots into a two inch bull's eye at 20 yards, if the target were stationary, and he was allowed unimited time to aim in, actually miss the whole target (a foot square) with every shot, when asked to fire the six snots in 12 seconds. Thit later style of shooting—which I introduced at Bisley, and which I consider the most practical competition—is very unpopular amongst target shots, who, perhaps, naturally, do not like to expose their lack of skill in rapid firing, and I fear it will have to be withdrawn owing to want of support.

My object in writing these few notes is to try to induce prize donors to stipulate that their prizes should be shot for, not under usual unpractical conventional conditions, but on lines so that those who take part in it will feel that the competition will improve their shooting and give them encouragement to persevere on practical lines. At present a man says: "Whatis the use of my practising difficut shooting, at moving objects; it is no use for prize winning?" and he gets "poking" at stationary targets till he becomes so slow that he can never shoot properly again. It is as if all shotgun clay pigeon clubs made their members compete at stationary marks. What would a shotgun shooter be worth when game shooting, if he only practised thus?

My suggestions for competitions (besides the various forms of competition I have described in my book, but which are too lengthy to repeat here) are:

1. Six shots at an india rubben ball swinging from a string, at 12 paces distance; hits to count so many points; every half second saved from 12 seconds for the six shots to count two points additional. For every half second over 12 seconds three points to be deducted.

2. Six gray targets, six inches in diameter, without any bull's eye, placed in a semi circle at 20 yards distance; these to be flat on the ground and be elevated by strings, as traps are pulled for clay pigeon shooting. Traps to come up and remain up for one second in unknown order.

3. A target at 20 yards distance; a minute allowed for the competitor to load and fire as many rounds as he can during the time.

4. A target 12 yards distant from table on which the loaded revolver is placed. The shooter is to stand 150 yards from this table; a time limit of 45 seconds allowed; at the word the shooter to run to the table, pick up the revolver and fire the six shots.

5. The shooter to stand 200 yards from the target; time limit, 25 seconds. At the word he can get as near as he likes to the target before beginning firing, and can run forward between each shot.

These are only a few ideas which suggest themselves to me; but the reader, with these hints, can no doubt increase them indefinitely.

There are certain points which have to be remembered, however. Unless the shooters are very practised revolver shots, it is best not to make them draw and fire, for fear of accidental explosions; the trigger will also would have to be limited to not less than three pounds, and a few other precautions, which will readily suggest themselves. From a spectacular point of view, such competitions as I have suggested would draw many more people to witness them than ordinary revolver shooting. Half a dozen of us had a very good day's sport at Bisley, one year, after the meeting was over, shooting at the "running deer" at 50 yards with revolvers.

I am afraid revolver shooting is deteriorating in England. I do not mean there are fewer shooters. On the contrary, the number of shooters is increasing; and with the impetus given to shooters by the war in South Africa, it will increase still more rapidly. What I mean, however, is that the quality of the shoting is steadily declining. When we first—in the early eighties—began revolver shooting at Wimbledon and at South London Rifle club, the number of good revolver shots could be counted on the fingers of one hand.

Now the number of men who can make the highest possible score on a two-inch bullseye at 20 yards on a stationary target is so great that the making of such a score passes almost unnoticed. But it must be borne in mind that these scores are made in deliberate aim at a stationary target. These men cannot shoot fast or hit anything moving. At rapid firing and moving targets, the scores which now win first prizes are very bad, in fact would hardly have won even low down prizes in the olden days. Everything is sacrificed to deliberate shooting, and men will not try to improve themselves in any other form. This evil will steadily increase unless very drastic measures are taken; and revolver shooting will gradually drift into what long range rifle shooting has already become—a mere game of no practical value—and, like it, will slowly die out.

Conventionalism is another cause of bad shooting. In all arts there are certain conventionalisms—some are perhaps necessary, owing to the limits of the art, but other originated with laziness, and in an easy way to avoid difficulties. These conventionalisms, from the innate conservatism of human nature, and its imitativeness, have now got to be considered the right thing, and any departure from them is wrong, or not considered good form.

Revolver shooting is full of conventionality; and the worst of it is that these conventions are a great hindrance to good shooting, or, any improvement in shooting, even when they are not dangerous. A beginner in revolver shooting naturally stands in the position, and holds his revolver in the way he has always seen in pictures, or from observing others trying to shoot with a revolver (I am not, of course, alluding to experts and professional shots). He finds it very difficult to shoot in such a cramped position, but never suspects why he finds it so difficult. If he is of a persevering nature, he finally, after twice as much labor as necessary, manages to shoot thus, fairly well, and remains for the rest of his life a second rate shot, whereas, if he had been properly grounded in shooting, he would have become a first class shot.

