The Tribune

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LOCAL AND MINING NEWS FROM ADJACENT TOWNS AND CAMPS.

Special to The Tribune.

SANDON, May 5.—The Ruth people are anxiously awaiting the disappearance of the snow to allow them to begin the construction of their concentrator. It will be located just inside the town limits, alongside of the old dump. Already the right of way has been cleared for the tram. Thomas Mitchell has secured the contract for the mill.

D. J. McLaughlin part owner of the C. O. D. mine, near Bear Lake, met with an important discovery the other day while driving a cross-cut tunnel. When in about eightv feet they uncovered a four-inch vein of high grade galena that assays 380 ounces of silver and $5 in gold to the ton. The seam shows well defined walls, and may be the main ledge on the property.

The following is a statement of the ore shipped from Whitewater station on the Kaslo & Slocan railway for the week ending May 4th: Whitewater 86½ tons, Jackson 15 tons; total 101½ tons.

It is the intention of J. M. Harris to extend the Virginia block some thirty feet. A twenty-foot stage will be put in. When finished the hall will be one of the finest in the country. County court will be held in New Denver Saturday next. Health inspector Doolan notifies the public to the effect that all householders must remove the garbage from their premises before the 10th instant. President Stockham of the Miners' Union left Wednesday noon for Salt Lake City as a delegate to attend a meeting of the Western Federation of Miners. The mayor has been appointed by our forefather to select a committee to seek a desirable location for a cemetery. Although a large plot will not be available, no doubt ample room will be secured to hold the departed for many a year if the death rate keeps at the same ratio as in the past. Dr. Young left on Monday for Vancouver, where he has decided to locate permanently. The re-opening of the Comique was definitely settled by the council at Monday night's meeting. It was decided to license it at $30 per week, which will swell the city treasury considerably.

J. Brandon of Silverton is in town and says there are $1700 subscribed by the citizens of his town for the sports on the 24th of May. The special attractions will be the horse races and drilling contest. Already several horses from Rossland have entered, and with the bulk of Sandon sports going there, Silverton expects to have anything but a quiet day.

Ymir

YMIR, May 5.—J. E. Saucier, the managing director of the Ymir-Rossland Mining & Milling Company, has been paying a visit of inspection to the claims owned by them, viz., the Bruce group on Jubilee mountain. He brought two surveyors out with him to survey the properties. Professor Garvin, who has had large mining experience, is reporting on the same. The officers of the company are W. G. White of London, England, president; J. E. Saucier, vice-president and managing director; E. N. Ouimette of Rossland, Thomas Beauchamp of Montreal and Eugene Croteau of Ymir. It is the intention to start work at an early date.

"Joe" Sturgeon arrived from Nelson this morning to look over his properties. He is largely interested in the Ymir camp. H. M. T. Ryan has gone to Balfour for a change. The new villa residence on Oak street is to cost about $500. A well-known bachelor in Ymir is shortly to join the benedicts. The trio at the First Presbyterian church next Sunday evening will be taken by Mesdames Mathers and Campbell and Miss Reith, anthem by the choir, and solo by R. W. McFarlane. Rain has been falling all day

Ainsworth.

AINSWORTH, May 5.—William Lingard, a miner, met with a very painful accident at the Tariff mine. While going down the incline he slipped and fell, his right hand coming in contact with his candlestick, which almost ran through the hand. Mr. Irvine feels quite jubilant on the strike he has made on the Tam O'Shanter, which will soon be made a shipper. Mrs. D. W. Clark will leave for Utah in a few days, where she will spend the summer. Mr. Clark will spend his time in the hills. John McGarry of Ainsworth is the owner of the finest four-horse team in Kootenay, and he takes pride in his stock.

Kaslo.

KASLO, May 5.—Prof. Church expects to leave shortly for Sandon, where he goes to take charge of the orchestra in the Sandon Comique, which is to be reopened. Brigadier Howells of the Salvation Army is livening the local corps up by his special services. George Minielley is in Nelson today on a business visit. Maurice A. Bucke, accompanied by A. J. Slee, leaves in a few days for Jardine, Montana, where Mr. Bucke is operating some mining properties for eastern capitalists. The Kaslo brass band's open-air concerts are greatly appreciated by the citizens. The band is improving wonderfully under the leadership of Prof. Church. The steamer Nelson is kept very busy at present, as she has to make the run to Lardo nearly every night after her arrival from Nelson. On her last trip she took about fifty men up. The Kootenaian did not issue tonight owing to a break down in the machinery. It will appear tomorrow morning. When the Kokanee resumes her regular run it is expected that the Nelson will be put on the run between Nelson and Lardo during the summer. Mr. Deane, superintendent of the Trail smelter, accompanied by D. W. Moore, ore buyer, is in Kaslo. H. E. T. Haultain, manager of the Yellowstone mine at Salmo, arrived in town last night.

WHY ATKINSON WAS SUPPRESSED.

Associated Press.

WASHINGTON, D. C., May 5.—The post office department today made public the letter of Edward Atkinson of Boston, on which the action of the department in seizing his pamphlets was based. Many letters asking information about the subject have reached here, and today the following statement was given out by postmaster-general Smith:

"In view of the statement of Edward Atkinson that he sent his pamphlets only to Admiral Dewey, General Otis, President Schurman, and three or four others, the letter of Atkinson containing his application will be of interest. It is as follows: Boston, April 22nd, 1899. To the secretary of war: I desire to send a large number of the enclosed pamphlets to the officers and privates in the Philippine islands. I therefore desire to know whether or not these documents can be sent directly through the war department or may be forwarded in the ordinary course through the mail. A list of regiments is desired and if there are printed lists of the officers available, they would serve me a very useful purpose. (Signed) Edward Atkinson.

"No answer was made to this letter, except to send an official copy to the postmaster-general, who issued instructione to the postmaster at San Francisco to hold the pamphlets. The spirit and design of the pamphlets may be indicated by a few extracts. In one of them Mr. Atkinson says: I will append one question to each reader: How much increase of taxation are you willing to bear, and how many of your neighbors' sons are you ready to sacrifice by fever, malaria and venereal disease in order to extend the sovereignty of the United States over the West Indies and the Philippine Islands?

Spain's Unfortunate Leaders.

Special to The Tribune.

MADRID, May 5.—Spain is awaiting with impatience the trial of Admirals Cervera and Montojo and Gens. Jaudenes and Toral for their part in the disasters that befell the country in the late war. The supreme court of the army and navy, before which the admirals and generals are to be tried, has an unimpeachable reputation for impartiality, and there is thought to be little likelihood that the soldiers and sailors at the bar will be sacrificed to the popular clamor for a victim unless it be found that their acts merited punishment. The charge against general Toral is the unwarranted signing of the capitulation of Santiago. A like charge, with reference to Manilla, stands against general Jaudenes, while admirals Cervera and Montizo must answer for the destruction of the fleets pounded to pieces by admirals Sampson and Dewey.

Threatened to Shoot Weyler.

Special to The Tribune.

CHICAGO, May 4.—The Herald's special from Madrid announces that general Polavieja, minister of war, has made public a letter which he has just dispatched to general Weyler, in which he threatens, without excess of circumlocution, to shoot the former governor-general of Cuba. General Polavieja declares that he knows all about general Weyler's absurd conspiracies, and adds: "I know that you are incapable. Without risking your own hide you excite the passions of civilians, who are ignorant of your weakness; but I am disposed to shoot generals, if need be, as if they were common soldiers." This letter is called forth by general Weyler's recent mysterious conference with Carlists of the Balearic isles and republicans of Barcelona.

Making War on Gamblers.

Special to The Tribune.

BRUSSELS, May 5.—The reformers of Brussels are hard on the heels of the stock exchange, under shadow of which, they declare, immorality is flourishing. M. Begerem, minister of justice, has ordered that an investigation be made of the extent to which bucket-shopping is practised in connection with the bourse, and he has directed his subordinates to study the question of legislation to regulate the operations of stockbrokers and check gambling in fractional lots of stock without actual delivery.

Cardinal Krementz Dead.

Associated Press.

COLOGNE, May 5.—Cardinal Philip Krementz, archbishop of Cologne, who attained the cardinalate in 1893, is dead. He was in his eightieth year.

THREE DOLLARS A DAY THE WAGE

The managers of the mining companies, whose head or operating offices are in Nelson, met yesterday afternoon in secret session to consider the eight-hour law, which is to be enforced, and unanimously decided that they would pay miners three dollars per day of eight hours. They also decided that if the miners would not work for that wage, the mines in their charge would be closed down indefinitely.

THE PROVINCE SUBSCRIBES $1,000,000 FOR THE CABLE.

Special to The Tribune.

VICTORIA, May 5.—The best advertisement ever given this province is contained in the offer made public to today of the contribution by the province of British Columbia of one-ninth of the cost of the Pacific cable, which project seeemd in danger of collapse because of the imperial government's decision at the last moment to share only in the probable deficit on the cable working expenses and not in the expense of construction. The responsibility which the province thus undertakes is roughly speaking one million dollars. British Columbia proposes to come in on equal footing with the great Australian colonies of New South Wales, Victoria, Queensland and New Zealand, each of which takes a one-ninth share of the burden. Nowhere in Canada can a better estimate be formed of the importance of the demand for the Pacific cable than in British Columbia, and this prompt action by the provincial government will no doubt impress the government at Ottawa.

After a Bogustown Interest.

Special to The Tribune.

VICTORIA, May 5.—Several representatives of Nelson's projected tramway company are in the city. It is understood that they are endeavoring to secure an interest in the "Bogustown" addition to the city of Nelson. It could not be learned at the land company's office whether the tramway promoters were after a bonus for running their line into the addition, or were seeking to make a straight purchase of a slice of the townsite.

Personal Remarks Come High.

Associated Press.

BERLIN, May 5.—The particular offence under the law against lese majeste, for which the criminal court of Brunswick recently sentenced Herr Konnecke, former secretary of state of the Duchy, to two years' imprisonment, was the sending of personal annotations upon the margin of a newspaper to the prince regent of Brunswick.

Going Armed to the Conference.

Special to The Tribune.

VIENNA, May 5.—It is reported in diplomatic circles here that the triple alliance has agreed on a common policy at the peace conference this month at The Hague. The alliance hopes to have sufficient influence among the delegates to outweigh all other powers and govern the proceedings of the conference.

To Reconstruct the Cabinet.

Associated Press.

