KOOTENAY

Presents an Unequalled Field for the Developer of Mineral Claims showing Gold, Silver, Copper, Lead, and Zinc, as Well as for the Investor in Producing Mines.

The Tribune

RAILROADS

Already Completed or Under Construction and Steamboat Lines in Operation Make the Mining Camps and Towns in Kootenay Accessible the Year Round.

SECOND YEAR.—NO. 4. NELSON, BRITISH COLUMBIA, THURSDAY, DECEMBER 14, 1893. ONE DOLLAR A YEAR.

NELSON PEOPLE WANT HOME RULE.

THEY PAY THE PIPER AND WOULD LIKE THE CHANCE TO DANCE.

Leading Business Men and Property Owners Express Opinions—A Large Majority Favors Incorporation.

Whether to incorporate or not to incorporate is the burning question at Nelson. The time has arrived when the people of Nelson should have passable streets and sidewalks, a good system of sewerage, and an adequate water supply for fire purposes. These improvements cannot be had as long as the purse-strings are held by the provincial government and the railroad company. The railroad company, very naturally, is not disposed to expend more money at Nelson than it would have to pay in taxes if its property was assessable, and the provincial government would be deafened by the howl that would go up from other sections of West Kootenay if any large expenditures were made at Nelson for town improvements.

As a matter of fact, Nelson will contribute this year over $5000 to the provincial treasury, of which less than $2000 will be returned in the way of appropriations that should be charged against the town itself. Apart from the appropriations for the maintenance of the public school and the one for the fire department (about $1500 in all), less than $500 has been expended this year on streets in the town or on roads leading from the town. Of course people in other portions of the district will say, "Why, thousands of dollars were expended on your new court-house and thousands more appropriated for the maintenance of the hospital and for the payment of the salaries of officials who live at Nelson." But the new court-house was built no more for the people of Nelson than for the people of the entire district, and if Nelson was incorporated tomorrow every official now drawing a salary here would still be maintained in office at provincial expense. So with the hospital: it is a district, not a local institution.

That the expense of government would be greater under incorporation is not disputed; but the average man is never unwilling to pay the piper if he has a chance to dance. As it is now, the Nelson man pays the piper and is not allowed to dance.

THE TRIBUNE has been at some trouble to get the following expressions of opinion from men who cannot be accused of being lacking in either "brains" or public spirit:

G. W. RICHARDSON, real estate: Undecided.

R. E. LEMON, merchant: I favor incoporation.

JAMES DAWSON, hotelkeeper: I think the town would be as well the way it is for another year or so.

J. F. RITCHIE, surveyor: I favor incorporation, and I will try and get my friend Richardson to the same way of thinking.

JOHN H. MATHESON, barber: Our present government is not at all satisfactory, and I will sign the petition praying for incorporation.

JAMES A. GILKER, merchant: I am opposed to incorporation, for I really think we are better the way we are. Kaslo has not been benefitted by incorporation, has it?

DUNCAN MCDONALD, carpenter and builder: I have not given the question any thought, but if by incorporation we can govern ourselves without increasing taxation I favor it.

CHARLES VAN NESS, hotelkeeper: The only reason I favor incorporation is that we would, if incorporated, have police protection, or know the reason why. As it is now we have no such protection and we can't find out why we haven't.

THOMAS MADDEN, hotelkeeper: I favor incorporation, for then we might be able to get sewers and other improvements that we need, and which we cannot get now, or if we do get them they are so poorly built that they are as good as none.

JOHN AYTON GIBSON, druggist: Get incorporated, by all means, if for no other reason than for the privilege of being our own bosses. The men who boss us under the present status are not in sympathy with either the people or a government of the people.

DR. E. C. ARTHUR: Last winter I at first opposed incorporation, but after attending the meetings called to discuss the question I came to the conclusion that it would be the best thing for the town, and since then I have had no reason to change my mind. I will do what I can to bring incorporation about.

JOHN A. TURNER, bookkeeper: I am strongly in favor of incorporation, mainly for the reason that the men who manage our local affairs are not in touch with the people of the town. Another reason is that needed street improvements are now made at the expense of the few, and not at the expense of all the property-owners.

W. F. TEETZEL, druggist: I certainly favor incorporation. The money that is paid now in taxes is expended elsewhere, and if incorporated we would not only get the benefit of our own money, but we could make non-resident property owners contribute something towards making improvements the cost of which is now borne entirely by residents.

EDWARD APPLETHWAITE, insurance and financial agent: If incorporation is the only way by which the town can manage its own affairs, I think we should have it; but whether it would be a good thing financially, I hardly know. Vernon is said to be in a bad hole, and it would not be a good thing to get Nelson in a like situation. If the majority favor incorporation, I will not stand in the way.

GEORGE ARTHUR BIGELOW, merchant: I believe we can manage our own affairs better than the government can for us, therefore I favor incorporation. We have been paying thousands of dollars in taxes and getting only a few dollars back in the way of expenditures for street improvements; and what makes it more galling, we get the few dollars so grudgingly that it seems if we were poor devils to whom charity was being dispensed.

A. H. CLEMENTS, hotelkeeper: I favor incorporation. If the assessment roll means anything, it means that next year we will pay a whole lot of money into the provincial treasury, for which, judging by the past, we will get little benefit. Even if it does cost more under incorporation than under the present system, the men who pay the increased taxation will not grumble, for they will see to it that the money is spent in a way that will benefit the town.

JOHN JOHNSON, hotelkeeper: Well, I would like to know something about the matter before I answer your question. According to the statements made in THE TRIBUNE last summer, incorporation would be a detriment instead of a benefit; but the other day I heard something that makes me believe that incorporation would be a good thing. Therefore, you can put me down as being in favor of incorporation. Anyway, I am against the present government.

A. J. MARKS, hotelkeeper: I favor incorporation for the reason that we now pay for something that we do not get, that is, police protection. If a policeman is wanted one can only be found down at the government buildings, neither of the two ever appearing except when taking mail to or from the postoffice. The improvements, too, that are made are not such as would be made if the people of the town controlled their own affairs; they are made too often with the apparent object of benefiting the railroad company's vacant lots, and not the town at large.

W. J. WILSON, meat market owner: I am in favor of incorporation, for at present a few of us have to pay more than our share of the expenses incident to keeping things running. As an instance: I am one of a committee that is expected to go around and solicit money to pay for the new hose-cart and hose at the depot. It is a disagreeable job, as I know that money can only be got from the few who have paid nine-tenths of the money that has been raised heretofore for like purposes. If incorporated such expenses would be paid out of money raised by taxation.

HAROLD SELOUS, real estate: That I favored incorporation last winter is evidenced by the fact that I went to the trouble and expense of registering my property; that I favor it now is a question. From all reports, the small towns that secured incorporation this summer wish they hadn't, and one or two of them are making a mess of their affairs. Nelson is not in a good position—not in as good a position as Kaslo even—to incorporate, as more than one-half of the real estate within the proposed boundaries of the "city" is not taxable, being owned by the crown and the railroad company. It is doubtful even if we were incorporated that there would not be just as much jangling as at present, for, taking the board of directors of the hospital as a sample, it seems impossible to get seven or eight men together at one time, and if they do get together they are never able to agree on anything feasible. The expense of running a city government would eat up four-fifths of the expected revenue, and the other one-fifth would not go far in making the improvements that we now imagine we should have. I would favor incorporation, say in 1895, but even now I would not stand in the way if the remainder of my fellow-citizens want it real bad.

TO THE EDITOR OF THE TRIBUNE: Your telephone message received on the eve of my going on a hunting trip that will last several days, and I cannot give the question the attention that it deserves, but the more I think about incorporation, the more firmly I am impressed with the idea. To my mind the only question is the election of the right kind of officers, officers that will keep within their means, and for the first few years go careful. As everyone is aware, the first years are the trying ones to incorporated cities, for large expenditures must be made on streets, sidewalks, and sewers, and for town buildings, lights, etc. Without being able to verify the figures, I understand over $5000 will be collected this year from the town of Nelson in taxes and licenses, and what has the town got in return? A large amount of property is held by non-residents, who are very careful to make no expenditures that will help the town along, but, instead, are very willing to let resident property-owners bear the burden, doubtless saying to themselves, "what fools those mortals in Nelson be." There is not a business man in Nelson who does not pay out each year for town improvements five times the amount of the taxes assessed against him. If incorporated, I cannot see why our taxes should be so much greater than at present, and the money collected would be spent in Nelson and not sent to Victoria, there to be used in building a $600,000 palace for government officials. As a large property-owner I am glad that a move is being made in this incorporation matter, and I will assist in every way I can to help the good work along. Today I was notified that our insurance rates would be raised at once from $3.05 to $1.75. There is a large amount of insurance money sent from Nelson each year, which if invested in first-class water-works might tend to reduce the outrageously high rates for insurance.

December 14th. J. FRED HUME.

HAD IT SIZED UP ARIGHT.

The Canadian Pacific Again Asking for Favors From the Government.

THE TRIBUNE was the only paper in the country that sized up the Winnipeg election aright; it siged it up as directly the result of the action of the managers of the Canadian Pacific Railway Company, who were after something and wanted to show the Thompson government what was in store for it if the want was not granted. The report now comes from Ottawa that the Canadian Pacific railway is approaching the Dominion government with a view of getting an act put through parliament next session guaranteeing debenture stock of the company to the extent of $15,000,000 at 4 per cent. A political friend of the government, and one well posted in railway circles, stated that a move has been made in that direction. The matter has not so far been laid before the cabinet, but some of the ministers are said to have been made acquainted with the desires of the Canadian Pacific. It will be remembered that an act was passed last session of parliament authorizing the company to issue preferred stock to the extent of one-half of its ordinary stock. This practically gave the company power to issue and sell $32,500,000 of preferred stock, as its outstanding shares amounted to $65,000,000. This power was given the company by its original charter, but was suspended by an act subsequently passed authorizing the government to loan the company $30,000,000 to prevent the company from creating a lien on its road, which would take precedence of the mortgage taken by the government to secure its loan. It is now stated that the company is, therefore, said to be in want of money, and if the government should consent to guarantee their bonds to the extent of $15,000,000 there would be no difficulty in disposing of the preferred stock and enough of capital would in this way be obtained to meet the necessary payment of dividends and other urgent obligations.

Freight Rates.

The Northern Pacific has made the following rates on freight from Winnipeg to Nelson: Carload lots—first class, $2.56; second class, $2.27; third class, $2.17; fourth class, $1.94. From Spokane to Nelson the Nelson and Fort Sheppard rates are likely to be as follows: Less than carload lots—first class, 69 cents; second class, 61 cents; third class, 54 cents; fourth class, $55 cents. Carload lots—fifth class, 50 cents; class A, 50 cents; class B, 48 cents; class C, 41 cents; class D, 39 cents; class E, 33 cents. Western classification to govern. The Northern Pacific, in connection with the Spokane-Northern, Nelson & Fort Sheppard, and Columbia & Kootenay Steam Navigation Company, has made a 9-dollar-a-ton rate on ore from Kaslo to Tacoma or Seattle.

A Telegraphic Connection That is "Poorly."

The annual ball and banquet of the St. Andrew's Society of Montreal, on the night of November 30th, was a swell affair, the governor-general and lady Aberdeen being present. Among the fraternal greetings received was one from Nelson, which read: "Our first direct telegraphic connection with Canadian Pacific system completed today, and friends in south Kootenay greet their brother Scots in Montreal, and wish them a bonny time the nicht. The chiels here drink your healths in memory of Auld Scotia." The transmission of that message was too much for the "direct telegraphic connection," for the connection has been "poorly" ever since.

The Number One Concentrator.

Wallace (Idaho) Miner, 9th: "Wednesday morning Otto Abeling of Burke left for Ainsworth, British Columbia, where he has an engagement to superintend the construction of a 50-ton concentrator on the Number One mine near that place. Mr. Abeling erected the first concentrator on Canyon creek that of the Tiger and he has been mill superintendent there almost continuously since. He will now have the honor of putting up the first ore-dressing mill in the Kootenay country. There were no fewer than eight applicants for this position, and the selection of Mr. Abeling is proof of the estimation in which his services are held. It is intended to have the mill completed in sixty days."