I remember a young man, whom the late Chevalier Ira Paine and I were watching revolver shooting at Wimbledon in the early days. Paine said: "If that man would only stand properly he would beat the lot of you." But he never did stand properly! And to this day he never made a first class score, or become more than an average second rate shot. Neertheless, his form is, according to the conventional idea, perfect, and artists would select him as a model for a revolver shot.

When you see a volunteer rest his rifle against a brick wall, with the front sight against the bricks you can wager what you like he is not a marksman. It was interesting to watch the soldiers at the late military tournament in London, in the sham battle. As the men advanced firing blank ammunition, I could pick out the marksmen instantly by the way they handled their rifles: those who were not shots just "loosed off," some not even troubling to look along the sights.

I have seldom seen an actor shoot a revolver properly. An exception is Hayden Coffin. By the way he loaded in "Dorothy" I could see he understood pistols; and he offerwards told me he had done a good deal of pistol shooting.

CARRIE NATION

A Picture of the Saloon Smasher as She Really Is—The True Inwardness of This Remarkable Woman.

Saturday Evening Post:

It is unimportant to chronicle the fact that Mrs. Nation was born in Kentucky, and to follow her life as it led her through Missouri and Oklahoma into Kansas. But it is well to note in passing that her husband, whom she probably married for love, and whose wrongs she has never forgotten, died a drunkard. Often these hidden springs in the human heart move with tremendous power. After marrying David Nation she settled down to make a comfortable home for herself and her husband, and to live out her life in the fear of the Lord.

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She has but one mental output. For years she has been considering the evils of the liquor traffic. She has acted when Nature would stand the strain no longer in a primitive way—with savage music! In Medicine Lodge she used to get out a hand-organ through which perforated paper sheets are passed, and, sitting on a prominent corner of the town, she would grind out dolorous temperance songs to the citizens. In time they came to give her about as much notice as one gives to the water plug on a corner. Another form of self relief was to haunt the local jail and constabulary and pray with the prisoners, who usually voted her a nuisance.

She is a deeply pious woman, and has re-read the Bible so many times that Biblical quirks and tropes and metaphors put a wholesome bark on her conversation. She is argumentative, and given to much wrangling. Like many persons of limited mental capacity, she is sure of her distinctions between right and wrong. Therefore she has been free to act without restraint. The person who spends valuable time toying with the equities of a circumstance, trying to locate and mark out the boundaries of exact justice before proceeding, is unlikely to follow the strenuous life. With Mrs. Nation, "be sure you are right, then go ahead," translated, means: "Interpret your Bible and then get your hatchet." This absolute confidence in one's correct reading of the Scriptures generates the faith that stores up courage of great voltage. This faith of a little child sustained Joan of Arc; it guided Peter the Hermit; it sustained John Brown at Harper's Ferry. It is often misdirected faith; frequently it destroys those who hold it; certainly it is blind, and those who nurse this faith are probably mentally diseased. But some way—perhaps in God's own way—this faith moves mountains, often mountains that seem to be highly necessary and almost respectable. But when they have moved, in their stead men find still waters and green pastures they are altogether good and lovely.

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There is no doubt that the farmers who compose the majority of the citizens of Kansas, favor the prohibitory law; and yet there is also no question that the law is laxly enforced in many parts of the State. In certain of the larger towns the law is absolutely disregarded, and a system of monthly fines is imposed—amounting, in effect, to a license—upon the liquor dealers. On the other hand, again, this is the fact, that less liquor is consumed in Kansas, reckoning by the old "per capita" method than in any non-prohibition State. There are, of course, joints of a kind in every Kansas town; but they are sporadic; they move from one livery stable box stall to another, from one abandoned building to another, from one shack to another, as the town officers discover them. No business man frequents them; no young man can afford to be seen in their vicinity. The fixtures are primitive. A cigar box full of salt for the beer; a plug tobacoc box full of saw dust to spit in; a limp towel; a number of unwashed, thumb marked tumblers to drink from, and three or four backless spavined chairs to sit upon. Save in a half dozen of the larger Kansas towns, the "gilded palace of sin," which used to agitate the temperance orator in the blue ribbon days is extinct, and hundreds of young men have grown to manhood in Kansas without ever seeing a Kansas saloon.