ROME, May 5.—General Luigi Polloux, premier and minister of the interior in the cabinet which resigned on Wednesday, in consequence of interpellations in the chamber of deputies touching the government's handling of the Chinese question, has been charged by King Hubert with the reconstruction of the ministry.

The War Rumor Denied.

Associated Press.

LONDON, May 5.—The colonial office declares that there is no foundation for the statement made in the Outlook's Capetown dispatch, and adds that there is no warrant for the allegation that the probabilities of war with the Transvaal have been seriously regarded by the government.

Going in for Stock Flotations.

Associated Press.

LONDON, May 5.—Following the example of the earl and countess of Warwick, who recently converted their properties into the Lord and Lady Warwick Company, Limited, the earl of Rosslyn, it is reported will float the Rosslyn Estates, as a limited liability company.

Lead Goes up Again.

Associated Press.

NEW YORK, May 5.—Bar silver 61c. Mexican dollars 48c. Copper, dull; brokers $19, exchange $19@$19.25. Lead, firm; brokers $4.20, exchange $4.45 @$4.50.

ROSEBERY IS OUT OF POLITICS HE IS SIMPLY A CRITIC.

Associated Press.

LONDON, May 5,—The earl of Rosebery, in addressing the London Liberal Club this evening, said he thought the government was pursuing curious methods for fostering imperialism when it placed a tax upon Australian wines and offered only a miserable contribution, tied up with tiresome conditions, to the great Canadian and Australian scheme for an imperial cable. He added a scathing rebuke to the threats of the Radical members of the house of commons to oppose the grant to General Kitchener in recognition of his services as sidar in the Anglo-Egyptian campaign for the re-conquest of Soudan. Later in the evening, when replying to a toast to his health, in which the hope had been expressed that he would quickly return to active politics, Lord Rosebery said: "I hope nothing has occurred tonight that can be taken as an indication that I have any intention of returning to the active political arena, which, deliberately, and for good reasons I forsook in 1896."

THE MINISTER OF WAR RESIGNS.

Associated Press.

PARIS, May 5.—Charles Louis Du Freycinet, minister of war, it is reported late tonight, has resigned, in consequence of the reception given to his explanations in the chamber of deputies today regarding the suspension of the lectures of M. Du Ruy, a professor in the Ecole Polytechnique, after disturbances by his students. The discussion was heated and M. De Freycinet was fully heckled. He explained that professor Du Ruy had written a pro-Dreyfus article which had agitated the students, whereupon the principal of the school, in the interest of good order had suspended the lecturer. M. De Freycinet said that he fully approved the action of the principal. This announcement was greeted with loud cries of disapproval, and the minister of war explained, that in as much as it was impossible for him to speak he would leave the tribune.

The Confession of a Crank.

Associated Press.

LONDON, May 5.—Regarding the confession of Richard T. Nicholson that he, and not Dr. Samuel S. Kennedy, murdered Dolly Reynolds in a room in a New York hotel in May 1898, the deputy-governor of Wormwood Scrubbs prison, where Nicholson is confined, said today that he regarded Nicholson as a crank. The confession, which has been transmitted to the state department at Washington, is the second that Nicholson has made relative to the Reynold's murder. Nicholson was sentenced three months ago to eighteen months' imprisonment for obtaining money under false pretenses.

Seventy Days in Total Darkness.

Associated Press.

NEW YORK, May 5.—Captain Thomas of the steamer Coya, which arrived today from South American ports, reported having talked with Dr. Frederick Cook, of the Belgic Antarctic expedition, at Montevideo. He quoted Dr. Cook as having said: "We had a most interesting voyage from a scientific standpoint. For seventy days we were in total darkness, and the climate was intensely cold. We lost two men from our crew of seventeen, one from sickness, and one who fell overboard. We were exploring Aelxander Land when we stuck in the ice.

Wireless System to be Tried.

Associated Press.

LONDON, May 5.—According to a statement made to the correspondent here of the Associated Press today by the secretary of the Wireless Telegraph Company, the first attempt to transmit trans-Atlantic messages by the Marconi system, will be made during the contests for the America cup. Stations will be established at Sandy Hook and elsewhere along the course laid out for the great yacht race, from which the entire contest will be visible. The secretary of the Wireless Telegraph Company also added that sir Thomas Lipton and the authorities of the United States and Great Britain had been notified of the project, and that all had expressed themselves as being intensely interested.

COUNTY COURT AT KASLO.

The first session of the county court has been held in the new court house at Kaslo. Judge Forin presided, and John Keen acted as clerk of the court. Sheriff Tuck was present in his official capacity. George E. Martin of the local bar, in a few remarks welcomed the judge to Kaslo, and drew his attention to the court room facilities Kaslo offered. The judge replied, and congratulated the legal fraternity on the court house, and said that no such objection could be made to Kaslo as was made in Rossland recently, where the supreme court could not sit owing to the lack of a suitable building. The following cases were called and disposed of:

Elliott vs. Lowery. Case was enlarged until next session.

Kapps vs. Wiley. Judgment for plaintiff, and judgment summons order issued.

McAnn vs. Briggs. Adjourned until next sitting of court.

Turner & Co. vs. Williams. Judgment for plaintiff; $20 to be paid on June 1st, and final payment to come up at next sitting.

Clark vs. Cameron. Appeal from small debt's court. Judgment practically for plaintiff. Ten days granted for production of witnesses and books before registrar as to quantities.

McGregor vs. Carney. Judgment given against Carney for $25 and costs; plaintiff's claim for interest struck out.

Daniel McDonald estate for administration of estate; affidavit read, and order made on giving security to satisfaction of registrar.

Buchanan vs. McLachlan. Referred to registrar as to quantities delivered and prices charged.

Cassell vs. Cockle & Papworth. Judgment for plaintiff for $50 and costs; judgment for defendant on contra claim of $19.45 and costs.

Court then adjourned to meet again on June 13th. Two cases were settled before the court sat, namely, Busk vs. Cockle & Papworth and Alberta & B. C. Exploration Co. vs. Campbell. Four cases were adjourned till next sitting and one case dismissed.

Mining Operations in the Gold Belt.

The engineer of the Duncan Mines, Limited, will leave today to locate the line for the flume to be built to connect Eagle creek with the penstock at the millsite, work on which will commence next week. The site for the mill has been selected, and estimates for its erection are being received. Thirty men are working on the Granite, and sixteen on the Royal Canadian, and this number will be increased shortly. On the Granite a large body of rich ore was struck this week on the third level at a depth of 206 feet, and drifting has been started on the ledge.

A Scotchman's Invention.

Special to The Tribune.

GLASGOW, May 5.—While all the world has been wondering over Signor Marconi's experiments with wireless telegraphy, Glasgow has had an inventor of its own, who has been working quietly, but who has nevertheless managed to control mechanism at a considerable distance from himself without the aid of wires. He is Walter Jamieson, a teacher of science, and his specialty is the operation of steering. By means of his invention a vessel can be kept under full control, steered to port or starboard, stopped, driven ahead or turned back, all at the will of the officer in charge of the transmitting mechanism. This mechanism, Mr. Jamieson considers, should apply more particularly to torpedos, the uncertain path of which is the weak point in this branch of coast defense.

Opening the Soudan to Trade.

Special to The Tribune.

NEW YORK, May 5.—General lord Kitchener, governor-general of the Egyptian Soudan, is expected to arrive in Cairo from the south on May 6th. At that time he will open the Soudan to trade, promulgating the schedule of imposts on which he shall have determined. It is believed that one of the provisions of his decree will permit the sale of alcoholic liquors in the Soudan on payment of a license fee of $250.

Cuba is Prospering.

Associated Press.

WASHINGTON, May 5.—Acting secretary of war Miklejohn has made public a very interesting report upon the commercial and industrial state of Cuba, showing that the future of the islands under a stable government promises a wonderful development of wealth. The beneficial effects of an economical administration of the island's affairs, such as is now being given under the direction of the war department, are already apparent.

THE STORY OF THE AMBUSH AND THE SKIRMISH.

Associated Press.

SAN FRANCISCO, May 5.—The correspondent of the Associated Press, writing from Apia, Samoa, under date of April 20th, gives a detailed account of the fighting in which lieutenant Lansdale and ensign Monaghan of the American navy, and lieutenant Freeman of the British navy lost their lives.

On April 1st a landing party made up of sixty American sailors and marines, sixty-two British sailors and about 120 natives proceeded to Vailele to break up an assembly of rebels who had been committing depredations in the vicinity. The party was under command of lieutenant Angel Freeman, first officer of the Tauaranga, and with him were lieutenants Cave of the Porpoise and Hyckman of the Royalist. The Americans were under the command of lieutenant Lansdale, who had with him ensign Monaghan and lieutenant Perkins of the marine corps. Dr. Lung of the Philadelphia also accompanied the expedition.

After the party had reached the German plantation lieutenant Cave asked captain Huffnagle, the German manager, if there were any Samoans in the vicinity. The manager said that none had been there that day when at that very moment, and within a few hundred yards of the expedition, was a large body of rebels. Huffnagle advised that a return home be made by way of the main road through the plantation, as everything was quite safe and no rebels had been about. Three other Germans were with Huffnagle, and heard this conversation, but no one gave any warning of danger.

The return march to the coast was commenced. No sooner had the men got out of the plantation, when, at a bend in the road large numbers of rebels were seen. On top of the slope, just after the last of the troops had begun to march through the gully the rebels fired upon them. The line was about 300 yards in length. The rebels were lying in the long grass, while some were in the top of cocoanut trees. The Colt gun refused to act, and while Lieutenant Lansdale was trying to fix it he was wounded in the knee.

The allied forces were attacked from three sides and through the scrub and grass the sailors retired, Lansdaln being assisted by his men. Lansdale seeing that he could not get away urged his companions to leave him. One of the sailors was shot dead, and the other retreated an escaped. Ensign Monahan refused to go and stayed by his fellow officer. Next morning the headless bodies of the three were found on the battlefield. Monahan's revolver was empty, as was also Lansdale's. Between them lay the bodies of three rebels. Monahan, before the last man left him, shot the chief dead as he was advancing on lieutenant Lansdale.

LOCAL NEWS AND GOSSIP.

The people of Nelson who find it necessary to get mixed up in lawsuits are daily adding to the list of cases for the next sitting of the county court, which is scheduled for the 23rd instant. Among the suits already commenced is one in which W. G. Robinson of the Royal hotel is suing Albert Benson for $10 damages through the breaking of some window glass. J. L. Vanstone, the mining broker, has an action against Dr. G. H. H. Symonds for $60 damages. In this case the alleged damage was suffered through the non-delivery of certain mining stock, which Vanstone alleges he sold on the doctor's account.