What a Farce.

What a farce was all the doings and sayings of the Winnipeg politicians regarding the charges made of corrupt practices at the polls during the recent election in that city. Chamberlain, the man arrested for personation, was released on bonds of $250 and has skipped across the line to North Dakota. The libel suit commenced by member-of-parliament Ross against editor Richardson has been dismissed, and the politicians are happy and will at the first chance be guilty of like corrupt practices practices that are rapidly making popoular government a screaming farce.

A Postoffice at the Boundary Line.

According to the Bonner's Ferry Herald, a postoffice has been established at the boundary line, within a stone's throw of Rykert's custom-house, by the United States postoffice department. The postoffice is named "Ockonook," which the Herald characterizes as heathenish and savage when a tony and dignified name could have so easily been selected. That democratic war-horse, major J. I. Barnes, has been appointed postmaster.

A PROPOSED RAILWAY.

A Canadian Pacific Engineer Talks of the Crow's Nest Pass.

Hugh D. Lumsden of Toronto, who has had charge of one of the Canadian Pacific parties surveying for the Crow's Nest Pass railroad, has returned to Montreal, his work for this season being completed. Mr. Lumsden is a distinguished railway engineer in the service of the Canadian Pacific in the Northwest, and during the present year has been chief engineer on construction of the Soo Pacific from Moose Jaw to the United States boundary. The object of the Crow's Nest pass survey, he said, is to find a satisfactory line from the Crow's Nest pass westward through the Kootenay silver mining country to the main line of the Canadian Pacific at some point west of the Rockies. The Canadian Pacific now controls what was popularly known as the Galt railway, running from Dunmore to the coal mining town of Lethbridge; it also owns the line extending from Calgary to Macleod, which runs about as far to the southward as the Galt road. In British Columbia it has a water and rail route extending from Revelstoke to Nelson; and other mineral roads running south from the main line are projected. The proposed new line through the mountains by the Crow's Nest pass will leave the main line at Dunmore; follow the Galt line to Lethbridge; cross the country from Lethbridge to Macleod, a link of about twenty miles to be here built; enter the mountains to the Crow's Nest pass, and reach Nelson and other British Columbia points by the most available route. The development of the silver region of British Columbia under the proposed new tariff in the United States, which admits Canadian galena ore free of duty, will, no doubt, be very great; and as the United States lines into British Columbia are already bidding for this mineral traffic, the Canadian Pacific may be expected to "get a hustle on" and proceed with its Crow's Nest pass road as early as possible in the spring. Some thirty or forty miles of the road between Macleod and the pass are already graded. The snows in early November brought the work of the surveying parties in the Kootenay country to a stand-still, and Mr. Lumsden states that they were then withdrawn for the winter. With the securing of the Crow's Nest pass the Canadian Pacific has practically got control of all the passes through the Rocky mountains in Canadian territory; as the northern terminus of the Calgary & Edmonton railway, which they are operating, is opposite to and controls the Yellowhead pass, the only available pass that is not already occupied.

Another "Expert" School.

The Victoria Colonist says: "The School of Mining, lately established in Kingston, Ontario, is likely to prove a most useful institution. When it was found that Ontario possessed valuable mineral resources it was considered wise to have a number of the young men of the province educated in such a way that they would know how to make those resources available. The School of Mining was established to effect that purpose. This school gives the degree of M. E. Its course of lectures commences on the 9th of January. The student who attends these lectures will obtain instruction in chemistry, mineralogy, geology, lithology, the discovery and mining of ores, blow-pipe analysis, assaying, and the rudiments of mechanical drawing. It is easy to see how valuable such a course of instruction will be to any bright, intelligent young man who wishes to go into mining as a business. The fees for the course are small, being only $40; there are also minor fees for the use of laboratories, etc., but they will not exceed eight dollars in all. We do not know whether or not the Ontario School of Mines is open to students from other provinces, but if it is, it affords British Columbians an opportunity of getting a knowledge of mining and minerals that will be invaluable. Such a school should be established in this province as soon as possible, but, in the meantime, intending miners should, if it is possible, avail themselves of advantages offered by the Ontario institution." [Instead, intending miners should first of all seek work in a mine for a year or two; then if the work agrees with them and they are adapted for the trade of mining, a course at a mining school will not be hurtful. Otherwise, the young men who attend the "School of Mining" at Kingston will graduate with that knowledge which makes them so helpless when anything practical is required of them. There are too many "experts" in the mining business now. EDITOR TRIBUNE.]

The Population of Yale-Kootenay District.

Volume II. of the Census of Canada is to hand from the government printer. So far as Kootenay is concerned, the information given is meagre. The population of the province is given by electoral districts, "Yale" being credited with 13,061. The settlements in Yale are named and their population given; but the population of Kootenay is simply apportioned so many to "Lower Kootenay" and so many to "Upper Kootenay." Accordingly, no approximate guess can even be given of the population of the different settlements in East and West Kootenay. This is in keeping with the way in which Kootenay was treated at the last general election. While each settlement in Yale was given a polling place, Kootenay was given but two polling places in all. John Andrew Mara, are you not ashamed of yourself? The following are the figures by settlements: Cache Creek, 697; Douglas Lake, 303; Grand Prairie, 826; Hope, 771; Kamloops, 1527; Lower Kootenay, 1220; Upper Kootenay, 2185; Lytton, 1338; Nicola, 752; Okanagan Mission, 348; Osoyoos, 711; Priests' Valley, 739; Princeton, 220; Spallumcheen, 1312; Spence's Bridge, 307; Yale, 382. Thus fifteen separate settlements are mentioned in Yale and not a single one in Kootenay, for "upper" and "lower" are not recognized as distinctive names for settlements in Kootenay. The settlements in Yale have a population of 10,256 and Kootenay is given a population of 3405. This was in 1891. The population of Kootenay now approximates 8000.

ANOTHER STEAMBOAT WRECKED.

The Steam Tug Kaslo Driven Ashore Near the Town of Kaslo.

The steam tug Kaslo was wrecked at Kaslo on Tuesday forenoon during a storm. The tug had been engaged to tow a barge-load of horses up to Lardo, and a start was made about 10 o'clock with the barge lashed alongside. When out a short distance it was found that the tug could not be handled, and the barge was dropped astern. Before going far, however, the tow line parted, and the barge was being rapidly driven ashore by the waves. Then an attempt was made to get another line to the barge, but before it could be done the parted line got caught on the propeller, and was wound round so rapidly that steam had to be shut off. By this time both tug and barge were dangerously near the rocks at the sampling-works point. As the wind was blowing from the south, an effort was made to pole the tug around to the north of the point, but the effort ended in failure and the tug went on the rocks. In the afternoon the steamer Nelson offered to tow her off, but the tug's owners were fearful that she would sink as they believed the hull had been stove in. The storm continued all that day and the next night, and now it is thought the tug is a total loss, as her smokestack and pilot-house have both disappeared. The Kaslo was owned by J. K. Buchanan and Robert Yuill, who were both aboard at the time she was wrecked. She was built in 1892 at a cost of $8000, the machinery being from the John Doty works in Toronto. The storm is said to have been one of the worst ever witnessed on Kootenay lake.

The Nelson & Fort Sheppard.

George A. Keefer, one of the best known engineers in the province, has been appointed by the provincial government to inspect the Nelson & Fort Sheppard railway, and is now out on the line. If his report is a favorable one, train service is likely to begin on Tuesday, the 19th, and if it begins then trains will leave Spokane for Nelson at 7 a. m. on Tuesdays and Fridays, and leave Nelson for Spokane at 7 a. m. on Wednesdays and Saturdays. The rates on freight are not given out as yet, but it is understood the rates will be 5 cents a hundred less than the present rates on all classes. The road will do a paying business from the start, as travel has always been good between lake points and Spokane, and the indications are that the tonnage of ore from the mines in Slocan, Ainsworth, and Nelson districts will be well up in the thousands during the winter. The inward freight, too, will be large, as few merchants carry enough goods to last until navigation opens in the spring.

A Movement That Has Something in it.

Mr. Edmund E. Sheppard, the clever editor of the Toronto Saturday Night, thus refers to the late Winnipeg election: The election of "Fighting Joe Martin" in Winnipeg is the most conspicuous Grit triumph that has been achieved since Alexander Mackenzie was premier. It means that the Protestant-Tariff Reform movement has something in it. It means that the men in the dominion cabinet are not liked and their methods are unpopular. It means a Grit delegation from the West at the next dominion election, headed by the strongest lieutenant that Laurier could have. It means that Meredith having been kept out of place in the dominion government, that Ontario Protestantism will be in revolt. It means that Sir John Thompson's idea of dilly-dallying with lieutenant-governorships is a mistake, and coupled with the McGreevy-Connolly convictions, that there is a popular notion that the government, more or less, should be in jail.

Will Not be Ready on Time.

Vancouver News-Advertiser, 8th: "Lacey R. Johnson, master mechanic of the Pacific division of the Canadian Pacific, who has just returned from San Francisco, reports that it will be impossible to have the Mid-Winter Fair in readiness by January 1st, the date fixed for the opening. None of the buildings are yet near completion, and owing to the rainy weather, the work has been greatly retarded. As yet scarcely any of the exhibits have been received.

Only Two in Our Midst.

The civil service list of Canada for the year 1893 contains the names of only two officials stationed in southern Kootenay, namely, Richard Blundell, deputy collector inland revenue, Class B, at a salary of $600 a year, and George Johnstone, sub-collector of customs, at a salary of $1200. The postoffice address of Mr. Blundell is given as "Vancouver, B. C.," and of Mr. Johnstone as "Emerson, Manitoba." Both officials live in and do business at "Nelson, B. C."

MINING OPERATIONS IN SLOCAN.

THE OUTPUT OF ORE IS LARGER THAN EVER BEFORE.

Every Available Team at Work—A Mine Changes Hands at a Good Figure—Work Progressing on a Dozen Properties.

Every available team is now engaged in hauling ore from the mines in Slocan district, and by New Years the output landed at the wharf at Kaslo or at the ore-sheds at Three Forks will aggregate thirty tons a day. There are now twenty-three regular freight teams on the road between Three Forks and Kaslo. George W. Hughes is hauling the output of the Idaho, the Mountain Chief, and the Noble Five group. He is also making a trail to the Surprise, the claim that was purchased last week by E. W. Ferguson of Chicago for $60,000, half spot cash. There are over 150 tons of ore sacked at the Surprise, and Hughes has the contract to haul it to Kaslo. The Surprise is adjacent to the Noble Five group, and was located in July, 1892. A man named Jennings and Thomas McGuigan were the owners. Hugh Mann has a contract for hauling 500 tons (and as much more as he can haul) from the Slocan Star to the ore-shed at Three Forks. Gilliam & Pound are rawhiding ore from the Washington to the road, where it is forwarded to Kaslo by a teamster named Mitchell.

The following mines are being worked: Freddie Lee, Slocan Star, Eureka, Noonday, Rico, Surprise, Washington, Bonanza King, World's Fair, Sapphire, Alamo, Idaho, Mountain Chief, Dardanelles, and Northern Belle. Work was suspended on the Wellington this week, superintendent Watts and foreman Robb both leaving for the east. Tenders are being asked for a 200-foot tunnel on the Alpha, one of the Grady group. Everything considered, the outlook is good for a large output of ore from Slocan mines this winter.

The Credit of the Province.

The article on the Nakusp & Slocan railway which appeared in THE TRIBUNE of November 23rd undoubtedly contained statements displeasing to both the promoters of the railway company and the members of the government. The promoters of the railway have the ear of the Vancouver World, and that paper calls THE TRIBUNE bad names for daring to even insinuate that the men who are building the road are in a fair way to clean up $300,000 on the job. The members of the government have the ear of the Victoria Colonist, and that old but refined newspaper sits down on THE TRIBUNE for daring to print "coarse" libels on the premier. If the premier considers himself libeled, he has his remedy at law, but all the refined "twaddle" The Colonist can print will not refute the statement that the profit of building the Nakusp & Slocan will be in the neighborhood of $300,000, and that the profit will be divided among a few spoilsmen who support the present provincial government. If THE TRIBUNE'S statement has injured the credit of the province, so much the better, for then the credit of the province will not be used for floating bonds to build the British Pacific railway, the Cariboo railway, and the many other railways in which friends of the government are interested as promoters. The credit of the province is already strained almost to the breaking point.