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This was the condition which confronted Mrs. Nation six months ago, when she left home with her hatchet. She set out to destroy the saloons. In her lexicon, "to destroy" means "to smash." She smashed, and fame discovered her. The Nations are well to do. She can afford the luxury of saloon smashing. She dresses as most elderly ladies dress, and is not entierly devoid of pride in a pleasing personal appearance; for she is not a sexless creature—she is a woman to the core.

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So much for this St. Georgiana. Now for her dragon. Commonly he is known as the rum fiend, familiarly as the saloon. The saloon is an evil. It may be deemed a necessary evil by those who feel bound to apologize for it; but it can have no defenders. Even where it is licensed, protected by law, under restrictions which narrow its iniquities to moderate and expedient vice, the saloon, personified by its devotees, may be characterized by no adjective more flattering than miscreant. At its highest estate, it is an outlaw, and the greatest legal distinction the saloon has achieved after a century of fighting for statutory recognition is to be branded generally by the United States supreme court as a nuisance. Its purposes are all venal. It is in business to promote violence and crime; to injure the public health; to dissipate the public wealth in taxes that support the criminal court, to burden our charities; to corrupt the civic morals. The saloon is incarnate calamity. Because its work is slow and indirect, people often fail to see how it kills and mains men and tortures women like a malicious spirit.

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In the Kansas towns where the saloon dominated, the citizen who stood for law enforcement stood as powerless as a wooden Indian. And the joint was growing bolder and bolder. It was moving from the little towns, where foreign colonies controlled the public sentiment, to the suburbs of the county seat, and it was coming nearer and nearer to the main street. A sort of locomotor ataxia was creeping over the morals of the State. Last spring a dozen towns that had been "dry" for a generation elected "wet" city administrations. The saloon infection was spreading. Saloon keepers became more and more insolent. Brewers from Kansas City and St. Louis began to take an interest in the situation. They slipped in elaborate bar fixtures where they dared. The joint became a saloon, and the devil was having a merry time withal. The whole growth of the evil was incendiary, lawless, riotous. The lawlessness of the Kansas joint bred Mrs. Nation's mob. Kansas planted the joint and reaped the hatchet. When the glass breaking, liquor spilling, frantic mob laughed at law, the laughter was an echo. The brewers who started the lawless Kansas saloons laughed first at law—always a dangerous and generally an expensive experiment. Between the two outlaws there is little choice. The joint is bad. The mob is bad. As they say at the vaudeville: "Both are equally as worse as each." When the two negatives met they formed a positive—an object lesson. It was respect for law, taught probably by some sort of an unconscious reductio ad absurdum.

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The local effect in Kansas of the Nation joint smashing was the sudden development of enthusiastic moral courage to demand the enforcement of the prohibitory law. Public sentiment chrystallized over night. A law was enacted giving the prosecuting attorney inquisitorial rights. Under this new law he may summon any citizen, who is required to testify whether or not he bought liquor at certain places and of certain persons. There can be no longer the least excuse for officers or citizens winking at violations of the prohibitory law in Kansas. All this the woman with the hatchet has done—by indirection. For she set out to defy the law, and she has strengthed the law.

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That much is certain; it may be sat down in the balanced book of this hatchet account as net profit. But has not Mrs. Nation made a larger investment, which shall return in a far more exceeding and eternal weight of glory? God moves in a mysterious way. This is true, whether one thinks God as an omnipotent, omniscient personality, even as the orthodox God, or whether one feels that God is only a "stream of tendency." But God moves and moves forward.

Eight hundred cigarmakers went on strike in Montreal in 32 factories.

The challenger, Shamrock II. will be launched today.

France has decided to withdraw 10,000 troops from China.

Colonel Leys, M.P.P. for London, Ont., has resigned.

Andrew Brydon attempted suicide near Raeburn, Man.

During a blizzard at Nome 200 persons were frozen to death.

FAVORITE OF A KING.

The Heir to the Throne of Austria Hungary.

Crown Prince Frederick William Saturday night proceded to Vienna in acceptance of an invitation from Emperor Francis Joseph, of Austria, says the Minneapolis Tribune. During the crown prince's visit a number of festivities, lasting several days, and including parades and a large court ball will be held in his honor.

Emperor Francis Joseph, during his last stay in Berlin and more recently at Munich, during the celebrations on March 12, attending the 80th birthday of the prince recent of Bavaria, conceived an extraordinary affection for the crown prince, which he has testified upon a number of occasions. The emperor of Austria is especially pleased with the crown prince's modest, frank and unaffected bearing.