W. H. Grant will leave tonight for Calgary, to take charge of the Alberta office of P. Burns & Co.

The Rossland football team, which has been asked to play the Nelson club, will comprise the following: Allan, Cowper-Coles, Warren, O'Brien, Cooke, Johnstone, Morrison, Ovington, Sword, Stewart, Hopkins, Becher, Ridout, Wilkin and Irwin.

Captain J. W. Troup left for Nakusp last evening, where he will decide what repairs shall be done on the steamer Kootenay. The Kootenay has been replaced by the Rossland on the run between Arrowhead and Robson.

White Grouse Mountain Claims Bonded.

John Ayton Gibson has perfected a deal with Hugh Sutherland, whereby the latter secures a working bond upon fourteen claims in the Storm King and Copper King groups, in the White Grouse Mountain district. The company which has undertaken the development of these properties was organized in Toronto by Mr. Sutherland, and while there is no cash payment in consideration of the bond, the company is bound to spend $50,000 in development work during its life.

Will Start Up Within a Month.

The Slocan Ore Purchasing Company is now making good progress with the erection of its ore sampling works. Nearly all the lumber is on the ground and the work of laying the flooring has commenced. The contractor announces that the building will be completed and the machinery installed ready for crushing by June 5th. So soon as the company is prepared to accept delivery of ore it will commence operations, there being ore sufficient awaiting shipment to keep the sampler going for several weeks

Special Dress Goods Sale!

To clear a few lines at half the usual price, all in dress lengths of 7 yards each, no two pieces alike

8 pieces figured dress goods at 40 cents, regular price, 75 cents
7 pieces figured dress goods at 65 cents, regular price, $1.25
10 pieces figured dress goods at $1, regular price, $1.75
The balance of our spring capes and jackets at wholesale price

Baker Street, NELSON **A. FERLAND & CO.**

Garden Tools

A COMPLETE LINE JUST ARRIVED FROM EASTERN MARKETS

Nelson Hardware Co.
Baker Street, Nelson.

Sweaters and Underwear

We have succeeded this season in getting the FRENCH HEALTH UNDERWEAR for spring and summer wear. This is the finest and best made on the market. Balbriggans at all prices. Our silk and wool sweaters are admired by all and acknowledged to be the finest yet shown in Nelson. See these goods and get prices.

Sign of the Big Red Hat
P. O. Box 103, Nelson, B. C. **J. F. WEIR**

The Tribune.

DAILY EDITION..... FIRST YEAR, No. 105
WEEKLY EDITION..... SEVENTH YEAR, No. 21

THE DAILY TRIBUNE is published every morning (except Monday), and will be mailed to subscribers in Canada or the United States for $5 a year, and to subscribers in Great Britain for $8 a year; or it will be delivered to subscribers in Nelson for 25 cents a week, $1 a month, $2.50 for three months, $5 for six months, or $10 for one year. Payable in advance.

THE WEEKLY TRIBUNE is published every Wednesday and Saturday, and will be mailed to subscribers anywhere for $2 a year, payable in advance.

REGULAR ADVERTISEMENTS printed in both the daily and weekly editions for $4 per inch per month.

LOCAL OR READING MATTER NOTICES 25 cents a line for each insertion.

JOB PRINTING at fair rates. Accounts for job printing and advertising are payable on the first of every month. Address—
THE TRIBUNE, Nelson, B. C.

THE mine managers operating in the neighborhood of Nelson met yesterday and decided that they would pay miners three dollars for a day of eight hours. The meeting is said to have been attended by every mine manager in Nelson, so the decision may be accepted as final as far as the mine managers are concerned, for if the miners do not accept the wages offered the mines are to be closed down. THE TRIBUNE does not consider the action taken as final, by any means. There are two sides to all questions. The miners, through their representatives, are as fairly entitled to meet behind closed doors and declare that they will not work for less than $3.50 a day, as the mine managers have to meet and declare they will only pay $3 a day. What the fair mine managers should insist on is a conference with the sensible miners. A rate of wages could be agreed on at such a conference, and the chances are there would be no difficulty in carrying out any agreement so made. There are too many mine managers in Nelson who would rather employ Chinese than white men, if the white men had the spirit to organize associations for their own protection. These men should be sent to the rear by the managers who really operate mines as a legitimate industry; and the miners should be equally careful in muzzling the blatant blowhards that always force themselves to the front in times when good common sense should rule.

THE members of the special committee of the South Kootenay Board of Trade, which has been charged with the work of getting out the advertising map and folder, have decided that they will not put any money into the Nelson Miner's fake edition. They recognize that the board of trade's publication should be an impartial one, descriptive of the resources and business interests of the city, and not a laudation of individual business concerns, measured out in proportion to their subscriptions.

Twice Happy Ontario.

Toronto Telegram.

A British Columbia grand jury, at the instance of the attorney-general of that province, has indicted the directorate of a colliery and railway company for manslaughter. Five lives were lost in a railway accident, and the Hon. Joseph Martin is seeking to fix criminal responsibility upon the parties primarily to blame for the negligence which is said to have caused the accident. What an unspeakable outrage! Imagine an attorney-general of Ontario asking a grand jury to indict a colliery company, a railway company, or any other corporation, on account of the loss of a few lives. The imagination staggers under the task of assuming that the Hardy government could display so much zeal in the public interest. In all cases where corporate negligence can be responsible for the death of individuals in Ontario, a coroner's inquest is little better than a farce, and the attorney-general's department never makes the slightest attempt to strike at the exalted people who may be responsible for the negligence which causes death.

The Equitable Company's Surplus.

Associated Press.

NEW YORK, May 5.—Permission was granted by the appellate division of the supreme court at Brooklyn today, in the case of Emil Green against the Equitable Life Assurance Company of the United States, to take the case to the court of appeals. It involves the question of the distribution of the company's surplus among the policy holders.

THOMSON'S

WE ARE NOT ADVERTISING

FISHING TACKLE

This season, it is not necessary, everybody knows that our

Stock is Larger and Prices Lower
Than Other Dealers.

Sportsmen want the best and can always get it at

Thomson's Stationery Co., Ltd
NELSON, B. C.

If you need a

PIANO
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GUITAR
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BANJO
AUTOHARP
ACCORDEON
VIOLIN BOW
STRINGS
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Call at our Store and we "will do the rest."

Canada Drug and Book Co.,
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Corner Baker and Stanley Streets, Nelson.

HUDSON'S BAY COMPANY.

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Have You a Sweet Tooth?

IF SO COME AND SEE OUR ASSORTMENT OF

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OVER FORTY VARIETIES
CHOICE AND FRESH

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SUMMER IS COMING

AND WILL BRING WITH IT A DEMAND FOR

LOW CUT SHOES

FOR GENTS' WEAR

They are all the rage this summer and we are getting ready for the rush

COME AND SEE OUR LINES NOW ON DISPLAY

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SHINGLES

All kinds in stock

SASH DOORS MOLDINGS

You can save money by purchasing your lumber from me

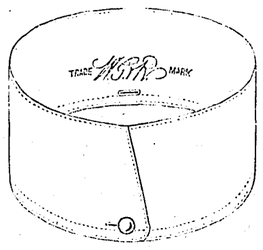
J. A. Sayward
HALL AND LAKE STREETS, NELSON

ARE YOU GOING TO ATLIN OR DAWSON CITY?

If you are, call and get posted on the White Pass and Yukon route, which is the best, safest and cheapest possible.

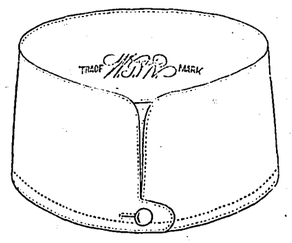
A. R. SHERWOOD
Baker street West, Nelson, B. C.

Fred Irvine & Co.



We are now showing a complete line in Gents' Furnishings consisting of

New Ties, Shirts, Gloves, Hats, Boots and Shoes

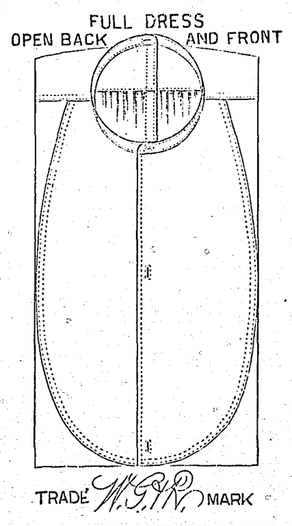


ELGRAVE.

HEIGHTS FRONT	BACK
$2\frac{1}{2}$	$2\frac{1}{4}$
$2\frac{3}{4}$	$2\frac{1}{2}$

Boots and Shoes
LADIES', MEN'S, AND CHILDRENS,

The Latest in Men's Hats



GREY FEDORAS, FAWN FEDORAS, BLACK FEDORAS, BROWN AND BLACK DERBYS.

Natural Wool, Balbriggan, and Silk and Wool Underwear
Top Shirts in Light and Heavy Weight.

White Shirts, Regatta Shirts
With and without collars attached.

If you wish variety and good quality, come and see these goods

Just the right thing in Children's Boots and Shoes

Fred Irvine & Co.

VICTORIA BLOCK, BAKER STREET, NELSON, B. C.

Charles A. Waterman & Co.
CUSTOMS BROKERS
AUCTIONEERS

REAL ESTATE and GENERAL AGENTS
Baker Street, Nelson
FIRST DOOR WEST BANK B. C. BUILDING.

Mining Shares for Sale

2500 War Cloud	7000 Utica
1000 Bryan and Sewell	500 Athabasca
10,000 Little Cariboo	1000 Pooled Tamarac
3500 Pooled Dundee	

CALL AND SEE ME FOR SNAPS

ALEX STEWART
Turner & Boeckh block, Nelson, B. C.

C. D. J. CHRISTIE
GENERAL BROKER.

A 7-ROOM HOUSE TO LET
A 4-ROOM HOUSE TO LET

FOR SALE | A 2-lot corner.....$ 500
A 5-room house..... 1500

Houses and lots in all parts of the city.
MONEY TO LOAN INSURANCE

Notice

All Syndicate Lots in Addition "A" will be withdrawn from sale after 1st May. Now is the time to buy.