Steamboat News.

If the Nelson & Fort Sheppard train service begins on Tuesday the steamer Columbia will be tied up at Robson, if she can be got over the Kootenay rapids; if she can't, she will be tied up at Northport. The Lytton is at Robson being sheathed with iron. On her last trip down she brought two carloads of freight for Nakusp and some for Nelson and lake points. When sheathed, which will be by Monday or Tuesday, she will start up river again, and it is expected that on her first down trip she will bring all the freight consigned to lake points. She will be kept in commission until all the Inland Development & Construction Company's freight is brought down. The ice-jam at "the wigwam" has been so weak that it was considered dangerous to cross teams over it, but the frost of the last three or four nights has made it safe again, and from this time on there will be no delay in forwarding freight so that the Lytton can handle it.

Should Do as Their Canadian Sisters Do.

In referring to the unhappy lives led by American girls who marry titled foreigners, the Salt Lake Tribune says: "It is a pitiful thing to see a young life wrecked that way, but it ought to be a lesson to American girls to keep in mind that when a titled foreigner wants to make one of them his wife, the motive down deep is not once in twenty times an honorable one, and the chances are that a marriage of that kind will always end unhappily. Nellie Grant gave herself away to a big English loafer, who never did but one graceful act in his life, and that was to die last year, and the list of American girls who have married titled foreigners is very nearly an index to so many unhappy lives through such marriages." One never hears of Canadian girls leading unhappy lives after marriage, for they have the good sense to take for husbands only natives of Canada or of the great Republic.

PUBLISHERS' NOTICE.

THE TRIBUNE is published on Thursdays, by JOHN HOUSTON & Co., and will be mailed to subscribers on payment of ONE DOLLAR a year. No subscription taken for less than a year.

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TRANSIENT ADVERTISEMENTS 20 cents a line for first insertion and 10 cents a line for each additional insertion. Birth, marriage, and death notices free.

LOCAL OR READING MATTER NOTICES 50 cents a line each insertion.

JOB PRINTING at fair rates. All accounts for job printing and advertising payable on the first of every month; subscription, in advance.

ADDRESS all communications to
THE TRIBUNE, Nelson, B. C.

TRAVELERS' GUIDE.

STEAMER NELSON.

Sundays—Leaves Nelson at 5 p. m. for Kaslo.
Mondays—Leaves Kaslo at 1 a. m. for Bonner's Ferry.
Tuesdays—Leaves Bonner's Ferry at 1 a. m. for Kaslo.
Wednesdays—Leaves Kaslo at 9 a. m. for Nelson; returning, leaves Nelson at 5 p. m. for Kaslo.
Thursdays—Leaves Kaslo at 1 a. m. for Bonner's Ferry.
Fridays—Leaves Bonner's Ferry at 1 a. m. for Nelson.
Saturdays—Leaves Nelson at 9 a. m. for Kaslo; returning, leaves Kaslo at 3 p. m. for Nelson.

STEAMER AINSWORTH.

Leaves Nelson for Balfour, Pilot Bay, Ainsworth, and Kaslo on Mondays, Wednesdays, and Fridays, at 9 a. m.

Leaves Kaslo for Ainsworth, Pilot Bay, Balfour, and Nelson on Tuesdays, Thursdays, and Saturdays, at 9 a. m.

STEAMER HUNTER.

Leaves New Denver for head of Slocan lake and for Silverton daily, except Sunday.

Leaves head of Slocan lake for New Denver and Silverton daily, except Sunday, at 5 p. m.

STAGE LINES.

Stages leave Kaslo for Bell's, Watson, Bear Lake City, Three Forks, and New Denver daily, except Sunday, at 8 a. m.

Stages leave New Denver for Three Forks, Bear Lake City, Watson, Bell's, and Kaslo daily, except Sunday, at 8 a. m.

PROFESSIONAL CARDS.

D. LABAU, M.D.—Physician and Surgeon. Rooms 3 and 4 Houston block, Nelson. Telephone 12.

L. R. HARRISON, B. A.—Barrister and Attorney at Law (of the province of New Brunswick), Conveyancer, Notary Public, Commissioner for taking Affidavits for use in the Courts of British Columbia, etc. Offices—Second floor, Scott building, Josephine St., Nelson, B. C.

The Tribune

THURSDAY MORNING.....DECEMBER 14, 1893

"ENTIRELY ASTRAY."

THE NELSON TRIBUNE of November 23rd contains an article which is in many respects misleading. The motive of as well as the animus displayed by the paper in question can easily be divined, but it is difficult to understand how it publishes as a statement of truth what is the very reverse. If the writer drew upon his own imagination then it must be extremely fertile; if upon information supplied by disappointed contractors or other sore-heads, then the scrubbing process was freely indulged in. The government by the time piece is not building the road. All that it is doing is to carry out the views of the legislature, which were to the effect that the province would, on conditions specified in the Act, guarantee the interest on the debentures or bonds of the line, at the rate of 4 per cent per annum up to but not to exceed the sum of $25,000 per mile, which was to construct, equip and maintain the road for the term of twenty-five years. The dominion government, prior to the passage of the provincial Act, had agreed to extend the statutory subsidy of $3200 per mile to the Nakusp & Slocan railway, and before a solitary cent is paid over, the road, as regards grades, curves, alignments, and general construction, must comply with the terms and conditions of the dominion Railway Act. The provincial government having guaranteed the bonds, as already stated, and in order to protect the public interests in the matter, has for a time, so we understand, been assigned all and every interest which the Nakusp & Slocan Railway Company may have in the federal subsidy, which will be surrendered when the line is completed. This is the only financing the government is doing for the undertaking, which is to be of such immense importance, not only to Kootenay, but to the whole province. The Nakusp & Slocan road is being built upon generally the same lines as was the Shuswap & Okanogan, and leased to the Canadian Pacific Railway Company for a term of years upon terms identically the same. THE TRIBUNE'S greatest blunder, however, is in the paragraph relating to the cost of construction. It will be observed that the limit of the government's guarantee is $25,000 per mile. The preliminaries having been arranged for making a start, tenders were advertised for and many responses made thereto. If we mistake not, the lowest bid was accepted. It was that of the Inland Development & Construction Company, for which D. McIlllivray is manager, and under whose superintendence the work is now being prosecuted. The price will not approach that named by our contemporary ($23,000 per mile) by at least $6000, at least so we are informed by parties who are in a position to know whereof they speak. The length of the line is placed at thirty-eight miles, and the total cost given at $650,000, not $900,000 as stated by THE TRIBUNE. It likewise makes a great ado over the prices paid to sub-contractors for the work they are doing. These are matters with which the public have nothing to do. The lowest tenderer in the first instance was awarded the job, and deposited securities that the work would be completed in accordance with the plans and specifications prepared by the company's engineers and within the time specified. Whatever arrangements be made with sub-contractors is a matter resting with themselves. One thing is certain, that, upon the work, the manager for the construction company expects to earn a fair dividend. This we think THE TRIBUNE will agree is in no way wrong nor in any degree selfish. It is exactly the principle upon which the proprietors of that paper manage their own business. The assertion that at least 70 per cent was to be cleared on the job and divided among a certain ring is cowardly. Had THE TRIBUNE taken the trouble to ascertain the facts in connection with the matter it would have written in an entirely different strain. Everything in connection with the undertaking will be laid before the legislature and published, and then it will be found that to the slightest details nothing was done other than above-board and in a most conscientious manner.

The above is from the Vancouver World of the 1st instant. That it refutes any of the statements made by THE TRIBUNE is not apparent. Of course it is an attempt, but a very weak one, to discredit THE TRIBUNE'S statements, which were, first, that the building of the Nakusp & Slocan railway was a profitable venture for the Inland Development & Construction Company, however unprofitable it might be to the sub-contractors and the men who worked for them; second, that the province had loaned its credit to enable the builders of the Nakusp & Slocan railway to clean up $300,000, and that to insure the clean up legislation would be passed to make the province liable for the principal of the bonds as well as the interest. That the first statement is true must be admitted, for does not The World say: "One thing is certain, that, upon the "work, the manager for the construction "company expects to earn a fair divi-"dend." That the second is also true will be admitted "when everything in connec-"tion with the undertaking is laid before "the legislature," for then it will be shown that the bonds for which the provincial guarantee of 4 per cent was obtained were disposed of at a price just sufficient to pay for the building of the road, whether the cost of the building be $17,000 or $23,000 a mile. It matters little whether all the profits go into the treasury of the Inland Development & Construction Company or all into the pockets of the men who are doing the financing for the Nakusp & Slocan Railway Company, for even The World must know that both companies are owned by the same men. The future will disclose whether or not legislation will be passed making the province liable for the principal of the bonds. One thing, however, is beyond dispute, that is, that the manager of the Inland Development & Construction Company is "entirely astray" when he calls on The World to give his company "a character" for honesty of purpose, for The World is not above suspicion itself.

THE TRIBUNE has no other animus, in referring to the cost of building the Nakusp & Slocan railway than to attract attention to one fact, that is, the readiness with which the province lends its credit to interests closely allied to the Canadian Pacific railway, and its unwillingness to extend like favors to interests antagonistic to the C. P. R., but which are doing equally as much to develop the resources of the province. THE TRIBUNE cares nothing as to the profits or losses of any set of contractors, or whether they be residents of Vancouver or of Timbuctoo. Nor has it any animus regarding premier Davie, other than the desire to see him administer the government in the interest of the whole people and not in the interest of the few spoilsmen. It would rather see him at the head of the government than a man like the chief owner of the Vancouver World, for instance.

SUB-CONTRACTING.

An English paper says: "One of the "greatest defects of the existing Employ-"ers' Liability Act is that frequently the "workman finds himself without remedy, "owing to the system known as sub-"contracting. A contractor engages to "do certain work. The almost invariable "plan now is to let out a great portion of "that work to sub-contractors. Then "arises one of the most difficult points in "connection with the highly-technical ex-"isting Employers' Liability Act. Who "is responsible? The sub-contractor, or "the original contractor? And, be it re-"membered, there may be four, or five, or "half a dozen sub-contractors. A work-"man's claim is frequently defeated un-"der these confusing circumstances, "owing to his suing the wrong person. "When the bill was before the house, "Mr. Jones moved a clause, to the effect "that the workmen of sub-contractors "should be deemed to be in the employ-"ment of the original contractor. Sir "Charles Russell opposed the amendment, "stating that it would do injustice in "some cases. For instance, the works of "the Manchester ship canal are let out to "a large number of sub-contractors, some "of whom might be responsible for five "miles. Were the original contractors to "be liable for the negligence of these sub-"contractors? Sir Charles, however, "agreed that there were cases, such as "builders, who let out plumbing, carpen-"try, and other portions of work to sub-"contractors, in which an injustice is fre-"quently wrought upon the workman by "interposing negligent sub-contractors. "Sir Charles Dilke urged that the clause "should be read a second time, as the "question was of great importance to the "workers. Finally, Mr. Asquith promised "to propose at a later stage an amend-"ment which he hoped would meet the "justice of the case."

The question is one which should be considered at the next session of the legislative assembly of British Columbia, for the way in which sub-contractors are robbed by the builders of railways in this province is almost incredible. The word "robbed" is here used in its broadest sense. The sub-contractors are robbed by the engineers, who classify material in such a way that "solid rock" and "loose rock" and "boulders" and everything in fact moved is "earth." The workmen are, in turn, robbed by being compelled to accept time-checks in lieu of money, the time-checks being discounted when presented, and sometimes repudiated altogether when presented by a merchant foolish enough to cash them. But that anything will be done to prevent such robberies in the future is doubtful, for the simple reason that the majority of the legislative assembly is composed of men who have no sympathy whatever for poor devils who are unable to fight for their rights.