Shortly after the crown prince's return from Vienna he will go, April 24, to Bonn on the Rhine, where he matriculated at the university. Emperor William, his father, will accompany him to Bonn. The matriculation of the crown prince will take place with solemn ceremonies. The emperor intends to stay at a hotel there until the villa which the emperor has bought from Professor Finkler, who was in charge of the exhibit of the Bonn university at Chicago exposition, and which has been thoroughly renovated, is ready for occupancy. The crown prince will join the students corps, called "Borussia" (the Latin name for Prussia) of which Emperor William was once a member.

Emperor William is expected at Hamburg to greet the returned sick and wounded from China. On April 18 the emperor will proceed to Kiel to witness the entrance of his son, Prince Adelbert, into the German army.

The Rhine continues to rise, and at Mannheim 24 feet of water is reported. The inhabitants of the middle Rhine country are making preparations to escape floods. The river Main is rising because of the continued rains in the lower Franconia district.

The emperor's regular diplomatic dinner occurred Saturday, and was held at the castle. Invitations to the dinner were sent to United States Ambassador White, and through him to the attaches of the embasy. The absence of Ambassador White, however rendered the presence of any of the members of the American embassy impossible, owing to the rules of etiquette.

The small estate of Tolkemit, near the emperor's estate at Cadienen, will be assigned a batallion of troops as a garrison in order to afford the emperor military guards when he is at Cadienen.

Miss Marguerite Melville, Brooklyn, has apeared here semi-publicly with a quitette, rendering her own compositions, which have been highly praised. Miss Melville is a pupil of Professor Boies, Berlin.

Mrs. Powell Webster, Brooklyn, after a successful debut, has been engaged for five years for the Royal Berlin opera.

At the trial at Elebrfeld, of Chief of Staff Surgeon Chimnia, charged with freeing, for a financial consideration, the sons of wealthy families from military service, the accused was found guilty on the principal charges. The conclusion of the trial has been postponed. In the meantime the authorities have discoverod new cases of like character.

The German authorities have been making extensive trials and experiments, since March 1, near Landau, on Lake Constance, with a new type of submarine torpedo boat. The inventor, who is a civil engineer in the navy department, named Gurt, preserves silence concerning the results of the experiments, but it has been been ascertained that the tests have so far been successful. The boat dives for a short time to a depth of 300 feet.

From official statistics it it learned that crime among adults in Prussia is decreasing, while juvenile crime is increasing. One-fourth of the criminals sentenced in Prussia were drunkards, and of the 5300 prisoners in the penitentiaries 1100 were Poles.

An enquiry made among the recruits for the Germaan army by a number of officers showed the gross ignorance in the majority of those examined regarding public personages and events. Out of 78 recruits from various parts of Prussia, 21 were unable to give any answer as to who was the emperor of Germany.

An amusing warfare has broken out between the Kreuz Zeitung and the Kleins Journal about the real sentiment and the political, social and religious creed of the emperor. The Kleines Journal says the Bremen incident made no impression upon the emperor, who is as energetic as heretofore, while the Kreuz Zeitung maintains the contrary.

ABOUT MODERN WARFARE

A Macleod Man Has a Lot to Tell a Reporter.

"The British School of Modern Warfare," is among the early probabilities. Its location will be in North West Canada, says the Spokane Review. On its curriculum will be such subjects as "The Frontiersman's Place in War," "Every Man His Own Farrier," "Self Reliance in the Soldier," "How to Hit a Mile Away," "An Army of Scouts," and "Boer Tactics and Their Moral."

Such was the substance of a statement made by Dr. C. S. Hautain at the Spokane yesterday. Dr. Hautain is stationed with the Fort Macleod detachment of the North West Mounted police, in which service he has been for 12 years. He is a graduate of Trinity Medical college, Toronto, and a licentiate of the University of London, England. Years on the western plains have made him one of the best shots in the North West. He trained part of the Strathcona horse for their South African service.

Dr. Haultain's military enthusiasm made him watch every detail of the Boer war with the eye of a critic. He said:

"The progress of the South African troubles revolutionized modern warfare. The battles and manoeuvers of the future will be to a great extent long distance affairs. The tactics of the Boers have taught military men a new system of warfare and strategy.

Study the Plainsman.

"The result is the bringing of the plainsman to the front. The value of his self reliance, his good judgment, his export markmanship, his long sightedness and his adaptability to every circumstance has just been learned by British officers. If his horse gets sick he can look after it. If his knapsack gives out he has resources at hand to replenish it. If things do not go just as his superior officer said they would he has the horse sense that tells him what to do. These qualifications are inherent in the plainsman and the English Tommy does not have them.