Gamble & O'Reilly, Agents

FOR SALE

SNAPS IN HOUSES AND LOTS IN ALL PARTS OF THE CITY

Money to Loan

J. L. VANSTONE, Mines and Mining Stocks
R. H. WILLIAMS, Customs Broker
REAL ESTATE AND GENERAL AGENTS

Fine Ordered Clothing

We have a fine assortment of woolens always on hand. Goods made up at the shortest possible notice. As everything is kept and made on the premises, satisfaction is assured.

H. M. VINCENT
BAKER STREET WEST, NELSON

Gentlemen

If you want a natty, stylish suit of clothes for spring and summer, I have over 500 different patterns of Scotch and English tweeds, which I will make to your order at the low price of $25
Black venetians make a nice suit for summer wear at $24
Black serge suits in sack or morning coat..$21
A heavy Scotch tweed, nice patterns for business suit $18
Trousers at equally low prices. Fit and finish no better in Canada. Ladies' fine tailoring a specialty. Clement block, Baker street.

Stevens, The Tailor

H. D. Ashcroft

BLACKSMITHING AND EXPERT HORSESHOEING

Wagon repairing promptly attended to by a first-class wheelwright.
Special attention given to all kinds of repairing and custom work from outside points.

Shop: Hall Street, between Baker and Vernon, Nelson

$5500 Will buy 24 horses, 12 wagons, 2 wagonettes, 1 buggy, 10 sets of sleighs, and a complete outfit of harness, saddles, blankets, etc., and a going business of $30,000 a year. Terms.

$3000 Will buy two lots and improvements on north side of Vernon street, between Ward and Josephine streets. Terms.

$4500 Will buy 30 by 120 feet on the south side of Baker street, between Stanley and Kootenay streets. Cash.

$10,000 Will buy 50 by 120 feet on the northeast corner of Baker and Josephine streets. Cash.

JOHN HOUSTON,
P. O. Box 57 Vernon street, Nelson

Nelson Saw & Planing Mills

NOTICE

All accounts owing the Nelson Plning Mills, contracted since the 17th day of September, 1898, are due and payable to the undersigned, payment of which is required at once.
HARRY HOUSTON, Secretary,
Nelson Saw & Planing Mills.
Nelson, B. C., April 25th, 1899.

Wilson & Harshaw

DRAYING and EXPRESS

Bus meets all trains and boats. Special attention given the transfer of baggage. Office and stables on Vernon street, opposite The Tribune office. Telephone No. 35.

C. W. West & Co.

GENERAL TEAMSTERS

AGENTS FOR
The Imperial Oil Co. Standard Oil Co.
Washington Brick and Lime Co.
The H. W. McNeill Co., Ltd., Canadian Anthracite Coal (Hard)

Dealers in **STOVEWOOD**

Spring Millinery

INSPECTION OF STOCK INVITED

Mrs. E. McLaughlin
JOSEPHINE STREET, NELSON

Crow's Nest Pass Coal Co.

PAYMENT MUST ACCOMPANY ALL ORDERS

Charles St. Barbe, Agent.

Nelson Iron Works

MANUFACTURERS OF
ENGINES, BOILERS, SHAFTING, IRON AND BRASS CASTINGS OF EVERY DESCRIPTION

Repairs promptly attended to. P. O. Box 173.

R. REISTERER & CO.

BREWERS AND BOTTLERS OF

Fine Lager Beer, Ale and Porter

Prompt and regular delivery to the trade. **Brewery at Nelson.**

FOR SALE.

FOR SALE—A teaming outfit consisting of one team, wagon and harness. Will be sold cheap for cash. Reason for selling, owner has mineral claims to look after. Apply to J. F. Jacobson, feed merchant, Vernon street, Nelson, B. C.

THE HALL MINES MEETING.

British Columbia Review.

An extraordinary general meeting of the Hall Mines, Limited, was held on Thursday, at Winchester House, E. C., for the purpose of considering a resolution increasing the capital of the company. Sir Joseph W. Trutch, chairman of the company, presided.

The secretary having read the notice convening the meeting,

The chairman said: I have now to move that the resolution set forth in the notice calling the meeting which has just been read by the secretary be passed. The statement which the directors have circulated with this notice appears to me—and I believe you will all have found it so—so clear in conveying to you the facts upon which we have found it necessary to summon you today to consider the resolution, that I feel it would be superfluous for me to enlarge on that statement. I could only reiterate and elaborate what is so clearly set before you there, and you would not thank me for detaining you by such reiteration. The main points that I would call your attention to in placing the resolution before you are that, as is stated in the notice, your board of directors found it requisite in order to carry on our business that we should obtain more capital. We came to the conclusion that the best way to obtain that capital was by the issue of debentures, but when we placed those debentures before the shareholders we did not find so much encouragement as we had hoped for, and we were told that in order to insure these debentures being taken up we should have to make them convertible into ordinary shares. Therefore, we have to call you together that you may put us in the position of increasing the capital of the company in order to carry out the measure. The objects for which we desire to obtain this additional capital have been already communicated to you at the last general meeting in December, both by myself and, more in detail, by the report from Mr. Hardman, a scientific gentleman whom we sent out to report on the mine. It is necessary that the development of the mine, in order to render the property more productive, should be pushed on ahead of stoping work. That is one of the main purposes for which we have asked you to assist us in obtaining additional capital. Next, we find it requisite that we shall satisfy the requirements of our bank by reducing the overdraught which stands to our debit so as to bring it down within the amount for which the bank holds security. These are the two main objects for which we sought to obtain additional capital. Further than that, I might refer to the desire that we entertain whenever a favorable opportunity occurs—that is to say, when we become more thoroughly satisfied than we are today of the extent and duration of our mine—to put in an electrical plant which would very much reduce the cost of working the mine and the smelter. We are advised, and we believe, that by the expenditure of £10,000 to £12,000 we can reduce the cost of power, both at the smelter and at the mine, to such an extent that within two years we shall have been repaid, in the reduced cost of working, the whole of the disbursement which we shall be called upon to make in putting up these works. But, until from the further progress of the development work we are satisfied of the permanence and productiveness of the mine, we do not propose to enter into such an expenditure. I really do not know that I can usefully say anything more further than if any shareholder would like to have any additional information or explanation on any matter, I should be pleased to give him a satisfactory answer. I now beg to move: "That the capital of the company be increased to £350,000 by the creation of 50,000 new ordinary shares of £1 each, and that the said new ordinary shares be issued or disposed of to such persons on such terms and conditions in all respects and at such times as the directors think fit."

Robert Day seconded the resolution.

T. Poultney Griffin said he happened to be in British Columbia in July last, and visited the Hall Mines and the smelter. There was a large quantity of low-grade country ore coming from the mine, but it was not carefully picked, and consequently the result, after passing the smelter, did not show sufficient profit to pay the cost of working.

The chairman: I may answer that question at once. Of course the instructions are that all care should be taken not to send down ore that will not realize fifteen ounces of silver to the ton, which it has found by experience is sufficient to more than pay all the smelting expenses. The ore that has been taken out of late is certainly of a lower grade than we used to work, and much of it comes from the development work which is being carried on. Of course, it is difficult at times to discern accurately what is and what is not payable ore. As it is taken out it all has to come to the surface, but you may depend on it that the management, whether here or at Nelson, is not likely to send down the mountain any ore that will not repay the cost of transit and smelting.

Mr. Day said that he would like to answer the statement made by one of the speakers that the ore coming down from the mine was not payable. As a matter of fact, they had made a profit every month, and a good profit.

In reply to other questions, the chairman said that it was true that, although they had made a profit of £5000 for the four months to the end of January, and that was after defraying all expenses and allowing for depreciation; and so far as the accounts to the end of February had been audited in the office—they had not been passed by the auditor yet—he might say that between October 1st and the end of February, taking into account what they had paid for development work and what they had written off for depreciation of plant and buildings, the total profit had been between £12,000 and £13,000, and the net profit had been over £1000 a month. He would also remind the shareholders that they had an interest in other properties in the same neighborhood which were at present being prospected, and, although there was no definite information that could be given, he could say that the prospect in some of these was very favorable. In one property they had discovered a streak of gold quartz that seemed very likely to turn out a payable streak. They had also options on other properties which were likely to yield payable quantities of copper. Another important point which had been touched on by one of the speakers was that they were able to use their smelter for the purpose of treating the ore from surrounding properties, and they looked forward to considerable profits from that source. There was one return of 1800 tons now being successfully treated, and they were about to start treating a second quantity, which would yield profitable results. As one who had initiated the erection of the large smelter, he was quite confident that that would prove a source of profit to the company. A large smelter could always be worked more cheaply than a smaller one; and one reason why they had erected the large smelter was that they intended to treat the ore from neighboring mines. (Hear, hear.) As to the issue of debentures, he might say that there had already been applied for debentures to the amount of £24,450. (Hear hear.)

P. Schweder said he was very glad to hear that authoritative statement, as it effectually disposed of many idle stories that were being circulated about the debenture issue.

The resolution was then put to the meeting and carried with two dissentients, and the proceedings terminated.

Nelson Opera House

Friday, May 19th

LIBRARY BALL

Proceeds to be donated to
The Free Library

Gentlemen's Tickets $2.00
Ladies' Tickets $1.00

Mrs. W. J. Goepel, Treas.
W. W. Beaton, Sec.

Patronesses

Mrs. J. Roderick Robertson
Mrs. R. W. Day Mrs. G. Frank Beer Mrs. E. C. Arthur
Mrs. W. J. Goepel Mrs. A. L. McCulloch Mrs. S. S. Taylor

Nelson Saw & Planing Mills, Limited

Manufacturers and dealers in Rough and Dressed Lumber, Mouldings, Sash, Window Glass, Scroll Sawing, Band Sawing, Fence Posts, Turned and Band Sawed Tops, Fence Pickets, Office Fittings, Wardrobes and General Joinery Work.

Nelson Saw and Planing Mills, Limited

Sawmill, Factory and Office, Hall Street and Government Wharf, Nelson.

Money can be Saved

BY DEALING WITH RELIABLE FIRMS

Two carloads of choice Groceries and Crockery have just been unloaded by us, which will be sold at prices which have never been equalled in Nelson. Among our specialties are Crosse & Blackwell's Marmalades, Jams, etc.; Chase & Sanborn's pure Java and Mocha Coffee; Christie Brown & Patterson's Biscuits; Ram Lal and Shilling's Teas.

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Kirkpatrick & Wilson

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Contractors and Builders

WILL DO WELL TO

BUY THEIR LUMBER

AT

G. O. BUCHANAN'S

A large stock of first-class dry material on hand, also a full line of sash, doors, mouldings, turned work, etc.