ACCORDING to reports from the old country, the much-vaunted "Imperial Institute" is in hard straits, so hard that smoking concerts are resorted to to raise funds to keep it open. The institute was started as an adjunct of that fad, Imperial Federation. The fad is dead, and the institute had better be turned into a concert hall. Concert halls, at least, serve a useful purpose as training schools from which noble lords get wives who are able and willing to earn comfortable livings for both their husbands and themselves. Canadians and other colonists have a sentimental feeling for the old country, just such a feeling as an adult has for a distant relative who may have distinguished himself nothing more.

THE Golden Era denies the correctness of the report that colonel Baker has decided to abandon East Kootenay and stand for Alberni. If the colonel is tired of East Kootenay and his colleagues of him, THE TRIBUNE suggests that he abandon local politics altogether and go in for something higher. Let him stand for the Dominion house. That he could run away from John Andrew Mara, in a square contest, is beyond question. Colonel, take the suggestion under consideration.

THOSE who oppose incorporating the town of Nelson do so on the grounds that "ignorant" men might be elected aldermen. Well! Well! We always supposed the men who made a town were fully competent to govern it, if they but had the chance. The men who made Nelson may not have a "corner" on its brains, but they have at least sufficient horse sense to manage the affairs of a one-horse town.

FACTS IN PARAGRAPHS.

The Northwestern Lancet offers a new explanation of the sudden drowning of good swimmers, hitherto attributed to cramp. There is nothing in a cramp in the leg to prevent an ordinary swimmer supporting himself in the water by his hands or on his back, nor to cause him to throw up his hands and sink once for all like a stone. Such cases are attributed to perforation of the ear-drum, through which the access of water pressure occasions vertigo and unconsciousness, and a practical caution results, to persons having such perforation, to protect their ears with a stopper of cotton when bathing.

Walter Besant has been talking to a London reporter about his American tour, and here is what he has to say of Chicago: "You have not seen America at all until you have been to Chicago. New York is not America, New York is a cosmopolitan city; Boston is not America, Boston is old; Philadelphia is not America, Philadelphia is asleep. But at Chicago you are in the very heart of the country—you are at the center of everything. Chicago will be to America what Babylon formerly was to Asia."

During the last Paraguayan war it was noticed that the men who had been without salt for three months, and who had been wounded, however slight, died of their wounds because they would not heal.

What was known as the "Galt" road, between Lethbridge and Dunmore in Alberta, has been taken over by the Canadian Pacific and is now a standard gauge. The narrow-gauge rolling stock was taken to Lethbridge and nearly all the old train men were discharged.

The sum of two thousand and sixty-eight dollars, which has accrued in interest upon a sixty-dollar deposit in a Boston savings bank, has just been turned over to the state of Massachusetts. A deposit-book representing that amount was taken from a prisoner named William Doyle some sixty years ago by the then city marshal. Doyle died in 1834 without kin, so far as known. In 1887 the book was found by a descendant of the city marshal and turned over to the public administrator. Advertisements for Doyle's heirs met with no response, and now the money becomes the property of the commonwealth.

A foreign diplomat, conversing with queen Liliuokahani on the subject of the mixed races in Hawaii said: "But your majesty surely has no white blood in your veins?" "Indeed, I have white blood in my veins," said the queen; "my grandfather ate captain Cook."

When general Butler was in command at New Orleans during the American civil war, he was informed that father Ryan, priest and poet, had been expressing rebellious sentiments, and had said he would even refuse to hold funeral service for a dead Yankee. General Butler sent for him in haste, and began roundly scolding him for expressing such un-Christian and rebellious sentiments. "General," the wily priest answered, "you have been misinformed; I would be pleased to conduct funeral services for all the Yankee officers and men in New Orleans."

Ulysses S. Grant has purchased the Hubbell property, in San Diego, California, for a permanent home for himself and mother, the wihow of the late general Grant. The house is conceded to be the finest residence in San Diego and commands a splendid view. It was built at a cost of $92,000.

A most interesting vote is now being taken in Switzerland. On the application of 50,000 Socialists a general vote of the whole of the inhabitants of the Swiss Federation is asked for on the question whether or not the "right to have work provided" shall be embodied in the Swiss constitution. This means that every citizen in Switzerland will be guaranteed work by the state. It is thought that the poll will be adverse to the proposition. But, if it be favorable, it will be one of the most remarkable steps in the progress of the labor movement which has yet been taken.

LOTS FOR SALE IN

ADDITION "A"

Adjoining the government townsite of Nelson,

AT $125 and UPWARDS,

with a rebate for buildings erected. The best residential property in Nelson. Value sure to increase.
Apply to

-:- W. A. JOWETT, -:-

Mining and Real Estate Broker, Auctioneer and Commission Agent,

Agent for Nelson and West Kootenay District, for the INNES & RICHARDS, Vancouver, B. C.

JOHN M. KEEFER. JAMES W. SEALE.

KEEFER & SEALE

TEAMSTERS.

Job teaming done. Have several hundred cords of good wood, which will be sold at reasonable prices.
LEAVE ORDERS AT
J. F. Hume & Co.'s, Vernon Street, Nelson.

The Time to Buy is When Someone is Anxious to Sell!

One of the oldest-established general merchandise stores in Southern Kootenay can be purchased on very reasonable terms within the next 90 days. The sales aggregated nearly $100,000 in the last twelve months. The stock on hand is new. The store-buildings are large, well-lighted, and in a good location. Purchaser can get easy terms by paying half cash. For further particulars address

November 27th, 1893. John Houston & Co., Nelson, B. C.

THE

Kelly Sectional Boiler.

(Patents applied for in Canada and U. S.)

SIMPLE
CHEAP
DURABLE

HEAVIEST SECTION 170 POUNDS.

Can be set up by two men in two days and taken apart by one man in ten hours.

Specially constructed for packing over mountain trails.

Thoroughly Tested Before Leaving Shop.

For prices, etc., apply to

Edward Watts,

Kaslo, B. C.,

or The Kootenay & Columbia P. & M. Co.,

Bell Telephone Building, Ottawa, Ontario.

W. A. JOWETT

(Notary Public)

MINING AND REAL ESTATE BROKER,

AUCTIONEER and COMMISSION AGENT

REPRESENTING

The Confederation Life Association,
The Phœnix Fire Insurance Company,
The Provident Fund Accident Company;

also

The Sandy Croft Foundry Company, near Chester, England, makers of all kinds of mining machinery, air compressors, rock breakers, stamps, etc.

Jowett Building, Victoria Street,

NELSON, B. C.

NEW DENVER

That New Denver is the coming town in inland British Columbia is beyond question, and it is the only town in the Province in which speculators have a chance to operate. The following are bargains:

The north half of lot 8 block 5 (25 feet frontage), $450, $300 cash, balance in six months; no back payment to the government. Lot 9 block 12 (50 feet frontage), $600, $326 cash, the balance to the government. Lot 7 block 14 [50 feet frontage], $600, $520 cash, the balance to the government.

John Houston & Co.

NELSON.

or D. B BOGLE, New Denver.

Nelson Livery Stable

Passengers and baggage transferred to and from the railway depot and steamboat landing. Freight hauled and job teaming done. Stove wood for sale.

WILLIAM WILSON.....PROPRIETOR

THE HALL MINES, LIMITED (FOREIGN).

Registered the 31st day of October, 1893.

CERTIFICATE OF REGISTRATION.

This is to certify that I have this day registered "The Hall Mines, Limited (Foreign), under the "Companies' Act," Part IV., Registration of Foreign Companies and the "Companies Act Amendment Act, 1889."

The objects for which the Company is established are:—

(a.) To purchase or otherwise acquire gold, silver, copper, or other mines, rights and metalliferous land in British Columbia or elsewhere, and any interest therein, and in particular to acquire the mines known as the "Silver King," "Kootenai," "Bonanza," "American Flag," and "Kohinoor," situated on Toad Mountain, West Kootenay, District of British Columbia.

(b.) To purchase or otherwise acquire, improve, manage, work, develop, sell, and otherwise deal with mines, mining rights, metalliferous and other lands, milling, smelting, chemical and other works, in British Columbia or elsewhere, and generally to carry on the business of a mining, milling and smelting company in all its branches.

(c.) To explore, open and work claims or mines, and raise and quarry for gold, silver, copper and other minerals, and ores and other substances, and to carry on the business of a company trading in all such materials in all its branches.

(d.) To buy, sell, manufacture and deal in minerals, plant, machinery, implements, conveniences, provisions, stores, explosives, dry and wet goods, and things capable of being used in connection with mining and metallurgical operation, or required by workmen or others employed by the Company.

(e.) To construct, erect, equip, maintain, improve, manage, and work (or aid in and subscribe towards so doing), roads, tramways, railways, piers, quays, wharves, viaducts, aqueducts, water-works, canals, flumes, ditches, crushing and other mills, reservoirs, water-courses, buildings, factories, warehouses, ships, and other works and conveniences which may seem directly or indirectly conducive to the objects of the Company, and to contribute to or otherwise aid or take part in such operations.

(f.) To enter into any arrangement with any governments or authorities, supreme, municipal, local or otherwise, or any corporations, companies, or persons for any charters, contracts, decrees, concessions, rights, privileges or benefits that may be deemed advantageous, and to carry out, exercise and comply with the same, or sell, lease and dispose of, or grant sub-leases or sub-concessions or otherwise turn the same to account.

(g.) To acquire by purchase, grant, concession, lease, license or otherwise, any lands or hereditaments, or rights or interests in lands or hereditaments, convenient for any of the purposes of the Company, and any mines, minerals, or mining rights in any part of the world, and sell and dispose of or otherwise turn to profit in any way the same.

(h.) To search for, seek, explore, mine, open and work mines, quarries, collieries, oil wells, minerals and other deposits, and to render marketable, and sell and dispose of, or otherwise turn to profit in any way the same.

(i.) To purchase or otherwise acquire and protect, prolong and renew, whether in the United Kingdom or elsewhere, any patents, patent rights, brevets d'invention, licenses, protections, secret processes or privileges, and to use, manufacture, and to grant licenses or rights in respect of, or turn to account the same, or sell and dispose thereof, as may seem advantageous to the Company.

(j.) To use, cultivate, improve, develop and stock, and to work and build on, and generally to turn to account the Company's lands in such manner as the Company think fit, and to sell or otherwise dispose of all such stock and products of the said lands.

(k.) To purchase or otherwise acquire any business, undertaking, trading concern or property, whether with a view to re-selling the same either to a company or to any private person or otherwise, and to carry on, enlarge and develop and improve the same, and to turn the same to account in any manner which may appear advantageous to the Company, and to sell and dispose thereof.

(l.) To purchase, rent, lease, hire, charter, occupy or otherwise acquire any lands, works, buildings, premises, houses, laboratories, workshops, tenements, hereditaments, plant, machinery, engines, apparatus, appliances, easements, rights of way, rights of privileges, real or personal, and to erect, construct, build, make, alter, improve, superintend, manage, work, control, or maintain any lands, works, buildings, premises, houses, laboratories, workshops, tenements, plant, machinery, engines, apparatus, appliances, easements, rights of way, rights or privileges, real or personal, that may seem advantageous to the Company.

(m.) To sell, lease, let, exchange, dispose of, mortgage, or to grant any license for the use or practice of, or for the working of any property or rights of the Company whatever, for cash or stock, shares or bonds of any other company or association, and either payable at once or by deferred payments, or by sharing of profits, royalty, or in any other manner, and to do all such acts and things that may be deemed expedient for turning to account in any way any property or rights in which the Company is or might be interested.

(n.) To execute and carry into effect any agreement or agreements to fulfill any or all of the objects of this memorandum.

(o.) To prosecute and execute, directly or by contributions or other assistance, any such or any other works, undertakings, projects, or enterprises in which or for the prosecution whereof, or on the security whereof, or of any profits or emoluments derivable therefrom, the Company shall have invested money, embarked capital or engaged credit.

(p.) To pay all expenses of and in connection with the incorporation of the Company, and the obtaining the subscription of the share and debenture capital thereof, including all commissions and other remuneration to brokers or other persons, for procuring or guaranteeing subscriptions for, or for underwriting, placing, selling or otherwise disposing of any of the shares, debentures or other securities or property of the Company, or of any company in which this Company is or may be interested, or assisting so to do, or for procuring or obtaining settlement and quotation upon London, or Provincial, or Foreign, or Colonial stock exchanges, of any of the said share or debenture capital, and to enter into any contract or contracts for any of the purposes hereof.