"Now that Canadian plainsmen have established a record in military work, the wide awake authorities will not be long in making the department they represent an important one in the makeup of their force. Nowhere but on the pains can the requisite education be acquired, and here the school of training will be established.

"I have talked much with British capitalists located in the Canadian North West, who strongly advocate bringing out British mounted men to the North West, where they can acquire far sightedness, become self reliant and get imbued with the frontier spirit that will make them invaluable in war.

First Step Soon.

"From the situation in the North West and the talk about, I think the first step will be taken by the Territorial government, in whose hands is the control of the Regina school. Their first move will be an attempt to induce the British government to establish Regina as a regular training school for foreign service. This done, selections would be made from the British army to send them to the Regina station. Modern developments indicate that such a step will be necessary at an earlydate and plans broached show the progress of the idea."

Dr. Haultain is on his way to California for a two months' visit. He goes to recruit his health, temporarily shattered by the influenza. He states that the North West Mounted police number 550, not including the Yukon contingent, and that Fort Macleod is the second largest district. Duties involve watching the Indians for possible uprisings, looking after cattle thieves and smugglers and keeping law and order generally.

A STOLEN HONEYMOON

The Kootenay hotel saw the finish of an interesting romance, says the Nelson Miner, when Chief of Police Jarvis ruthlessly tore Cassi Torretti, aged 17, from the arms of his beloved Teresa Bompelli, aged 40, and informed him that he would have to return to his mother The happy couple were enjoying a stolen honeymoon, and the young man was terribly cast down when he learned that the strong arm of the law had stepped in to interrupt his dreams. Cassi and Teresa had spent for or five days of unalloyed pleasure in Nelson and were coming to the conclusion that the queen city of the Kootenay suited them immensely. Now the youthful lover will have to go to his home in the boundary and will probably pay up for the short period of bliss with an interview in which the slipper of his maternal parent will figure prominently. The hero and heroine of the elopement to which the chief of police's appearance put an end, are Italians. Torretti is a good looking and sturdy lad of 17 summers at the outside. His partner in the escapade is probably about 40 years of age, and big enough to make four of the lad. Age and weight, however, cuts no figure when love sets the pace, and thus it was that Cassi and Teresa hurriedly left their homes in Greenwood and headed for Nelson determined to find a sojourning place where nothing would interfere with the devotion they had for each other. They put up at the Kootenay hotel and were enjoying the experience immensely when Chief Jarvis put in an appearance. The officer had been notified by wire of what had occurred, and was requested to see that the lad was sent home as soon as possible. Cassi didn't want to go back to Greenwood. The town would be a wilderness without Teresa, and when the chief insisted the youth was badly broken up. Teresa may follow him if she likes, for the chief's instructions do not concern her, and she is at liberty to go wherever her will may dictate.

William Wadell of Hamilton, Ont., was drowned in the bay.

The British house of commons has adopted the war loan proposal.

The Revelstoke Herald

And Railway Men's Journal.

(SEMI-WEEKLY)

Combines the leading mining journal of the vast and important district of North Kootenay with the only special newspaper devoted to the requirements of railway men in the west. It enjoys a large circulation both in its own district and throughout the railway system of Alberta and British Columbia and presents in consequence an advertising medium without an equal in the extensive field which it covers.

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 requiring 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 anything of the kind executed in the large cities by much larger printeries.

Job Printing Department

Has recently been equipped withthe most up to date machinery with the latest faces in type designs and all work entrusted to The Herald is handled by experienced 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 orders 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, Manager.

PUBLICATION DAYS: Wednesdays and Saturdays

IF YOU ARE GOING TO TAKE

WINE

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

No Chinese are employed in growing, preparing or packing Blue Ribbon Tea. Are you drinking it?

BORN.

HEARN.—On Thursday, 25th inst., at Banff, to Mr. and Mrs. A. R. B. Hearn, a daughter.

MARRIED.

CRONYN-PHILPOT.—On 25th inst., at Christ church, Vancouver, by Rev. L. N. Tucker, Verschoyle Francis Cronyn, son of Mr. Verschoyle Cronyn of London, Ont., to Mabel Margaret, daughter of Dr. H. G. Philpot of Georgia St. Vancouver.

DIED.

SHAW.—On Friday, 26th inst., the infant son of Mr. and Mrs. C. E. Shaw.

Notes of News.

D. Ferguson left town for Ferguson yesterday.

J. B. Cressman, the McKenzie Ave tailor, is a guest at the City hotel.

Ven. Archdeacon Pentreath is expected back from the east next week.