FACTORY WORK A SPECIALTY

Yard: Foot of Hendryx street, Nelson
Telephone, 91 John Rae, Agent

Auction Sale

OF WAGONS

On Tuesday, May 16th, 1899

AT 2 O'CLOCK P. M.

The undersigned has instructions to offer for sale at public auction: Twelve Wagons (brand-new-and-never-used), from $2\frac{3}{4}$ to $3\frac{3}{4}$ inch axles, and a miscellaneous lot of neck yokes, whipple-trees, boxes, spring seats, ash poles in the rough, oak reaches all lengths, etc. Sale to take place in front of H. D. Ashcroft's blacksmith shop on Hall street, Nelson. Terms, Cash.

C. A. WATERMAN & CO., Auctioneers.

PLUMBING

SEWER AND WATER CONNECTIONS

JOBBING A SPECIALTY

Strachan Bros.

Plumbers, etc., Opera House Block, Nelson

COAT RIVER LUMBER CO.

CRESTON, BRITISH COLUMBIA.

All sizes of dimension timber and all kinds of lumber cut to order, and shipped to Nelson in carload lots. Write for prices.

BON TON RESTAURANT.

OPEN DAY AND NIGHT

The only restaurant in the city employing only white cooks.

Merchants' lunch from 12 to 2 o'clock, 25 cents. Dinner from 5 to 8. Short orders at all hours.

BOARD AND ROOM

First-class board and room, Todd's old stand, corner Ward and Carbonate streets, in rear of English church. Heated by steam. Table board $4, room and board $5 and $5.50.

A collection of fine Belgium Canaries for sale.

J. V. O'LAUGHLIN.

AMONG THE TENDERFEET.

R. T. Lowery in New Denver Ledge.

Some years ago I wrote a few lines about visiting my old home and mother, so I will not repeat the description. It does not matter how many times a man visits his home and the scenes of his youth, the greeting is joyful, while the parting has the same kind of sadness it had upon the first day you plunged into the cold world and cut yourself loose from ties that are tender, yet the strongest in the world. No matter where we roam, how we live, or what we do, nothing can shut out while the mind remains intact the remembrance of home and a man's best friend—his mother. In the silvery West are many boys who, through carelessness, neglect to write home. They should break this habit. If they only knew how a mother appreciates a letter from a son, they might write oftener. Just a little time, some paper, and two cents for postage will make many a glad heart. It is just a trifle, boys; but how many will take my advice?

Thirty years ago Petrolea, Ontario, was a hot town, much like western mining camps, but it has changed. It is no longer considered good form to get drunk and paint the town a deep crimson. Poker is still played in secluded places, but the limit has fallen to fifty cents, and the game is but a shadow of its former self. The town is full of fine churches, and I attended several of them. The ante, I noticed as the plate went round, was from five to ten cents. There is no excuse for anyone going to hell in the East. Every possible trail to heaven is represented by earthly agents, and churches are to be found every few miles. It seems to be impossible for the wicked to keep on shift, although I was told that the foot prints of Old Nick's boots were occasionally seen in some parts of the province.

Petrolea is a great town for society. Balls and parties are prevalent, and in their own way the people are as important as New York's 400.

Petrolea has its representatives in all parts of the world. In Borneo, captain Woodward has a crew of men drilling for oil. His old partner "Bill" McGarvey has made millions in Austria. In Java, Sumatra, Africa, Australia and many other countries are men from Petrolea pounding the rock in search of petroleum. The tools they use are nearly all manufactured by McKenzie & Joyce. In British Columbia there are many former Petroleans, most of whom are making their mark in some of the many camps in this mountainous province.

The Rise Only Temporary.

The rise in the price of silver this week has come without any apparent cause, says the Engineering and Mining Journal of New York. The supplies of the metals so far this year have been abundant, while there has been no special demand from any quarter, and the shipments to the East have fallen off. The French government recently bought considerable quantities for coinage, but the purchases were made without disturbing the market, and they are now completed. The only reason given for the rise is some vague talk of buying on Chinese account, which is not substantiated by any facts. The present movement, indeed, seems to be chiefly speculative in its nature, and there are various stories about its origin. In London it is attributed to New York, and some connection with new arrangements of the American Smelting Company is spoken of. In New York, on the other hand, London parties are credited with the rise, and it is said that the same parties who have been largely concerned with the heavy speculative advances in copper and tin have now taken silver in hand, and are forcing the advance. Hence, a continued rise is expected, and further developments will be watched with interest. [The price has dropped two cents an ounce since last week.—EDITOR TRIBUNE.]

A Few Remarks Over a Friend.

New Denver Ledge.

James Mowat, who lived in Nelson and Kaslo for many years, died last March on the trail between Telegraph creek and Teslin lake. Jimmy had his peculiar ways. In 1892 he owned a claim near Nelson and for three weeks he wasted ozone trying to sell it to us for $125. He finally traded it to George Neelands for a Kaslo lot. We bought the lot from Jimmy for $125. The flood spoiled it in '94, but the claim it was traded for is now called the Athabasca. As we said before, Jimmy had peculiar ways. In the fall of '93 we walked from Watson to Kaslo with him. About noon we reached the Blue Ridge hotel, kept by Neil and "Bob" McDonald. We wanted Jimmy to dine with us, but he would not do so, claiming that 75 cents was too much for a meal, and he would not allow us to spend that much on a meal for him. This is why he was peculiar. Well, Jimmy sleeps on the banks of Telegraph creek, and we could not go to press without making a few remarks about an old trail blazer who was an honest man.

The Pugs Will Fight.

Associated Press.

DENVER, May 4.—Telegrams were received tonight by manager Flotto, of the Colorado Athletic Association, from Messrs. Brady and Julian, representing Jeffries and Fitzsimmons, in which they accepted his offer of a purse of $25,000 for the fight.

THE ELECTRIC STREET RAILWAY BY-LAW AS INTRODUCED

Several Amendments Have Been Agreed to and The Tribune Prints it Entire in Order to Allow Those Interested to Suggest Further Amendments.

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

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

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

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

Now, therefore, the municipal council of the corporation of the City of Nelson enacts as follows:

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

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

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

(b) All poles erected shall be so placed as to interfere as little as possible with all other public uses of said streets, and both material and workmanship of said poles shall be of first class quality, and painted on all graded streets.

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

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

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

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

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

(h) The mayor or the chief of police of the said city may order a suspension of the running of the cars on the streets used by said lines of railway, or any of them, as he or they may deem necessary during any fire on such street or streets. In case of fire the chief of the fire brigade, or all officers of the city authorized by the mayor, may cut or pull down any wires, poles, structures or appliances used to operate the cars on said lines, or any of them, or incidental thereto, and neither the city nor such officers shall be liable for any loss or damage resulting from the cutting or pulling down thereof, but shall only be liable for the actual cost or expense of repairing or replacing the same. The members of the police or fire departments of the City of Nelson, when in uniform, and the policemen and detectives exhibiting a badge, are to be carried free of charge on all of the street cars operated by the said applicants.

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

3. Single cash fares are not to be more that ten cents each, and fares on any cars operated after eleven p. m. are not to be more than double the ordinary maximum single fare. A class of tickets must be sold at not less than twelve for one dollar. School children are to have the right to buy tickets at the rate of six for twenty-five cents, to be used only on school days between the hours of eight a. m. and five p. m. A ticket shall be deemed a fare. The classes of tickets above named shall be kept for sale on the cars of the applicants at all times. In case of failure to supply such tickets for purchase by passengers, then said passengers shall be carried free until such tickets are provided.

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

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

6. The applicants shall commence the actual building and equipping of their lines of railway in the city within a period of two (2) months after the final passage of this by-law, and such construction shall be carried on continuously and diligently until the applicants shall have completed at least two (2) miles of their line of railway in the city of Nelson, and shall any question arise as to whether said railway is being constructed continuously and diligently the city engineer shall have the power to decide upon said question, and his decision shall be binding upon the applicants unless appealed from as hereinafter mentioned.

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

8. If the applicants comply with the provisions of this by-law and shall operate the said line or lines of railway in accordance with the same they shall be entitled to enjoy the rights and privileges granted under this by-law exclusively for the term of thirty-five (35) years, and at the expiration thereof the city of Nelson may on giving one year's notice before the expiry of the said term of their intention to do so, assume the ownership of the said railway and personal property in connection therewith of every kind and description upon payment of the full value of the same, including the value of any pavement made or done by or at the expense of the applicants, to be determined by arbitration, and in consideration such value the franchise, rights and privileges granted under this by-law, and the revenue, profits and dividends derived, or likely to be derived, are not to be taken into consideration, but the arbitrators are to consider only the actual value of the actual and tangible property, plants, equipments and works connected with and necessary to the operation of the said railway, including such pavements, if any, and after the end of the said term of said thirty-five years the city shall have the right at the end of each succeeding five years to take over, assume and purchase the said lines of railway and railway system, and all the plants, appliances and other property connected therewith upon the terms hereinafter mentioned, provided for as to arbitration, and the notice required in such case shall be one (1) year, and until such assumption and purchase the rights and privileges are to be extended to the applicants beyond the said period of thirty-five years, and subject to the terms and conditions herein contained.

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

10. Should any dispute arise between the city and the applicants with reference to the carrying out of the provisions of this by-law, or should there be an appeal from the decision of the city engineer with respect to this by-law, then such dispute shall be settled by arbitration and such arbitation shall be conducted by three arbitrators, one to be chosen by each of the parties hereto and the third to be appointed by the two so chosen as aforesaid. In the event of either party hereto failing, neglecting or refusing to choose an arbitrator for one month after being requested in writing by the other party to do so, then the party who makes such request shall appoint the arbitrator for and on behalf of the party so failing, neglecting or refusing as aforesaid, and in the further event of the said two arbitrators being unable or failing to agree upon the said third arbitrator for one week after their said appointment, or the appointment of one of them who was last appointed then such third arbitrator shall be chosen and appointed by the chief justice for the time being of the supreme court for the province of British Columbia, or in the event of the chief justice being sick, absent from the province or otherwise unable or refusing to act, then such third arbitrator shall be appointed by the senior judge of said court. The decision or award of any two of the said arbitrators shall be final.

11. Any person or persons who shall in any way or manner wilfully obstruct the free passage of cars on and along the track of tracks upon any of the applicants' lines of railway shall be liable upon conviction before the city police magistrate, the mayor or any justice or justices of the peace having jurisdiction, to a fine not exceeding $20 and costs for each offence and in default of payment of the said fine and costs to be imprisoned in any police station or lock-up house in the said city for a period not exceeding twenty-one days, unless such penalty and costs shall have been sooner paid.