(q.) To purchase or otherwise acquire and undertake all or any part of the business, property and liabilities of any person or company carrying on or possessed, or to be possessed, of property suitable for the purposes of the Company. To enter into partnership or into any arrangements for sharing profits, union of interests, reciprocal concessions, joint adventure, or co-operation with any person or company carrying on, or engaged in, or about to carry on or engage in, any business or transaction which this Company is authorized to carry on or engage in, or any other business or transaction capable of being conducted so as directly or indirectly to benefit the Company, and to take, deal in, or otherwise acquire and hold shares or stock, or other securities of, and subsidise, underwrite the capital of, or otherwise assist any such company, and to sell, hold, re-issue, with or without guarantee, or otherwise deal with such shares or securities.

(r.) To borrow and raise money on such terms as the Company may determine, and to secure the re-payment of any money borrowed or raised, together with any interest, bonus, or premium payable or agreed to be paid in respect thereof, by or without a mortgage or charge upon the whole or any part of the assets (existing and future) of the Company (including its uncalled capital), and that either with or without the intervention of trustees, and so that such mortgage or charge may be contained in any trust, deed or deeds, or in any debenture or debentures (to bearer or registered holder), and such debentures may be terminable or perpetual, or redeemable by drawings or otherwise, or irredeemable, and with or without preference or priority among different issues, and with power for the Company to vest in the hands of trustees for any persons, company or corporation advancing any moneys to the Company, any part of the moneys so advanced, or of the capital or undivided profits of the Company, with a view to securing to the lenders so advancing moneys the due performance of all the obligations of the Company in regard thereto, and with or without power to the lenders to convert their securities into shares of the Company.

(s.) To make, draw, issue, accept, endorse, discount and re-discount, purchase, sell, and deal in bills of exchange, promissory notes, and other negotiable instruments.

(t.) To sell the undertaking of the Company or any part thereof, for such consideration as the Company may think fit, and in particular for shares (fully or partly paid up), debentures or securities of any other company having objects altogether or in part similar to those of this Company, to form and promote any other company or companies for the purpose of acquiring all or any of the properties, rights and liabilities of this Company, or for any other purpose which may seem directly or indirectly calculated to benefit this Company.

(u.) To accumulate profits for any of the purposes of the Company, and to appropriate any of the Company's assets, whether capital or profits, for specific purposes, either conditionally or unconditionally, and to admit any class or section of those who have dealings with the Company to any share in the profits thereof, or in the profits of any particular branch of the Company's business, or to any other special rights, privileges, advantages or benefits.

(v.) To invest or deal with any moneys of the Company, not immediately required, in such manner as the Company may think fit.

(w.) To aid in the establishment of, and support of associations or institutions calculated to benefit persons employed by the Company, or having dealings with the Company, and to confer on any such persons the right to participate in the profits of the Company.

(x.) To subscribe to any fund, institution or company, and to act, by delegate or otherwise, upon any trade, council, committee, chamber of commerce, syndicate, or any other body of persons, formed to lawfully promote either the general interest of businesses to which that of the Company is allied, or any other business that may be conducive to the interests of the Company.

(y.) To cancel or accept surrenders of any share or shares of any member or members for any reasons and on any terms and conditions, and as and when the Directors, in their absolute discretion, think fit, with or without any continuing liability attaching to such member or members to pay up any uncalled or unpaid capital in respect of such share or shares so cancelled or surrendered.

(z.) To purchase or otherwise acquire or redeem the preference shares of the Company, as provided by the Articles of Association, subject to the sanction of the proper court.

(aa.) To obtain any provisional order of the Board of Trade or Act of Parliament for enabling the Company to carry any of its objects into effect.

(bb.) To procure the Company to be registered or recognized in any foreign or colonial country or place.

(cc.) To distribute, by way of dividend or otherwise, among the members of the Company any shares or securities belonging to the Company or any other company, or any property or assets of the Company applicable as profits, and to issue shares, bonds or other securities of the Company, in satisfaction or on account of any liabilities, dividends, bonus, or share of profits so payable, whether to members or employees of the Company or other persons.

(dd.) To make donations to such persons and in such cases as may seem expedient.

(ee.) To remunerate any person or persons for services rendered, or to be rendered, in relation to the placing of the Company's shares or securities, or otherwise.

(ff.) To issue debentures or other securities or shares (wholly or partly paid up) to any Director, officer of the Company, or other person, as the consideration for any property which may be acquired by, or any services or work which may be rendered to or done for, the Company, or in or towards payment of the debts or liabilities of or undertaken by the Company.

(gg.) To do all or any of the above things in any part of the world, and as principals, agents, contractors, trustees or otherwise, and by or through trustees, agents or otherwise, and either alone or in conjunction with others.

(hh.) To do all other such things as are conducive or incidental to the attainment of the above objects, or any of them.

(ii.) Subject to section (z) the capital funds and assets of the Company shall not be expended or applied in the purchase or for loan upon the security of its own shares.

(jj.) The word "Company" throughout these presents shall be deemed to include any partnership or other body of persons, whether incorporated or not incorporated, and whether domiciled in the United Kingdom or elsewhere.

The amount of the capital stock of the said Company is three hundred thousand pounds sterling, divided into two hundred and fifty thousand ordinary shares of one pound each, and fifty thousand cumulative preference shares of one pound each.

The place of business of the said Company is located at the corner of Victoria and Kootenay streets, in the Town of Nelson, British Columbia.

In testimony whereof, I have hereunto set my hand and affixed my seal of office the 31st day of October, 1893, at the City of Victoria, in the Province of British Columbia.

[L. S.] C. J. LEGGATT,
Registrar of Joint Stock Companies.

APPLICATION FOR CROWN GRANT.

Notice is hereby given that John McDonald, as agent for Ebenezer Ramsay, has filed the necessary papers and made application for a Crown Grant in favor of the mineral claim "Lulu," situated in the Nelson Mining Division of West Kootenay. Adverse claimants will forward their objections within 60 days from the date of this publication. N. FITZSTUBBS,
Gold Commissioner.

Nelson, B. C., 13th November, 1893.

APPLICATION FOR CROWN GRANT.

Notice is hereby given that John McDonald, as agent for Charles Hall and others, has filed the necessary papers and made application for a Crown Grant in favor of the mineral claim "Victoria," situated in the Nelson Mining Division of West Kootenay. Adverse claimants will forward their objections within 60 days from the date of this publication. N. FITZSTUBBS,
Gold Commissioner.

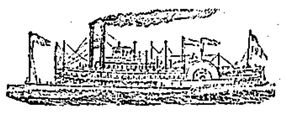
Nelson, B. C., 13th November, 1893.

APPLICATION FOR LIQUOR LICENSE.

Notice is hereby given that thirty days after date I intend to apply to the stipendiary magistrate of West Kootenay district for a license to sell liquor at my hotel at Five-mile Point in said district. R. F. PERRY.

Nelson, November 28th, 1893.

Slocan Trading & Navigation Company, Ltd.



The company's A1 passenger and freight steamer

W. HUNTER

G. L. ESTABROOK.....Master

LEAVES NEW DENVER daily for Silverton (Four Mile City) and head of Slocan lake, returning to New Denver by 6 P. M.
FOR RATES apply on board.
W. C. McKINNON, Secretary.
June, 21st, 1893. Silverton, B. C.

TO THE EAST and WEST and SOUTH

The Kootenay Country is 300 Miles nearer the Eastern States and Canada via Bonner's Ferry than any other route.

Boat connections are made at Bonner's Ferry with trains On the

GREAT NORTHERN RAILWAY

For Spokane, Puget Sound, Montana points, St. Paul, Chicago and points in Canada and the Eastern States.

Parlor Sleeping and Dining cars, Family Tourist cars, Buffet-Library cars, Free Colonist cars daily between St. Paul, Bonner's Ferry, Spokane, and Seattle. Through sleepers to Chicago.

For further information apply to the officers of the boats on the Bonner's Ferry run; to P. Corey, agent, Great Northern Railway, Bonner's Ferry, Idaho; H. H. St. John, general agent, Spokane, Wash; R. C. Stevens city passenger and ticket agent, Seattle, Wash; H. G. McMicken, general agent, 2 King street east, Toronto, Ont.; or F. I. Whitney, general passenger and ticket agent, St. Paul, Minn.

BANK OF MONTREAL

Capital, all paid up, - - $12,000,000
Rest, - - - - 6,000,000

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MERE MATTERS OF HABIT.

There were three of us in the smoking room of the Alexandra; a very good friend of mine, a man who has knocked about the world pretty considerably—which would seem to be no more than fair, for before that the world had its turn, and a pretty long turn, at knocking him about—myself, and in the opposite corner a shy-looking, unobtrusive man, the editor, as we subsequently learned, of a New York Sunday paper.

My friend and I were discussing habits, good and bad.

"After the first few months," said my friend, "it is no more effort for a man to be a saint than to be a sinner; it becomes a mere matter of habit."

"I know," I interupted; "it is every whit as easy to spring out of bed the instant you are called as to say 'all right,' and turn over for just another five minutes' snooze—when you have got into the way of it. It is no more trouble not to swear than to swear—if you make a custom of it. Toast and water is as delicious as champagne—when you have acquired the taste for it. Things are also just as easy, the other way about. It is a mere question of making your choice and sticking to it."

He agreed with me.

"Now take these cigars of mine," he said, pushing his open case towards me.

"Thank you," I replied hurriedly; "I'm not smoking this passage."

"Don't be alarmed," he answered, "I meant merely as an argument. Now one of these would make you ill for a week."

I admitted his premise.

"Very well," he continued. "Now, I, as you know, smoke them all day long, and enjoy them. Why? Because I have got into the habit. Years ago, when I was a young man, I smoked expensive Havanas. I found I was ruining myself. It was absolutely necessary that I should take to a cheaper weed. I was living in Belgium at the time, and a friend showed me these. I don't know what they are—probably cabbage leaves soaked in guano—they tasted to me like that, at first—but they were cheap. Buying them by the five hundred, they cost me three a penny. I determined to like them, and started with one a day. It was terrible work, I admit; but as I said to myself, nothing could be worse than the Havanas themselves had been in the beginning. Smoking is an acquired taste, and it must be as easy to learn to like one flavor as another. I persevered, and I conquered. Before the year was over I could think of them without loathing, at the end of two I could smoke them without positive discomfort. Now I prefer them to any other brand on the market. Indeed, a good cigar disagrees with me."

I suggested it might have been less painful to have given up smoking altogether.

"I did not think of it," he replied, "but a man who doesn't smoke always seems to me bad company. There is something very sociable about smoke."

He leant back and puffed great clouds into the air, filling the small den with an odor suggestive of bilge water and cemeteries.

"Then, again, he resumed after a pause, "take my claret. No—you don't like it;" (I had not spoken, but my face had evidently betrayed me), "nobody does—at least no one I have ever met. Three years ago, when I was living in Hammersmith, we caught two burglars with it. They broke open the sideboard and swallowed five bottles between them. A policeman found them afterwards, sitting on a doorstep 100 yards off, the swag beside them in a carpet bag. They were too ill to offer any resistance and went to the station like lambs, he promised to send the doctor to them the moment they were safe in the cells. Ever since then I have left out a decanter full upon the table every night.

"Well, I like that claret, and it does me good. I come in sometimes dead beat. I drink a couple of glasses and I'm a new man. I took to it in the first instance for the same reason that I took to the cigars; it was cheap. I have it sent over direct from Geneva, and it costs me seven shillings a dozen. How they do it I don't know. I don't want to know. As you may remember it's fairly heady and there's body in it."

"I knew one man," he continued, "who had a regular Mrs. Candle for a wife. All day long she talked to him or at him or of him, and at night he fell asleep to the rising and falling rhythm of what she thought about him. At last she died and his friends congratulated him, telling him that now he would enjoy peace. But it was the peace of the desert and the man did not enjoy it. For two and twenty years her voice had filled the house, penetrated through the conservatory and floated in faint shrilly waves of sound round the garden and out into the road beyond. The silence now pervading everywhere frightened and disturbed him. The place was no longer home to him. He missed the breezy morning insult, the long winter evenings' reproaches beside the flickering fire. At night he could not sleep. For hours he would lie tossing restlessly, his ears aching for the accustomed soothing flow of invective.