Mrs. Tapping is recovering her health at Banff and is expected home in a week's time.

The Epworth League are giving a social on Monday evening. All young people cordially invited.

Miss Maggie Major has returned to Revelstoke after an extended visit to her parents at Winnipeg.

J. E. Porritt, the representative of the Horne Payne syndicate's interests at Laurie, is in town to day.

Mr. and Mrs. W. F. Cochrane of Macleod, Alta, passed through on this morning's train from the west.

Capt. Gifford, superintendent of the Silver King mine, Nelson, came up on Thursday and went through to the coast.

Miss Frances Dent, who has been away in Toronto now nearly two years for her education, is expected to return tonight.

Mr. C. F. Lindmark was elected lay representative to the ensuing district meeting of the Methodist churches at Kamloops, on May 2nd.

The Vernon News notes that Frank Barnard of Armstrong, a former resident of Revelstoke, is laid up with a severe attack of lumbago.

P. Chapman of the wholesale firm of A. McDonald & Co., Nelson, came up on Thursday and went into the Lardeau next morning.

James Wilks has organized a miners' union at Ferguson, with 43 members. Vincent Lade is president and Alex. Gordon financial secretary.

There is a rumor in circulation that a deal is being or has been made whereby the C. P. R. acquires an interest in the townsite of Comaplix.

The final meeting of the official board of the Methodist church for this conference year meets on Monday evening at 7.30 in the parsonage.

I. O. O. F. both lodges Revelstoke and Selkirk will parade to the Methodist church on Sunday night at 7:30. Visiting brethren are requested to attend.

Rev. S. J. Thompson went south to Halcyon this morning to perform funeral services for a visitor who died there yesterday. He will return tonight.

J. W. Cross, M. D., city health officer, has reported recommending the city to do its own scavenging and advising the use of septic tanks for cesspools in town.

Two lots on the C. P. R. townsite between the Imperial Bank's corner lots on First and McKenzie and Mrs. Jas. Lauder's store were sold on Thursday for $700 apiece.

The partnership hitherto existing between A. V. Stewart and J. F. Harris and J. E. Harris as the Revelstoke Cigar Mfg Co., has been dissolved, Messrs. Harris Bros continuing the business.

A slide came down at the canyon on Saturday last just above the old one, carrying out the road and extending several feet into the river. The trail through the canyon is now quite impassable.

Rev. E. D. McLaren, pastor of St. Andrews church, Vancouver, passed through on Thursday morning's No 2 on his way to Kingston, where he is to receive the degree of D. D. from Queen's University.

The Revelstoke Herald has been increased in size, and aspires to become the special organ of the railway boys. We congratulate our contemporary upon such tangible evidences of success and enterprise.—Vernon News.

A. McRae took a trip to Comaplix on Wednesday on census business. He reports a rumor there of a smelter to be erected by the C. P. R. Mr. McRae now has all his enumerators throughout the district furnished with the necessary papers.

S. Smith has started work on a contract for painting the belfry of St. Peter's church.

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

Geo. McKeever who at one time was engaged in farming near Chilliwack, came in from Dauphin, Man., where he has lately been residing, on Thursday to join Mrs. and Miss McKeever, who came here about a month ago. The family intend to take up their residence here.

Manager Pool reports the net smelter returns from the latest shipment of Nellie L. ore to run about the same as the previous shipment, and but for the much lower price of silver and lead prevailing now compared to last fall would have gone a good deal higher.

Mr. and Mrs. Verschoyle Cronyn, a newly married Vancouver couple past through on yesterday's No. 2 on their way east. Mrs. Cronyn was Miss Philpot, sister of L. B. Philpot, electrician, who was visiting here at Mrs. Spurling's last summer. Mr. Cronyn is assistant accountant at the Bank of Montreal in Vancouver.

The meeting of the Revelstoke Gun Club, called for Thursday evening at the Revelstoke, was postponed till Monday at the same time and place owing to the unavoidable absence of some of the members. A number of handsome pins and other trophies have been secured for competition at the weekly Saturday practise shoot.

A petition was presented at last night's council meeting signed by property owners representing over one tenth of the assessed value of the city and comprising every business firm and institution of importance in town, asking the council to bonus the Revelstoke Navigation Co. to the extent of $3500 and to place a bylaw before the ratepayers to raise the amount by debentures.

The services of the Methodist church tomorrow will be of an unusually interesting character. In the morning service the Pastor preaches a special sermon to boys and in the evening the Oddfellows of the city will attend the church. The choir will give some good music having been recently much strengthened by two new voices. Special seating accomodation is being provided for tomorrow.