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

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

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

15. A contract embodying the provisions hereof, and a covenant on the part of the applicants to conform to and fulfil all the matters and provisions hereby required of them, shall be drawn and shall be executed by the city and the applicants within twelve weeks from the passing of this by-law.

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

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

RAILWAY TIME-TABLES.

CANADIAN PACIFIC.

(DEPOT FOOT OF RAILWAY STREET)

	Leave.	Arrive.
Passenger and mail (daily), for Nakusp and Revelstoke and main line points	6.40 p.m.	10 30 p.m.
Passenger and mail (daily), for Slocan City, Silverton, New Denver, Three Forks and Sandon	9.00 a.m.	2.30 p.m.
Passenger and mail (daily) for Robson, Trail and Rossland	6.40 p.m.	10.30 p.m.

NELSON AND FORT SHEPPARD.

(DEPOT EAST END WATER STREET, BOGUSTOWN)

	Leave.	Arrive.
Passenger and mail (daily), for Spokane	9.40 a.m.	5.30 p.m.
Passenger and mail (daily), for Ymir, Salmo, Waneta and Rossland	9.40 a.m.	5.30 p.m.

(Trains leave Mountain Siding, east end Robson street, forty minutes later than from Nelson station.)

KASLO AND SLOCAN.

	Leave.	Arrive.
Passenger and mail (daily except Sundays), from Kaslo for Whitewater, McGuigan, Three Forks, Sandon and Cody	8.00 a.m.	3.55 p.m.
Passenger and mail (daily except Sunday), from Sandon for Kaslo	1.15 p.m.	10.40 a.m.

STEAMBOAT TIME-TABLES.

CANADIAN PACIFIC.

(BOATS LEAVE HALL-STREET WHARF)

	Leave.	Arrive.
Steamer Kokanee (daily except Sundays), for Kokanee Creek, Balfour, Pilot Bay, Ainsworth and Kaslo	1.00 p.m.	11.30 a.m.
Steamer Moyie leaves Mondays, Wednesdays, Fridays and arrives Tuesdays, Thursdays, Saturdays), for Kootenay Landing, where connection is made with Crow's Nest Pass railway	8.00 a.m.	6.50 p.m.

KOOTENAY RAILWAY AND NAVIGATION CO.

(BOATS LEAVE HALL-STREET WHARF)

	Leave.	Arrive.
Steamer International (daily except Sundays), for Kokanee Creek, Balfour, Pilot Bay, Ainsworth and Kaslo	4.30 p.m.	10.30 a.m.

MAILS WILL CLOSE AT NELSON

ON AND AFTER MONDAY, APRIL 24th, 1899, AS FOLLOWS:

For Kuskonook, Creston, Moyie, Cranbrook, Fort Steele, Fernie, and all points on Crow's Nest Pass railway on Sundays, Tuesdays and Thursdays at ..... 8:00 a.m.

For Slocan City, Silverton, New Denver, Rosebery, Alamo, Three Forks and Sandon, at ..... 8:30 a.m.

For all points on Nelson & Fort Sheppard railway, Rossland, Spokane, Victoria, Vancouver, Winnipeg, and all points in the United States and Eastern Canada at ..... 8:45 a.m.

For Kokanee, Balfour, Pilot Bay, Ainsworth, and Kaslo at ..... 4:00 p.m.

For Robson, Trail, Rossland, Nakusp, Revelstoke, Vancouver, Winnipeg, and all points east and west on the Canadian Pacific railway at ..... 6:00 p.m.

OFFICE HOURS.

The postoffice is open from 7 a.m. till 10 p.m. every day. The general delivery wickets are open from 8 a.m. till 8 p.m. every day except Sundays. The registration wicket is open from 8:30 a.m. till 7 p.m. The money order and savings bank wicket is open from 9 a.m. until 4 p.m.

J. A. GILKER, Postmaster.

EARLY CLOSING NOTICE.

We, the undersigned retail merchants of the city of Nelson, hereby agree to close our respective places of business at seven o'clock each evening, except Saturday nights and the nights preceeding statutory and civic holidays, and also to keep our places of business closed on Sundays and on all legal holidays. This agreement to take effect from May 1st, 1899.

P. BURNS & CO
WEST KOOTENAY BUTCHER CO
J. A. GILKER
G. O. ROSS
H. N. HENDRICKSON
J. F. WEIR
D. McARTHUR & CO
J. J. WALKER
FRED J. SQUIRE
A. KERLAND & CO
NELSON FURNITURE CO
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E. H. LOVELING
PATERNAUDE BROS
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HYDE, TITSWORTH & CO
THEO. MADSON
FRED. IRVINE & CO
MARTIN O'REILLY & CO
EMORY & WALLEY
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H. M. VINCENT
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KIRKPATRICK & WILSON
M. DesBRISAY & CO
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THOMSON'S STATIONERY CO. LTD
NEELANDS SHOE EMPORIUM
J. R. WRAY
T. J. SCANLAN
HUDSON'S BAY CO
JACOB DOVER

LODGE MEETINGS.

KNIGHTS OF PYTHIAS—Nelson Lodge, No. 25, Knights of Pythias, meets in I. O. O. F. Hall, corner Baker and Kootenay streets, every Tuesday evening at 8 o'clock. Visiting Knights cordially invited to attend.
C. FRENCH, C. C. G. ROSS, K. of R. & S.

NELSON LODGE, NO. 23, A. F. & A. M. Meets second Wednesday in each month. Sojourning brethren invited.

PROFESSIONAL CARDS.

A. H. HOLDICH—Analytical Chemist and Assayer. Victoria street, Nelson.

EWART & CARRIE—Architects. Rooms 7 and 8 Aberdeen block, Baker street, Nelson.

H. CANE—Architect and artist. Brokenhill Block, next door to Nelson library.

FOR SALE.

HOUSE and three lots, Nos. 5, 6, and 7, Block 40, Mill street, Nelson, B. C. For full particulars apply to A. Manson, Grove Hotel, near Fort Sheppard station.

ANNUAL

CELEBRATION

WILL BE HELD AT

SILVERTON, B.C.

MAY 24th, 1899

$1750 IN PRIZES $1750

ABRIDGED PROGRAMME

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	1st Prize	2nd Prize
Free-for-all	$200	$100
Slocan race	75	25
Pony race	50	25

Caledonian Sports

PURSES AMOUNT TO $500

Gold Medal for Best All-Round Athelete

DRILLING CONTEST FOR $300

MATCH GAME OF BASE BALL

HOSE REEL RACE

GRAND BALL

For Further Particulars Apply to Secretary, Silverton, B.C.

BANK OF MONTREAL

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

LORD STRATHCONA AND MT. ROYAL, President
Hon. GEO. A. DRUMMOND, ... Vice-President
E. S. CLOUSTON, ... General Manager

NELSON BRANCH
N.W. Cor. Baker and Stanley Streets.

— BRANCHES IN —
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Buy and sell Sterling Exchange and Cable Transfers

GRANT COMMERCIAL AND TRAVELLERS' CREDITS, available in any part of the world.

DRAFTS ISSUED COLLECTIONS MADE; ETC.

SAVINGS BANK BRANCH.
CURRENT RATE OF INTEREST PAID

"MILKED" BY THE CANADIAN PACIFIC.

It is not much wonder that the Intercolonial railway has not paid expenses, for it has been "milked" by the Canadian Pacific under a one-sided traffic arrangement. The Dominion government has decided, according to a semi-official intimation, to terminate, on the 1st of July, next, the arrangement by which the Canadian Pacific Railway Company exercises at present running rights over the Intercolonial railway between St. John and Halifax. By this arrangement, the Canadian Pacific has the free use of the two hundred and seventy-five miles of the Intercolonial track between the capital of New Brunswick and that of Nova Scotia for its through trains, and the right to gather traffic for its own system along this great line running through the most populous parts of the Maritime provinces, and it alone apparently has the right to solicit traffic, either passenger or freight. In return for these immensely valuable privileges, the Canadian Pacific hands over the receipts for the purely local traffic which it carries to the Intercolonial. The government, which owns and controls the Intercolonial, maintains the line, of course. This arrangement was an exceedingly favorable one for the Canadian Pacific company, inasmuch as it resulted, in effect, in the Intercolonial receiving only the receipts for the local traffic and the Canadian Pacific company commanding all, or nearly all, the through traffic, both passenger and local. When the arrangement was made, the Intercolonial railway only reached Point Levis, and any traffic it could gather from the Maritime provinces for distribution along this route was exceedingly small. It had connection with the Grand Trunk at Point Levis, but by this precious arrangement the agents of the Intercolonial along its own line between St. John and Halifax were debarred from soliciting traffic in competition with the Canadian Pacific Company.

It is little wonder if the Intercolonial railway, under such an arrangement, became almost a negligible quantity in the problem of Maritime province and through transportation, though nominally a splendid line. When the Laurier administration assumed the reins of government, it found this arrangement in force, but it was terminable at the end of a year's notice. The government determined to make the line, which had long been a huge bill of expense to the people, a paying line, if possible, and at least they could give it a chance of becoming such by cancelling the unjust arrangement. Mr. Blair, the minister of railways and canals, accordingly gave the year's notification, and proceeded to make arrangements to extend the Intercolonial railway to Montreal, with the ultimate purpose of making that line the carrier, if possible, of the through traffic of the Maritime provinces and central and western Canada. At Montreal, the government could hope to make better connection arrangements with the Grand Trunk, the Canadian Pacific, or other lines which might reach Montreal than it could hope to do while Point Levis was the western terminal of the line. When the year was up, last July, the government found that it was not then prepared to take over the local business of the Maritime provinces, and the arrangement with the Canadian Pacific, somewhat modified, was extended for another year.