"'Ah,' he would cry bitterly to himself, it is the old story; we never know the value of a thing until we have lost it."

"He grew ill. The doctor dosed him with sleeping draughts in vain. At last they told him bluntly that his life depended upon his finding another helpmate able and willing to nag him to sleep.

"There were plenty of wives in the neighborhood of the type he wanted; but the unmarried women were, of necessity, inexperienced, and his health was such that he could not afford the time to train them.

"Fortunately, just as dispair was about to take possession of him, a man died in the next parish, literally talked to death, the gossips said, by his wife. He obtained an introduction and called upon her the day after the funeral. She was a cantankerous old woman, and the wooing was a harassing affair, but his heart was in his work, and before six months were gone he had won her for his own.

"She proved, however, but a poor substitute. The spirit was willing, but the flesh was weak. She had neither that command of language nor of wind that had distinguished her rival. From his favorite seat at the bottom of the garden he could not hear her at all; so he had his chair brought up into the conservatory. It was all right for him there so long as she continued to abuse him; but every now and then, just as he was getting comfortably settled down with his pipe and newspaper, she would suddenly stop.

"He would drop his paper and sit listening with a troubled, anxious expression.

"'Are you there, dear?' he would call out, after a while.

"'Yes, I'm here; where do you think I am, you old fool,' she would gasp back, in an exhausted voice.

"His face would brighten at the sound of her voice. 'Go on dear,' he would answer; 'I'm listening. I like to hear you talk.'

"But the poor woman was utterly pumped out, and had not so much as a snort left.

"Then he would shake his head sadly, 'No, she hasn't poor, dear Susan's flow of words,' he would say; 'ah, what a woman that was!'

"At night she would do her best, but it was a lame and halting performance by comparison. After rating him for little over three-quarters of an hour, she would sink back upon the pillow, and want to go to sleep, but he would shake her gently by the shoulder.

"'Yes, dear,' he would say, 'you were speaking about Jane, and the way I kept looking at her during lunch.'"

"It's extraordinary," concluded my friend, lighting a fresh cigar, "what creatures of habit we are."

"Very," I replied. "I knew a man who told tall stories till when he told a true one nobody believed it."

"Ah, that was a very sad case," said my friend.

"Speaking of habit," said the unobtrusive man in the corner, "I can tell you a true story that I'll bet my bottom dollar you won't believe."

"Haven't got a bottom dollar, but I'll bet you half a sovereign I do," replied my friend who was of a sporting turn. "Who shall be judge?"

"I'll take your word for it," said the unobtrusive man; and started straight away.

"He was a Jefferson man, this man I'm going to tell you of," he began. "He was born in the town and for forty-seven years he never slept a night outside of it. He was a most respectable man, a drysalter from 9 to 4, and a Presbyterian in his leisure moments. He said that a good life merely meant good habits. He rose at 6, had family prayer at 7:30, breakfast at 8, got to business at 9, had his horse brought round to the office at 4 and rode for an hour, reaching home at 5, had a bath and a cup of tea, played with and read to the children (he was a domesticated man) till 6:30, dressed and dined at 7, went round to the club and played whist till 10:15, home again to evening prayer at 10:30 and bed at 11. For twenty years he lived that life with never a variation. It worked into his system and became mechanical. The church clocks were set by him. He was used by the local astronomers to check the sun.

"One day a distant connection of his in London, an East Indian merchant and an ex-lord mayor, died, leaving him sole legatee and executor. The business was a complicated one and needed management. He determined to leave his son by his first wife, now a young man of 24, in charge at Jefferson, and to establish himself with his second family in England, and look after the East Indian business.

"He set out from Jefferson City on October the 4th and arrived in London on the 17th. He had been ill during the whole of the voyage, and reached the furnished house he had hired in Bayswater somewhat of a wreck. A couple of days in bed, however, pulled him round, and, on the Wednesday evening, he announced his intention of going into the city the next day to see to his affairs.

"On the Thursday morning he awoke at 1 o'clock. His wife told him she had not disturbed him, thinking the sleep would do him good. He admitted that perhaps it had. Anyhow he felt very well and got up and dressed himself. He did not like the idea of beginning his first day by neglecting a religious duty and, his wife agreeing with him, they assembled the servants and the children in the dining room and had family prayers at 1:30. After which he breakfasted and set off, reaching the city about 3 o'clock.

"His reputation for punctuality had preceeded him and surprise was everywhere expressed at his late arrival. He explained the circumstances, however, and made his appointments for the following day to commence at 9:30.

"He remained at the office until late, and then went home: For dinner—usually his chief meal of the day—he could manage to eat only a biscuit and some fruit. He attributed his loss of appetite to want of his customary ride. He was strangely unsettled all the evening, he said he supposed he missed his game of whist, and determined to look out for some quite respectable club without loss of time. At 11 he retired with his wife to bed, but could not sleep. He tossed and turned and turned and tossed, but grew only more wakeful and energetic. A little after midnight an overpowering desire seized him to go and wish the children good-night. He slipped on a dressing gown and stole into the nursery. He did not intend it but the opening of the door awoke them and he was glad. He wrapped them up in a quilt, and sitting on the edge of the bed told them moral stories till 1 o'clock.

"Then he kissed them good-night, bidding them be good and go to sleep; and feeling painfully hungry, crept down stairs, where he made a hearty meal off cold beefsteak pie and cucumber in the back kitchen.

"He returned to bed feeling more peaceful, yet still could not sleep; so lay thinking about his business affairs until 5, when he dropped off.

"At 1 o'clock to the minute he awoke. His wife told him she had made every endeavor to rouse him but in vain. The man was vexed and irritated. If he had not been a very good man indeed I believe he would have sworn. The same programme was repeated as on Thursday and again he reached the city at 3.

"This state of things went on for a month. The man fought against himself but was unable to alter himself. Every morning—or, rather, every afternoon—at 1 he awoke. Every night at 1 he crept down to the kitchen and foraged for food. Every morning at 5 he fell asleep.

"He could not understand it, nobody could understand it. The doctor treated him for water on the brain, hypnotic irresponsibility and hereditary lunacy. Meanwhile his business suffered and his health grew worse. He seemed to be living upside down His days seemed to have neither beginning nor end, but to be all middle. There was no time for exercise or recreation. When he began to feel cheerful and sociable everybody was asleep.

"One day, by chance, the explanation came. His eldest daughter was preparing her home studies after dinner.

"'What time is it now in New York?' she asked, looking up from her geography book.

"'New York,' said her father, glancing at his watch; 'let me see. It's just ten now, and there's a little over four hours' difference. Oh, about 5:30 in the afternoon!'

"'Then in Jefferson,' said the mother, 'it would be still earlier, wouldn't it?'

"'Yes,' replied the girl, examining the map, 'Jefferson is nearly twenty degrees further west.'

"'Twenty degrees,' mused the father; and there's four minutes in a degree. That would make it now, at the present moment, in Jefferson—'

"He leaped to his feet with a cry:

"'I've got it,' he shouted; 'I see it.'

"'See what?' asked his wife, alarmed.

"'Why it's four o'clock in Jefferson, and just time for my ride. That's what I'm wanting.'

"There could be no doubt about it. For 25 years he had lived by clockwork. He had changed his longitude but not himself. The habits of a quarter of a century were not to be shifted at the bidding of the sun.

"He examined the problem in all its bearings, and decided that the only solution was for him to return to the order of his old life. He saw the difficulties in his way, but they were less than those he was at present encountering. He was too formed by habit to adapt himself to circumstances. Circumstances must adapt themselves to him.

"He fixed his office hours from 3 to 10, leaving himself at 9:30. At 10 he mounted his horse and went for a canter in the row, and on very dark nights he carried a lantern. News of it got abroad and crowds would assemble to see him ride past.

"He dined at 1 o'clock in the morning and afterwards strolled down to his club. He had tried to discover a quiet, respectable club where the members were willing to play whist till 4 in the morning, but failing, had been compelled to join a small Soho gambling hell where they taught him poker. The place was occasionally raided by the police, but thanks to his respectable appearance, he generally managed to escape.

"At 4:30 he returned home and woke the family up for evening prayers. At 5 he went to bed and slept like a top.

"The city chaffed him and Bayswater shook its head over him, but that he did not mind. The only thing that really troubled him was the loss of spiritual communion. At 5 o'clock on Sunday afternoons he felt he wanted chapel, but had to do without it. At 7 he ate his simple midday meal. Eleven he had tea and muffins, and at midnight began to crave again for hymns and sermons. At 3 he had a bread and cheese supper and retired early at 4 a. m., feeling sad and unsatisfied.

"He was essentially a man of habit."

The unobtrusive stranger ceased, and we sat gazing in silence at the ceiling.

At length my friend rose, and taking half a sovereign from his pocket, laid it upon the table, and, linking his arm in mine, went out with me upon the deck.

Was Useful in His Way.

The Portland Oregonian says Henry Villard has gone back to his native town in Germany to spend the remainder of his days. No doubt he has a great fortune, and will live now at his ease, so far as one can; yet it may be doubted whether satisfaction will attend his retirement, because possession is always more tasteless than pursuit, and a wish is dearer always than a crown. Henry Villard has run, as the world goes, a remarkable and successful career. The impress of his individuality is scarcely so great as that made by the career of Ben Holladay, though the results of his work were infinitely greater. He was a far less imaginative man, was more careful and less visionary, had clearer perceptions of moral limitations, knew better the range of human possibilities, considered more fully the elements of the problems with which he had to deal, and through prudence and patience had powers of recuperation or recovery from adversities which Holladay had not. The life of each of these men marks a stage of growth and development in a new country. Each was useful in his way and time, but neither was suited to the conditions of natural progess in States, and neither could maintain himself at the head of the evolutionary movement he had so greatly accelerated. "Jim" Hill of the Great Northern railway is another of these paladins of exploitation in western empire, who yet remains on the stage.

Robbing a Crime Unknown in Cork.

Whilst the English "Unionists" are continually saying so much in disparagement of the Irish character, it may not be out of place to quote from Dr. Trestrail's interesting "Short Story of a Long Life" the opinion the writer had formed of Irish honesty, after some year's residence in Cork. He says: "When I took a house in the Glanmire road, Cork, I was surprised to see how defective its ordinary defences were. Not a lock, a sash fastener, or a bolt was in efficient repair. When the attention of the agent was called to this matter and he was requested to have the needful repairs executed, he peremptorily refused. When I asked the reason he coolly replied that such repairs were wholly unnecessary. When I pointed out how easy it was for any burglar to break in and rob he was quite astonished. 'Shure, ye don't think that in Cork anybody does such a thing. We leave that business to you folk in England.' I was obliged to incur some considerable expense in effecting these repairs, and after a few months' experience found that they were unnecessary; and I may add that during my residence in Cork, with a population approaching 100,000, the vast majority of whom were poor and living in dwellings scarcely affording any means of securing decent domestic habits, I never heard of a burglary being committed there. Several times, when returning very late from visits paid to sick persons—especially sailors from Wales—the key of the latch-lock was left in the door all night. Nothing was easier for thieves to open the door, walk in, and help themselves to whatever they could lay their hands upon. But I was never robbed. I soon became possessed of the same feeling as my neighbors of the absolute security of life and property, and that without the ordinary safeguards universally adopted in England."

Education the Foe of Originality.

The archbishop of Canterbury is gravely exercised in mind over the system of modern education. He thinks that although things have improved "as a result of the unmeasured prodigality of modern education," there was, nevertheless, a deplorable lack of originality. If the effect of education, he said, was to damp originality, then education was not doing what it ought to do. The idea of education developing and stimulating originality is simply preposterous. The nearer you get back to the natural unlettered man, the more chance there is of originality. Modern education, which sets the selfsame tasks to thousands and thousands of children, tends to depress or raise all the scholars to a general level. For proof of this take your West-end men and West-end women of London. These favorites of fortune have presumably received the best education obtainable; yet they are all of them well-drilled, well-spoken, polished automata. Every man of the class talks with exactly the same languid, affected drawl, and the women are as alike in speech and manners as they are in the general outlines of their dress. We have to be educated, of course, but only at the cost of whatever little originality heaven may have endowed us with. Besides, the genius of the English nation is opposed to originality. Approximate to a certain standard of manners and customs and follow your neighbor in all things. That is the prescription which whosoever follows shall be socially saved. The Christian church has been the consistent foe of originality, in that it has been the bitter enemy of thought and intellectual life, without which there can be no originality.