Geo. Alexander, who was one of the big Kootenay delegation to Ottawa on the lead bounty question, returned from Ottawa on Thursday's train and went south next morning. The object of the delegation is to get the Dominion government to give a bounty of $5 per ton on pig lead produced in Canada, on the same lines as the pig iron bounty. Mr. Alexander informed the HERALD that he had good reason to believe the government would decide to offer a bounty.

Capt. Sanderson was in town on Thursday from Pingston Creek, where he is running a limestone quarry to supply the smelting companies. He reports business quiet since the Trail smelter started its own quarries on Kootenay lake. The captain, who made many a boat trip on the upper river in the old days, considers the project of a steamer up there as quite feasible and likely to be a very profitable one in which, but for other engagements, he would like to venture himself.

Col. Tracey's report on the proposed extension of the waterworks system was presented to the council last night and the full text of it will appear in our next issue. The estimated cost is $30,000 with an additional $1000, if steel pipe is used instead of a wooden box to carry the water from the Bridge creek to the reservoir. The colonel reports the dam and flume at the power house to be in a dangerous and neglected condition and estimates that it will take between three and four thousand dollars to fix them.

The meeting of the Revelstoke Football Club, which was held on Thursday evening in Jas. Lauder's store was a good augury for a successful season. All present were full of vim and anxious to get the ball rolling as soon as possible. It was decided to make a membership fee of one dollar and after securing all the names of members possible to report progress at another meeting at the same place next Thursday evening. Kamloops is anxious to try conclusions with the Revelstoke team again and the game this turn will be played here.

Among the passengers on the Empress express from the coast which pulled in with twenty coaches on Thursday morning were Lady Eva Dugdale, sister of the Earl of Wharncliffe, returning home from a tour round the world. Capt. Callaghan of H. M. S. Endymion on leave from the China station, Mr. J. Schonberg, artist of the Illustrated London News, who has been following the campaign in China, Count and Countess Du Boarg and Major Boulanger of the 1st Field Battery, R. G. A., who after conveying prisoners to Ceylon, took despatches to Sir Alfred Gascoigne, the British commander in chief in China.

...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.

Microscopical Exactness

Is demanded in the Compounding of Prescriptions; and our care and skill—the results of experience and training—assure that degree of accuracy. And, in addition, our drugs are always pure and fresh. Bring your prescriptions here.

RED CROSS DRUGSTORE

G. F. CURTIS,
TAYLOR BLOCK. McKenzie Ave

The funeral of the infant son of Mr. and Mrs. C. E. Shaw who died yesterday at noon will take place tomorrow afternoon.

An assault took place on First St. early this morning when a C. P. R. employe was knocked down by a stranger and robbed of two dollars, his identification cheque and his hat. The thief who was blind of one eye, left his own hat on the ground. He is still at large but another party, who may belong to the same gang was gathered in this morning, very drunk and will come up on Monday.

While on his recent visit here Dr. Paget had small brass plates placed in St. Peter's church, one on the altar to commemorate that the altar was erected in memory of the late vicar, Rev. F. A. Ford and one in the sanctuary to commemorate its erection in June 1899, in memoty of Sister Frederica, daughter of Rev. E. J. Paget, who was a sister of Dr. and Miss Paget and the first superior of the Kilburn sisters in Canada.

Some alarm has been occasioned by a rumor that a chinaman is contemplating erecting a boarding house on Second St. on a lot between the residences of M. Petitpiece and J. Macleod. The lots in question are owned by the C. P. R. and no sale has as yet been made. The city council last night took the opportunity of heading off any disposal of the lot by requesting the C. P. R. Land Dept. through their agent here, Mr. Silbald not to injure their own property as well as other people's by sprinkling these people all over their townsite. The whole question of the chinese invasion of the residential quarters of the time merits serious attention.

AROUND THE YARD

Personal Paragraphs Pertaining to Railway Men Picked Up by the Herald.

Mr. R. Marpole is expected to come through from Montreal on Monday.

Conductor J. Cunliffe of Medicine Hat is visiting his home in Detroit.

Two cars of fish from the coast were being rushed through to New York on this morning's No 2.

Sawyer Young's party went in by way of Argenta to work on the A. & K. branch.

Freight cars in the ditch near Malakwa delayed the passenger from Saturday several hours on Tuesday.

W. J. Brotherton, jeweler of Regina, has been appointed inspector of the C. P. R. time service at Medicine Hat.

Trainmaster Carey of Field was in Calgary this week fetching home his wife and family, who have been visiting at the ranching capital for some time past.