During that year, the Intercolonial has been firmly established in Montreal, and it appears not improbable that arrangements have been made with the Grand Trunk and the Canada Atlantic and Parry Sound railways, which will be of great benefit to the Intercolonial railway and the people of both the Maritime and central provinces of Canada. The working of the arrangement with the Canadian Pacific is shown by the present train services of the Intercolonial and the Canadian Pacific. Trains of both companies start out from Montreal, about the same hour every evening, and the Canadian Pacific, going by way of St. John, arrives at Moncton a few hours before the Intercolonial, and precedes it all the way—a hundred and eighty-six miles—to Halifax. The Intercolonial, running its own trains over the route immediately behind the Canadian Pacific train, saves little, if anything, either of wear and tear or motive power by the carrying of the local traffic by the preceding Canadian Pacific train. Yet that is the benefit it is supposed to receive from the Canadian Pacific, in return for the valuable running rights given by the Intercolonial over its tracks. The Canadian Pacific has, of course, traversed the line from St. John to Moncton, only about eighty-one miles, doing the business for the Intercolonial, but, arriving as the Intercolonial train does, a few hours later, an Intercolonial train has to be run between Moncton and St. John for the accommodation of its passengers going that way. So that the only saving to the Intercolonial, from the arrangement which gives the Canadian Pacific free running rights over two hundred and seventy-five miles of its track, is that of a train from St. John to Moncton, a distance, as we have seen, of eighty-one miles. The effect of the government's policy of terminating the present arrangements with the Canadian Pacific railway on the 1st of July would, it appears, therefore, be to give the Intercolonial command of the through traffic of the Maritime provinces north and east of St. John. It is probable, however, that it will be found in the interests of both the government management of the Intercolonial and of the Canadian Pacific Railway Company to agree upon a new and less one-sided arrangement than that which has hitherto been in existence—one which will leave the Intercolonial the business of its own lines and an interest in developing that business, while, for a fair compensation, giving the Canadian Pacific running rights over the line between Halifax and St. John, and enabling it to work up its through Canadian business independent of American ports.

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NELSON

Is now prepared to issue Drafts and Letters of Credit on Skaguay, U. S., Atlin, B. C., and Dawson City, Yukon District.

MAKING AND CARING OF LAWNS.

An American tourist once asked the gardener at an English university how the perfect lawns had been made. "It's this way, sir," was the reply: "We fir'st rolls 'em for a couple o' 'undred years and then we waters 'em, for maybe another couple o' 'undred years an' then we clips 'em for maybe another couple o' 'undred years, an' by that time they look about as you see 'em now."

That does very well for England, but our people cannot afford to wait for the passage of ages until their lawns are perfection. Nor is it necessary if they will but follow the few hints given below.

It is seldom that sufficient care is taken in the making of a lawn. The house is built, the debris is cleared away, an inch or two of good soil is scattered over and the sod laid thereon. The owner thinks that that is all that is required, and is surprised when, in spite of his care, the lawn does not prosper.

If more care was bestowed on the making of the lawn less care would be required to keep it, and better results would accrue.

No lawn will contain a fresh and green appearance unless the soil is good and there must be plenty of it. I would recommend everyone to place a layer of from six to eight inches at least on the ground before putting down the sod. Indeed I prefer a foot of good earth myself, and in making the lawns in the various parks and squares in this city I endeavor to have rather more than less. Many may think this superfluous, but the results will amply repay them for the extra trouble and cost.

Upon this foundation of good earth the turf should be laid, extreme care being taken to see that the latter is free from weeds. The season for laying the sod will depend on circumstances, but if laid in the fall I would recommend October or November. If the work is done in the spring it should be completed sufficiently long before the dry season to allow the turf to get roothold, otherwise the season is lost and the lawn would soon become unsightly. The turf should be laid as soon as possible after being cut and evenly beaten down with a pounder. This will not produce a level surface, but will close up the cracks. Next run a heavy roller over the whole.

During the first summer the lawn should not be mowed too closely, for if a dry season occur it will most likely suffer if cut too frequently and too closely. Another important thing to remember is that if it is necessary to water it, it is far better to soak thoroughly than to sprinkle frequently.

A lawn may be made otherwise than by laying turf. It may be made by seeding. The best season for this is in April or the beginning of May, as the weather we get then is generally favorable for the germination of the seeds. The ground should be prepared for sowing in the same way as when turf is to be laid. It must be made solid by treading and rolling and then raked to a perfectly level surface. On this sow the seeds evenly and then rake them well in, after which roll thoroughly. The sowing must be done on a calm day or it will be impossible to distribute the seeds evenly. The varieties of grasses to be sown depend greatly upon the situation. The seedsman from whom the seeds are procured will give the proper kind if told of the location and surroundings. I would not advise the use of clover for small lawns. In many cases it will kill out some of the grass, and the chances are that next winter's frost will kill the clover and the lawn will only be half covered.

No lawn can be properly kept without a certain amount of care. Where the soil is poor it is necessary to ripen with some kind of fertilizer. If the lawns are extensive nothing is better during the winter months than a top dressing of well rotted manure. But when the lawns are small and run up under the windows I cannot too strongly condemn the practice of dumping manure upon them. It would not be so bad if a thoroughly rotted compost was put on late in the fall or during the early winter, but many people make the mistake of covering their lawns at this season of the year or earlier with a quantity of fresh stable manure. This can be seen in dozens of places in the city, and it is both unsightly and disagreeable. Moreover—and this is the most important thing to remember—those who so cover their lawns with fresh stable manure are almost certain to fill their lawns with weeds. A far easier, cheaper and cleaner way to stimulate the lawn is to obtain from your seedsman a small quantity of one of the numerous artificial manures which can be applied at any time through the summer months and answer the same purpose as rotted manure. The quantity used will depend upon the size of the lawn and the strength of the fertilizer. In the majority cases directions are given as to their use. A splendid fertilizer for light soils is made up of one part of ordinary land plaster mixed with two parts of salt.

One of the causes of poor lawns in this city, and no doubt elsewhere, is the looseness with which the trees are planted on lawns and boulevards. The foliage in many places is so dense that neither grass nor anything else can thrive. If people would cut out and thin the trees better results would be obtained. We all know that there is a great deal of sentiment regarding trees. I, for one, believe in planting them thickly, but I also believe in removing them as soon as necessary. There are many instances where it is inadvisable to prune the trees so that grass will grow beneath them. In such cases I would recommend the planting of some of the varieties of periwinkle, or glechoma, or ground ivy. If the latter is used it will be necessary to see that it does not spread on to the lawn, where it will give as much trouble as dandelion.

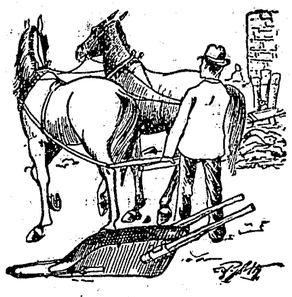
A very common mistake in cutting lawns is to set the blades of the machine too low. By this means the roots are often cut, and in dry weather are certain to burn. Another bad consequence of over-close-cutting is that it kills the more tender varieties of grass. I would advise all not to cut the grass very close in the fall. It is better to leave it a little long so as to protect the roots, even if the dead grass has to be raked off in the spring.

If any weeds appear—such as dandelions, plantains, etc.—they should be promptly cut out or they will quickly increase, entailing no end of work in after years, and in all probability the lawn will have to be dug up and resoded. Dandelions particularly increases very rapidly where a mowing machine without a grass collector is used, as the flower heads are thrown all over the lawn and the seeds will soon vegetate and grow into strong plants.

Big Demand for Copper Stock.

Associated Press.

NEW YORK, May 5.—It was announced in Wall street today that subscriptions for the Amalgamated Copper Company's stock would be allotted upon the basis of 20 per cent of the subscriptions. The stock was over subscribed more than five times.



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Who use picks, shovels, etc., should not fail to look at our line of goods, which for qualities and material cannot be beat.

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Importers of Shelf and Heavy Hardware.
MARA & BARNARD BLOCK, BAKER ST., NELSON

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O. H. Burden, Pilot Bay | Jas. Sanders, New Denver

HUME.

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H. J. Sullivan, Toronto | B. S. Jenkins, Winnipeg
N. Darling, Vancouver | B. Gordon, Victoria
F. W. Sterling, Toronto | G. H. Ramsay, Vancouver
Theo. Schwedzer and wife, Northport | T. B. Darcy, Trout Lake
E. E. Fleutot, France | E. Mansfield, Victoria
| A. Morin, Kaslo

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M. C. Monaghan, Poorman mine | T. G. Johnson, Slocan Junction
Edward Coutin, St. Laurent Lake | Albert Coutin, St Laurent Lake

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E. G. Warren, Rossland | M. Crooke, Rossland
N. F. Town-end, Rossland | Mrs. McWilliam, Revelstoke
O. E. Townsend, Rossland | F. J. Jackson, Trail
H. C. Baker, Rossland | E. V. Bodwell, Victoria
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PROPRIETORS

Headquarters for Miners and Prospectors

THE BEST BRANDS OF

Liquors and Cigars

ALWAYS ON HAND

One of the best and most popular hotels in Nelson.

QUEEN'S HOTEL

BAKER STREET, NELSON.

Heated with Hot Air and Lighted by Electricity

Large comfortable bedrooms and first-class dining room. Sample rooms for commercial men.

RATES $2 PER DAY

Mrs. E. C. CLARKE, Prop.
Late of the Royal Hotel, Calgary.

Hotel Hume

H. D. HUME, Manager.

The finest hotel in the interior.
Large sample rooms. Steam heat and electric light.
CORNER OF WARD AND VERNON STS., NELSON

Madden House

BAKER AND WARD STREETS, NELSON

The only hotel in Nelson that has remained under one management since 1890.
The bed-rooms are well furnished and lighted by electricity.
The dining-room is not second to any in Kootenay.
The bar is always stocked by the best domestic and imported liquors and cigars.
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Two and a half miles up the Outlet from Nelson.

SPECIALTIES: Spring Chickens, Fresh Cream, Pure Milk, Fresh-Laid Eggs.

All of which are from the ranch belonging to the hotel

A pleasant place to spend afternoons, evenings and enjoy delicacies that cannot be obtained in hotels or restaurants at Nelson. Good stabling. Open day and night. Can be reached by either road or water.
WILLIAM ROBERTS, Proprietor.

Large and well lighted — Heated by hot air
Reasonable rates — Sample rooms
Electric bells and light in every room
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Free bus meets all trains
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New patterns at 10, 12½, 15, and 20 cents per yard.

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At 12½, 15, 20, and 30 cents per yard.

FANCY DRESS GOODS
At 35 cents per yard, worth 50 cents.

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At $4 a dress pattern, no two alike.

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Fast colors at 7½, 12½ and 15 cents per yard.

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THESE GOODS we are bound to sell while they remain the patterns of the season. We prefer to mark them down now, and let our regular customers have the advantage of the cut, rather than have a slaughter sale some months later to make room for new goods. Our display of Rugs and Art Squares is the finest ever seen in Kootenay. They are received direct from the eastern importers so that in buying from us you are virtually reaching headquarters.