A Snobbish Expression.

The growth of that snobbish practice of substituting "lady" for "woman" has called forth the contempt of many sensible people, yet still the practice seems to grow. Mr. Labouchere, in London Truth, satirizes it in this merciless fashion: "A judge and jury last week decided that it is no libel to call one of the fair sex a woman, although she may claim to be a "lady." We shall next hear of a new edition of the Bible, in which the word "lady" is substituted for "woman" wherever it is used, and divines will refer to "the Lady of Samaria." This plan has indeed been adopted by some of the American clergy, to judge by an extract from a sermon preached there which I lately came across. "Who were first at the cross?" said the preacher, "Ladies." "Who were first at the sepulchre? Ladies." Still, if I thought that it would please any particular woman to call her a lady—or indeed an angel—I should do so at once. In Austria, when I lived there years ago, it was the custom of everyone to address a waitress in a restaurant as "beauteous maiden," and she replied when she got her tip, "I kiss your hand," although the maiden was not always beautiful, nor was the hand kissed. All this sort of terms and expressions are conventional. As to what woman is a lady, opinions may differ; but the general rule may be laid down that the woman who insists that she must be called one is not a lady."

French Women's Peculiarities.

The genuine French woman of society is rarely beautiful. She is always more or less fascinating. Like the French nobleman, she is tall, lithe, intelligent, appreciative of art, with much delicacy of feeling, and has either very strong, almost bigoted principles, or none at all. As there is no possibility for the development of love before marriage, this most natural of all human passions is apt to assert its power long after the excitable young French woman has contracted an alliance with some "unsympathetic fellow," and it needs much character and very solid virtue to resist the courtship of enterprising French noblemen, who swarm around young brides with the skepticism of true libertines. Women of strict principles, who have not become nuns on leaving school, and who have had the courage to withstand the current of youth and passion, lead after marriage, for the most part, lives of silent domestic martyrdom. Those who have rather loose morals, and they are, perchance, the greater number, seem to have a pretty good time of it, and spend their golden years tromipant leurs maris with a vengeance, while they bring up their children with the greatest severity on a system of blindfold ignorance. In fact, the cool way French women have of being immoral without giving up going to church on Sunday is a mystery. One sister will be a Carmelite and the other will accept the homage of half a dozen admirers. Yet both have been educated in the same convent; both have shared the same life till the age of eighteen, when the gay, laughing blonde entered a religious order, and the dark, almond-eyed sister sought the marriage tie for the sole purpose of securing freedom.

Ferris Wheel Still Turns.

Every car of the Ferris wheel is now provided with an oil stove. The drop of the thermometer and the chill winds from the lake induced the managers of the wheel to heat their cars. The comedy of the Ferris wheel is the only amusing thing on the World's Fair grounds. With only workmen on the Plaisance and not a passenger in sight, the wheel continues to turn. Ticket sellers sit in the ticket booths, and at regular intervals the great wheel stops and guards open doors for imaginary passengers to enter. The doors are closed, the wheel starts, revolves twice, making a regular trip, and then stops again to let off its imaginary passengers and let other phantoms on. The management is keeping up this show for the purpose, it is said, of making a case for damages against the exposition company. Nothing is said about removing the wheel.

Kootenay Lake Sawmill
LUMBER YARD,
Foot of Hendryx Street, Nelson.
A full stock of lumber rough and dressed. Shingles, laths, sash, doors, mouldings, etc. Three carloads dry, clear fir flooring and ceiling for sale at lowest rates.
G. O. BUCHANAN, Proprietor.
HENRY DAWES, Agent.

Nelson Hotel
Dining-Room
is now under the management of
JOHN F. GILL
(lately steward on the steamer Nelson).
From this time on an effort will be made to make the Nelson a resort for business and mining men, as everything obtainable in season will be procured.
Rates—Single meals, 50 cents; day board, $8 a week.
Boys, Give "Jack" a Call.

Cœur d'Alene
HOTEL
JOHN F. WARD, MANAGER. | FRONT STREET, KASLO, B. C.
The Very BEST OF Everything.

THE LELAND
HOTEL
Front Street, Near the Steamboat Landing,
KASLO, B. C.
Devlin & McKay, Props.
THE BEST CUISINE. THE BEST BEDS.
THE BEST OF EVERYTHING.

Grand Central
HOTEL
Corner Front and Fourth Streets,
KASLO, B. C.
A. & J. Fletcher, Props.
ACCOMMODATIONS FIRST-CLASS.
Stage leaves Grand Central for Watson, Bear Lake City, Three Forks, New Denver and all points in the Kaslo-Slocan district.

THE PALACE
HOTEL
Corner Front and Fourth Streets,
KASLO, B. C.
MAHONEY & LUNDBURG
PROPRIETORS.

THE MADDEN
HOUSE
At Corner Baker and Ward Streets,
NELSON, B. C.
THOMAS MADDEN, Prop.
THE MADDEN is Centrally Located, With a Frontage Towards Kootenay River and is Newly Furnished Throughout.
THE TABLE is Supplied with Everything in the Market, the Kitchen Being Under the Immediate Supervision of a Caterer of Large Experience.
THE BAR
IS SUPPLIED WITH THE BEST BRANDS OF ALL KINDS OF WINES, LIQUORS, AND CIGARS.
Special Attention to Miners.

International
HOTEL
Corner of West Vernon and Stanley Streets
NELSON, B. C.
First-Class in Everything.
THE INTERNATIONAL has a Comfortably Furnished Parlor for Ladies, and the Rooms are Furnished Newly Throughout.
THE TABLE is not Surpassed by any Other Hotel in the Kootenay Lake Country, Being Supplied with the Best of Everything.
JAS. DAWSON & B. CRADDOCK,
PROPRIETORS.
THE BAR
Is Stocked with Choice Imported and Domestic Wines, Liquors and Cigars.

KOOTENAY
HOTEL
Situate on Vernon Street, Near Josephine. The Hotel Overlooks The Kootenay.
Its Guests can Obtain Splendid Views of Both the Mountains and River.
Axel Johnson, Proprietor
THE ROOMS ARE CONVENIENT AND COMFORTABLE. | THE TABLE IS THE BEST IN THE MOUNTAINS.
Special Attention to Miners.
THE BAR IS FIRST-CLASS.

SILVER KING
HOTEL
John Johnson, Proprietor
Extensive Improvements Now Completed.
All Rooms Refitted and Refurnished
FINEST WINES, LIQUORS, AND CIGARS IN THE MARKET SOLD AT THE BAR.
Special Attention to Miners.
ROOMS FIRST-CLASS. RATES MODERATE.

THE GRAND
HOTEL
HANSEN & BLOOMBERG
Proprietors.
THE CLOSEST HOTEL in Nelson to the Steamboat Landing. | THE BAR CARRIES THE Best Brands of Liquors and Cigars.

The Tremont.
East Baker St., Nelson.
Is one of the best hotels in Toad Mountain district, and is the headquarters for prospectors and working miners.
MALONE & TREGILLUS, Props.

THIS WEEK'S NEW ADVERTISEMENTS.

T. H. Giffin, registrar—Notice re county court.

LOCAL NEWS AND GOSSIP.

The Van Patten family have left Ainsworth for their old home at Davenport, Iowa.

Joe Fletcher is dangerously ill with pneumonia at Kaslo.

Dr. E. C. Kilbourne of Seattle, who has mining interests in Slocan district, arrived in Nelson on Wednesday.

Telegraphic messages dated Vancouver, December 5th, were delivered at Nelson on the 13th. The new line is as good as no line, all because of an unwillingness to employ a sufficient number of competent line repairers.

The Inland Development & Construction Company has acquired an interest in the land at the mouth of Wilson creek, on Slocan lake, 3½ miles north of New Denver. Surveyors are platting the land for a townsite. Lots of lots will be on the market within sixty days. A townsite is also being platted at the mouth of Sandon creek, four miles up the south fork of Carpenter creek from Three Forks.

Born, on Tuesday night, at Nelson, to the wife of Mr. Vail of Fire Valley, a son.

When at New Denver W. F. Teetzel sold residence sites to a number of mining men, who intend to build themselves homes in that place. The lots sold were in the McGillivray portion of the townsite. Negotiations are pending whereby half the townsite is to be transferred to the Canadian Pacific Railway Company.

The road between Kaso and New Denver is in splendid condition for traffic, and the stages of the Selkirk Transportation Company cover the distance in less than seven hours. Fare from Kaslo to New Denver, $4.

As soon as the material can be procured, the Kootenay Lake Telephone Company will build a telephone line from New Denver to Watson, by way of the Mountain Chief mine and Three Forks, and a line from New Denver to Four Mile City.

A good sleigh road has been made from the depot of the Nelson & Fort Sheppard railway to the business part of Nelson. The road is about a mile long and is an easy grade. G. W. Heath, formerly agent of the Spokane Falls & Northern at Northport, is agent at Nelson, and he is now installed in the depot, which is in keeping with the size of the town in which it is located.

The men who supply the people of southern Kootenay with beef earn all the money they make, during the winter months at least. Burns, McInnes & Co. were twenty-five days in getting cattle through from Calgary to Three Forks, and "Billy" Perdue has been almost as long in getting seventy-odd head through from Kettle river to Nelson.

Henry Harshaw has taken his pack-train animals off the Nakusp trail and will winter them on Kettle river. Mr. Harshaw himself will winter at Nelson.

G. B. Wright and Charlie Olson, both of Ainsworth, report no snow on the streets of that lively mining metropolis.

The stations on the Nelson & Fort Sheppard road are named Waneta, Beaver, Meadows, Salmon, Hall, Summit, Nelson, and Kootenay.

J. Fred Hume and Bruce Craddock are off on a hunting trip down about Slocan crossing. If they kill anything, their friends will be surprised.

Mr. and Mrs. George Nelson left for Spokane today. May they return and take up permanent residence in Kootenay is the wish of their friends.

Three Forks is getting to be quite a town. Twenty-three ore teams come and go through it. It has five stores, two hotels, two meat markets, two barber shops, one drug store, one cigar store, and Charley Barnes's bath-house.

It is reported that all the graders will be off the Nakusp & Slocan railway by the middle of January, and that all that will have to be done in the spring is lay the rails.

H. Stevenson, the mining man who infused new life into the camp at Ainsworth, has taken to himself a partner, Miss Lotta Pinkston. The partnership papers were drawn up at Spokane, and Mr. and Mrs. Stevenson are expected in Ainsworth any day, where they will reside in future.

The steamers Nelson and Ainsworth make daily trips one way between Kaslo and Nelson and round trips on Wednesdays. The leaving time of both boats is 9 a. m., except on Sunday, when the Nelson leaves Nelson for Kaslo at 3 p. m.

N. Fitzstubbs, government agent, has gone to Victoria, where he expects to remain six weeks.

H. H. Pitts, the Three Forks merchant and postmaster, is off to Woodlands, Ontario, on a 6-weeks' visit to his parents.

WEAR AND TEAR.

A Chapter of Incidents that Happened a Toad Mountain Miner.