J. Wilson, Supt. of the C. P. R. telegraph service, came up from a fortnight's trip of inspection through the south country last night and went on to Vancouver.

H. Neiens, formerly of the Superintendent's office G. T. R. at Detroit, has succeeded A. N. Smith as C. P. R. ticket and Dominion Express Co's agent at Chilliwack.

Cond. Geo. Noble of Medicine Hat, will leave early next month to attend the annual convention of the O. R. C. at St. Paul. After the convention the conductors are going to take a trip over the C. P. R. to the coast.

John Siddle, fitter in the C. P. R. shops, returned to town last Tuesday from Winnipeg, where he had been staying for some time to have a sprain incurred in the shops, attended to. Mr. Siddle is staying at the City.

The manufacturers of Watertown have agreed to reject the demands of the machinists for a nine hour day at the wages paid for ten hours, and a strike of 500 men and the forcing out of employment of 1000 more is probable.

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.

It is understood that the C. P. R. will add considerably to the switching room in the Phoenix yards, as soon as the snow is entirely gone. W. P. Tierney & Co. are said to have already secured the contract for the necessary grading, etc.—Pioneer.

The vice-president of the Grand Trunk railway authorizes a denial of a report telegraphed to New York from Montreal that negotiations are on foot for the consolidation of the Canadian Pacific railway, the Grand Trunk and the Richelieu and Ontario Navigation company.

Mr. Whyte, while assistant to the president, will have headquarters at Winnipeg for some time. The appointment of Mr. Leonard to this division is a move which meets with the approval of the people of the west, and is very acceptable to railway employees.—Medicine Hat News.

The C. P. R. has decided that the Baldwin compound locomotives, which were taken in from the mountain divisions on the main line especially for work on the Phoenix ore trains, are not as well adapted for their work as the simple engines. Consequently they are being replaced by the latter.

At Hongkong the Empress of China, which arrived in Victoria on Wednesday, gave two of her officers to the new C. P. R. steamer Haytian. Second officer Copper was placed in command and third officer Davidson as second in command of the Haytian. Chas. Atkins, steerage stewart, died of apoplexy at Hong Kong and was buried there.

There is a report in circulation in Vancouver that premier Dunsmuir has received an offer of a large sum for his railway on Vancouver Island, together with the coal mines situated there. The offer is said to have been made by J. D. Lynch, who has been in Victoria for several days and is the accredited representative of J. Pierpont Morgan and J. J. Hill.

Besides the changes among the C. P. R. officials noted in our last issue the following additional order has been since published: A new division is created, the Lake Superior Division, which will be composed of all the main line between Chalk River and Port Arthur and all branch lines connecting therewith. T. Williams, at present Division Superintendent, at London, Ont., has been appointed General Superintendent of the new division, with headquarters at Port Arthur.

A C. P. R. brakeman, Harry Dunlap had the misfortune to get accidentally knocked off a freight car while shunting on the trestle work Tuesday afternoon. He fell a distance of about twenty feet, striking on his head among some sharp rocks at the base of the trestle work cutting a severe gash in the top of his forehead. He was picked up unconscious, but now is progressing favorably and will be around in a few days.—Province.

G. M. Bosworth, C. P. R. freight traffic manager at Montreal and W. R. McInnes of Winnipeg, general traffic manager west of Lake Superior, who have been on a five weeks tour in the west went south on Sunday on a trip through Kootenay. Mr. Bosworth's visit to the west is for the purpose of investigating conditions with a possibility of changes in rates as he is the final court of appeal on all matters relating to the freight question.

SUBSCRIBE FOR THE HERALD.

Notice of Dissolution of Partnership

NOTICE IS HEREBY GIVEN that the partnership heretofore existing between the undersigned under the name of the Revelstoke Cigar Manufacturing Company carrying on business as cigar manufacturers at Revelstoke, B.C., has this day been dissolved by mutual consent. The liabilities of the late partnership will be paid by the continuing partners, John F. Harris and James E. Harris and all accounts due the late firm are to be paid to the same persons.

Dated this 25th day of April, A. D., 1901.

Witness
GEO S. McCARTER.

A. V. STEWART
J. F. HARRIS.
J. E. HARRIS.
By his Attorney,
J. F. HARRIS.

Public Notice

Public Notice is hereby given that all persons who have not certificates of recent Vaccination must be Vaccinated by the 2nd day of May next.

By Order,
Board of Health,
J. W. Cross,
Medical Health Officer.

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. 1m

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