There is a man now working on Toad mountain who is highly respected by all who know him. His has been a life of accidents. Some of his experiences are as follows:

"I was sliding on the crust when a boy and slid over a fence, running a stake into me and making a bad wound. Once, when my mother was making soap, I saw a dipper of what I thought was water and drank three swallows. It proved to be strong lye. My mother melted some tallow and gave it to me, and the doctors said that was all that saved my life. Four times I came near getting drowned, twice breaking through the ice into the river, once falling from a raft into the mill pond and once I fell out of a boat into the river. I was nearly killed twice by being thrown from horses, fell from a loaded team to the frozen ground and was picked up for dead, and fell out of a wagon and had a leg caught between the spokes of one of the wheels. Once I was driving a covered wagon when the stanchion bolt came out, letting the body down. The rein hook caught me in the forehead, tearing a great gash, and when I fell out I struck my head on the axle. Twice I fell 12 feet from a staging, once I fell down a trap in a carriage house on a pile of boards below and started a rib. I stepped on a scythe and cut my foot badly and a cake of ice fell on my foot and burst open one of my toes, cut my ankle very badly with an axe, broke a needle in my heel, which was not removed for two months, and stepped on a tenpenny nail and drove it into my foot, making a bad wound, from which pieces of the shoe and stocking were removed, and which had to be cut open and the bone scraped. I had a windlass rope break when trussing up a bucket, and it broke out two of my teeth. I have been blown up once when firing shots, and badly burned three times. My hand was caught in the feed roll of a picker. I was badly hurt once with a circular saw and again with a buzz planer; fell on an 18-inch belt when it was running, and on top of a 1-foot gear when it was running, twice have fallen down stairs in a mill, the first time hurting my back badly, the second time starting three of my ribs. In the summer of 1890 had a tree fall on me and I have not recovered from the injuries yet."

A Great Physician.

The late sir Andrew Clark, the great London physician, was strictly economical of time. A little slip of paper in his dining room was a reflection of this. On it was written in his own hand words to the effect that his correspondence needing replies was at least sixty letters a day, which, allotting ten minutes to the answering of each, would consume ten hours. He therefore begged his patients not to waste their time nor consume his by unnecessary inquiries. He was one of the few men in London who could, without much trouble, deliver a speech equally well in Latin as in English. He used every available moment for reading, in railway train or carriage. A patient exactly hit off sir Andrew Clark when he said that the impression you had of him, as you left his room, was that he considered your ca one of the most interesting he had.

EXEUNT SAYWARD.

Stately Bull Pines Daily Sing Requiems to Its Memory.

Northport News, 7th: "Alas, poor Sayward! After life's fitful fever, you sleep well, and, 'like a bright exhalation in the evening,' have disappeared and no man shall see thee more. Thou livest only in name and will so continue till the wintry storms have worked into nothing that broad-lettered canvas which baptized thee 'Sayward.' Oh, Sayward, Sayward, 'twere too bad that thy way of life is fallen into the scar, the yellow leaf, ere thou hadst shed thy swaddling clothes, ere even thou didst deserve the name of 'pants,' for a brief space of time thou didst shine out like a thing of beauty, and Joshua, surnamed Davies, in all his glory was ne'er arrayed like thee. But thou has fallen like the 'beautiful snow;' aye, fallen so completely, that none remain to do thee honor, and that which we called Sayward has returned to its native wildness, with the deer and the coyote for its only occupants, and while the stately bull pine swayed by the winds make requiem for thy departed greatness and those who loved and cherished thee are shoveling snow for a hand-out or a 'morning's morning.' Thy people are scattered to the four corners and their houses have floated away on the bosom of the treacherous Columbia, in the shape of rafts, back to the land of the free and the home of the brave; and we have nothing to be thankful for, unless it be that in our misery we are blessed with a goodly company of impecunious travelers.

"The first to go was Purty O'Hare, followed quickly by Billy Kellerman; then Newcombe quit, and Poulton skipped by the light of the moon. 'You are on the list,' started Madden one morn ere the cock had thrice saluted its coming, with uncle John Robinson ambling close in his rear. Next the Welches, Larsens, Hales, and Yantes, quietly pulled down their tents and from the hurricane roof of the Columbia waved back a last farewell. Then Dr. Allan, he of the saw and file, got uneasy and with his friend Baldwin took leave at that hour when grave yards yawn and Hudsons' Bay rum is smuggled across the line. About this time the stampede became general and the Stuarts, Gannups, Connors, McCormicks, Flinns, etc., passed away like chaff before a Kansas cyclone. Then Porter and Pinkston, Montgomery and Palister, and Stewart and Ennis wiped the manly tear away and said farewell. Judge Newton tarried not, while Dannie McLeod pressed the horse-hair packet to his heart and skipped, with Jack Pooley and George McDonald holding to his coat tail. But colonel Frank Woodman, Oh! where was he? Quietly sitting in his office sipping a hot rum toddy, anon looking out upon the stillness of the hour. Surrounded by his own lonliness, his thoughts were afar, and like cardinal Wolsey he bids farewell to all his greatness, soliloquizing that this is the state of man. Today he is filling every official position of the town of Sayward, bearing his blushing honors thick upon him with sauve dignity, but tomorrow there will be a killing frost to nip his roost, when he falls as did the cardinal, his high-blown pride broke under him and himself left weary and alone to the mercy of a rude stream. Vain, pomp, and glory of this world that has left me a poor, heart-broken wretch, more to be pitied than he who hung on prince's favors—but there comes the Columbia, and I go hence. Good-bye old shack; adieu hard old bunk; farewell hobo grub; adios to solitaire: ta, ta, British Columbia. Exeunt Sayward—off the map and out of date."

Six Feet of Solid Ore.

The joint tunnel on the Little Phil and Black Diamond claims at Ainsworth is in eighty feet, and the owners of these two properties are just a trifle jubilant, as the tunnel cut a vein of solid ore fully six feet in breadth. It was expected that a vein would be struck in that distance, but as the showing on the surface was not very promising, the vein was not expected to be large. The ore is as fine-looking as that of any mine in the district, and runs about 80 ounces in silver and 75 per cent lead. The main vein for which the tunnel is headed should be reached within another sixty feet. "Tom" McGovern and captain Hayward own the Little Phil; the Black Diamond is owned by John F. Stevens, chief engineer of the Great Northern railway.

Breaking With a Steamboat Company.

It is now given out that the Canadian Pacific Railroad Company has broken with the Canadian Pacific Navigation Company, and that an order has been placed in Scotland for a steamship that will be placed on the route between Vancouver and Victoria. The steamer is to be a sidewheeler, after the style of the vessels plying across the English channel between Dover and Calais. It will be next in order for the railway company to break with the Columbia & Kootenay Steam Navigation Company.

Think Over it, Mr. Fletcher.

Postoffice inspector Fletcher has issued an order that all mail matter for Watson, Three Forks, and New Denver be forwarded from Nelson by way of Kaslo, and that the service from the latter place will be a weekly one. Now, Mr. Fletcher, could you not muster up courage to make the service a daily one. The chances are, the stage company would carry the mails daily for the same pay that is given for the weekly service, and the accommodation would be appreciated by the public. Think over it, Mr. Fletcher.

Making a Sleigh Road.

Bonner's Ferry Herald, 2nd: "James Eckert is in town to secure men to work on a sleigh road from Bonner's Ferry to Kootenay lake, to connect the Great Northern railway and Kootenay lake steamers. The road will run down the north side of the river instead of the south as last winter. This will shorten the distance several miles. They will have the road in operation by the latter part of next week, and there will be a big traffic over it this winter. The ranchers are building it."

W. F. TEETZEL & CO.

CHEMISTS AND : DRUGGISTS

A large and complete stock of the leading lines of

Drugs,
Chemicals,
Patent Medicines,
Perfumes,
Soaps,
Brushes,
And
Toilet Articles of
Every Description.

Cor. Baker and Josephine Streets, Nelson, B. C.

Central Office of the Kootenay Lake Telephone.

A large and complete stock of

WALL PAPER

FURNITURE
PIANOS
ORGANS

JAMES McDONALD & CO.
Nelson and Kaslo.

Carry complete lines of Furniture, as well as manufacture every grade of Mattresses. They also carry Pianos and Organs. Undertaking.

You Want to Save Money

You can do so by purchasing your supplies from us.

We pay cash for everything which enables us to sell at lowest rates.

Hudsons' Bay Company.
Baker Street, Nelson.

AGENTS FOR Hiram Walker & Sons, Distillers, Walkerville, Ontario, and Fort Garry Flour Mills, Manitoba.

W. J. WILSON.
MEAT Markets
— AT —
Nelson and Kaslo.

Will contract to supply mining companies and steamboats with fresh meats, and deliver same at any mine or landing in the Kootenay Lake country.

NELSON Office and Market, 11 East Baker St.
KASLO MARKET, Front Street.

MEAT MARKET.

BURNS, McINNES & CO.

wholesale and retail dealers in stock and dressed meats, have opened in the Barrett block, West Baker street, NELSON, and are prepared to furnish, in any quantity, beef, pork, mutton, veal, bacon, and ham, at the lowest possible price

FOR CASH ONLY.

Orders Promptly Filled.

Just received a consignment of Fall and Winter Scotch Suitings and Trouserings, also Worsted Overcoatings.

F. J. SQUIRE,
Corner Ward and Baker Streets.

CHRISTMAS CARDS!

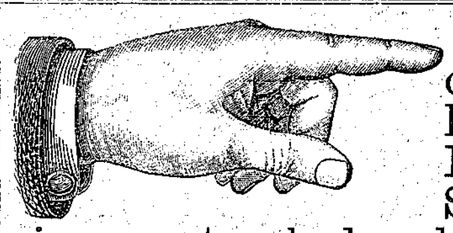
Views of the best local and provincial scenery mounted on Christmas Cards can now be procured at NEELANDS BROTHERS', West Baker street, Nelson, where, also, Steel Engravings, Photogravures, Artotypes, Etchings, and Lithographs will be sold at cost for the next twenty days. Mouldings for Frames and Picture Frames for sale.

NOTICE.

The sitting of the county court of Kootenay, to be holden at Nelson, has been postponed until Monday, the 21st day of May, A. D. 1894.

T. H. GIFFIN, Registrar.

Nelson, B. C., December 11th, 1893.



Complete stocks of all lines of general merchandise (except hardware) can be found at G. A. BIGELOW & CO.'S, East Baker Street, NELSON. Liquors and cigars at wholesale only. Agents for Anheuser-Busch (St. Louis) beer, the best made in America.

J. FRED HUME & CO.
GENERAL MERCHANTS.

In anticipation of the increased demand for goods that will follow the opening up of the famous Silver King mine, and having implicit faith in the future prosperity of Kootenay in general, and of Nelson in particular, we have been steadily increasing our stock, and have at present the most complete assortment of general merchandise in the interior of British Columbia. Call and see us and compare prices.

SPECIAL BARGAINS IN THE DRY GOODS DEPARTMENT.

HOLIDAY GOODS

DOLLS, CHILDREN'S TOYS,
TOILET SETS, ALBUMS, Etc.
Complete Assortment of Xmas Cards to Arrive About FIRST DECEMBER

Usual Staple Stock of Music and Stationery
AT CLOSEST PRICES.

TURNER BROTHERS.

GREEN BROS.
FRONT STREET, KASLO.
Clothing, Dry Goods, Boots, Shoes, Groceries, Hardware, Iron and Steel.
MINING COMPANIES, MINERS, AND PROSPECTORS FURNISHED WITH SUPPLIES.

BOURNE BROS.
NEW DENVER
REVELSTOKE - - - AND NAKUSP
GROCERIES, HARDWARE,
Miners' . Supplies . and . General . Merchandise

SEASONABLE GOODS AT GILKER & WELLS'

Gloves, Moccasins, Overshoes, Overrubers, Mackinaw Shirts, German Socks, Shirts and Underclothing, Hats and Caps, Boots and Shoes, and the finest and most varied lot of Fall and Winter Suits, Vests, Coats, and Pants ever shown the public in the Kootenay Lake country.

NELSON LOTS

The RAILWAY CENTRE and SEAT OF GOVERNMENT of West Kootenay.

A SECOND RAILWAY IN OPERATION.

CHOICE BUILDING and RESIDENCE PROPERTY
REBATE ALLOWED FOR GOOD BUILDINGS.

ALSO LOTS FOR SALE IN NAKUSP, DAWSON, and ROBSON.

APPLY FOR PRICES, MAPS, ETC., TO
FRANK FLETCHER, Land Commissioner C. and K. R. and N. Co., Nelson, B. C.

JEWELRY FOR HOLIDAY PRESENTS.
LARGE STOCK AND LOW PRICES.

Nothing is so treasured as the holiday gift from a distant relative or friend, and no gift is more appropriate than the fanciful works of the Jeweler.

JACOB DOVER, Jeweler, Houston Block, Nelson.