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At "Auction Prices" should be left alone. An auction price means the highest price which the purchaser can be induced to pay.

New Spring Designs
In Axminsters of the best quality, with or without borders. British and Canadian makes.

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Suitable for drawing-rooms, dining-rooms, halls or stairs, with or without borders.

Tapestry and Patent Tapestry,
Union art squares, Japanese squares and rugs, Smyrna and Tecumseh rugs.

40 Different Styles
Of baby carriages and go-carts to select from. Rattan chairs and rockers.

Furniture of all Kinds
Is advancing, and notice to this effect has been sent to the trade by all large manufacturers. Having a large stock on hand we will be able to continue to quote better figures than any of our competitors. We have also three carloads of furniture on the way.

D. McARTHUR & CO.
Corner Baker and Ward Streets, Nelson.

P. Burns & Co.

WHOLESALE AND RETAIL

Meat Merchants

Wholesale Markets at Nelson, Rossland, Sandon and Greenwood.

RETAIL STORES AT
Nelson, Trail, Ymir, Kaslo, New Denver, Sandon, Silverton, Cascade City, Grand Forks, Midway, Greenwood and Sirdar.

ORDERS BY MAIL PROMPTLY FORWARDED
Head Office, Nelson, B.C.

West Kootenay Butcher Co.

ALL KINDS OF FRESH AND SALTED MEATS
WHOLESALE AND RETAIL
FISH AND POULTRY IN SEASON

Baker Street, Nelson E. C. TRAVES, Manager
ORDERS BY MAIL RECEIVE CAREFUL AND PROMPT ATTENTION.

To Arrive 15th May

PRICES RIGHT. SEE THEM

200 Pairs Lace Curtains
Brass Rods, Screens,
Easels, and Towel Rings

The newest thing in PICTURES, with or without frames.
Another big car furniture on the way.

Nelson Furniture Co.
BAKER STREET, WEST, NELSON

Do You Wish to Dye?

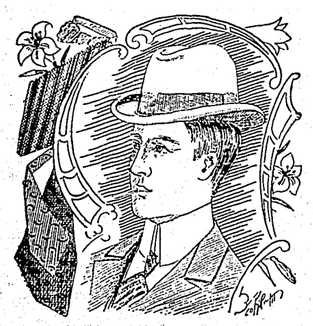
If so, remember we can supply you with the necessary material and full instructions how to make a clean job of it. We carry a full line of Diamond Dyes and Maypole Soap Dyes

W. F. Teetzel & Co.

CORNER BAKER AND JOSEPHINE STREETS, NELSON

Neck Dressings

Are the most important part of man's spring "get up." His whole attire depends upon beauty and quality of his



NECKWEAR

Our line of Puff Knots, Four-in-Hand and Bows, elicited a full measure of praise from all who have seen them. The designs are remarkably beautiful, rich, and so varied that no man is likely to meet his duplicate.

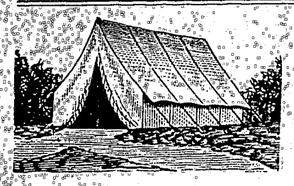
Fine Shirts, white and colored, and all other fixings at moderate prices at

J. A. GILKER THE UP-TO-DATE FURNISHER, NELSON

MORE than half the people in Nelson live to the east of Josephine street, and all we want is that one-half of them purchase their groceries and fruits at the EAST END GROCERY. If they will, and pay cash, they will save money in two ways, namely, 25 per cent on the price of the goods they purchase and 25 per cent on the wear and tear of shoe leather.

EAST END GROCERY STORE
West Block, Baker Street East, Nelson, B. C.

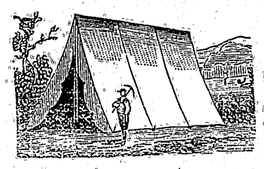
F. B. MORSE,
B. J. ROYAL.



Nelson Tent and Awning Manufactory

ALL KINDS OF

CANVAS GOODS,
TENTS,
AWNINGS AND
FANCY STRIPED CURTAINS FOR
VERANDAHS AND WINDOWS



ALL SIZES OF TENTS IN STOCK
Baker street, opposite postoffice, Nelson

THEO. MADSON

W. P. DICKSON E. H. H. APPLEWHAITE J. McPHEE

Kootenay Electric Supply and Construction Co.

ELECTRIC SUPPLIES

Complete Electric Equipments for Electric Power Transmission and Lighting for Mines, Towns
Electric Fixtures, Lamps, Bells, Telephones, Annunciators, Etc.
P. O. Box 606. Josephine Street, Nelson, B. C.

LONDON AND BRITISH COLUMBIA GOLDFIELDS, Ltd.

HEAD OFFICE, LONDON, ENGLAND.

All communications relating to British Columbia business to be addressed to P. O. Drawer 505, Nelson, British Columbia

J. RODERICK ROBERTSON, General Manager
S. S FOWLER, E.M., Mining Engineer } NELSON, B. C.

See that your Royal Seal Cigars

ARE NOT EASTERN IMITATIONS

BUT ARE MADE BY

THE KOOTENAY CIGAR MANUFACTURING COMPANY
OF NELSON, B.C.

THE BRACKMAN & KER MILLING CO., Ltd.

WHOLESALE AND RETAIL

HAY, GRAIN, FEED, ETC.

Write for quotations on car lots. NELSON, B. C.

LOCAL NEWS AND GOSSIP.

A. H. Clements has been appointed delegate of the Nelson lodge of Oddfellows to the Grand Lodge meeting to be held in Vancouver on June 14th.

Fred. J. Squires, A. E. Lott, A. H. Clements and James Neelands will leave on Monday for Cranbrook to assist in the organization of a lodge of Oddfellows in that town.

Two new billiard tables were set up in the Hume hotel billiard room yesterday afternoon, and will be ready for play tonight. One is for English billiards and the other for American billiards. They were manufactured in Toronto and are very fine specimens of high-class woodwork.

Pending the organization of license districts throughout the province, superintendent Hussey is dealing with all applications for liquor licenses outside of incorporated municipalities. Those desiring to secure licenses should make their applications to the superintendent of provincial police. It is understood that the executive will shortly fix the boundaries of the several license districts, constituting the senior police officer licens inspector for the district.

"Eddie" Beer has let a contract to Hillyer & Co. for the erection of a six-room cottage on Silica street, between Hall and Hendryx streets. Work will be commenced upon the same next week.

William Garton, the official pound-keeper, will apply to the city council at its next meeting to be supplied with a horse. He says that stray cattle and horses have got to know him, and that he can no longer overtake them on foot.

The Bank of Montreal yesterday exported to the United States assay office at Helena the first gold brick turned out of the Oro Mining & Milling Company's mill. The brick was a small one, being valued at $575.

John L. Vanstone of this city has commenced suit against Arthur Buckworth of Ymir for $2000 damages. Vanstone claims that Buckworth failed to deliver 5000 shares of the Kenneth Mining & Development Company's stock, commonly known as Tamarack stock, which were sold on his account. The case, if it goes to trial, will come up in the supreme court.

The attention of the provincial health authorities has been called to two cases of scarlet fever which have broken out in the house of Chris Johnson, on the smelter flat just outside the city limits. The patients are two children of Mr. Johnson's who were attending the public school. The house has been quarantined by W. H. Bullock-Webster, and a double set of guards are on duty, seeing that the same is observed.

The regular monthly meeting of the South Kootenay Board of Trade will be held on Monday evening at eight o'clock.

George McFarland has commenced work on alderman McKillop's dwelling on the corner of Stanley and Hoover streets. The plans call for a two-story house of nine rooms and a stone foundation. The building will cost in the neighborhood of $4000.

WANTED.

WANTED—Good general servant for family of three, no children; at Ymir. Apply at residence of R. B. Hedley, Nelson, B. C.

WANTED—A Servant girl. Apply to Mrs. Drew, Vernon street.

FOR SALE.

FOR SALE—An old store front. Apply to Theodore Madson, Baker street, Nelson.

Do You Know

What Summer Jewelry Embraces?

If you don't you should see the complete line which I have just received direct from the manufacturers of the east. If you want to keep up with the fashion you will bear this in mind. There are TORTOISE COMBS the like of which have never been seen before in this province; SHOPPING BAGS in the latest designs and materials; BELTS of all kinds; BLOUSE BUTTON SETS of every description, and bracelets in silver, gold and plate.

Competitors Cannot Catch

JACOB DOVER

TENDERS

Tenders will be received up to Thursday, May 11th, for the following goods at Sandon in the estate of Crawford & McMillan:

Groceries	$2000
Dry Goods	2300
Clothing	500
Gents' Furnishings	800
Boots and Shoes	800
Wall Paper	50
Hardware and Crockery	1000

The above stock is in good condition, much of same being new season's goods.

T. LEO PEEL, Trustee.
Sandon, B. C., May 2nd, 1899.

$4500

Will buy 125 by 120 feet at the southwest corner of Vernon and Park streets with improvements. One of the best residences in Nelson. Terms: $2500 cash; balance in six and twelve months. Apply to John Houston, Vernon St., Nelson.

CALL AND INSPECT

OUR MAMMOTH STOCK OF

BOOTS AND SHOES

EVERYTHING IN THE SHOE LINE

Neelands' Shoe Emporium

26 AND 28 WEST BAKER STREET, NELSON

LIME! LIME!

Builders and contractors can now secure the best lime on the market at

70 Cents per 100 Lbs

CALL AND INSPECT

The West Kootenay Brick & Lime Co., Ltd.

Baker Street. T. G. PROCTOR, Manager

STEINWAY — The Standard Piano of the World.

NORDHEIMER — The Artistic Piano of Canada.

ART AND MUSIC CO., Nelson, Agents.

FOR SALE BUSINESS AND RESIDENTIAL PROPERTY

30 by 120, Baker street, between Josephine and Ward streets	$8000
50 by 120, Baker street, between Josephine and Hall streets	4500
50 by 120, Baker street, between Josephine and Hall streets, corner	
30 by 120, East Baker street	800
25 by 120 with improvements, south side of Vernon street	5000
50 by 120 with improvements, south side of Vernon street	6000
2 lots and large house beautifully furnished (sma.)	3500
2 lots with cottage rented at $15 per month, Victoria street	3500
1 lot with cottage rented at $15 per month, Victoria street	2500
2 lots with cottage rented at $20 per month, Stanley street	3000
6 lots in block 41D, all cleared and fenced in.	2500
9-room house and 10 lots set out in orchard	4100
2 lots and improvements, 52 head of cows, 2 horses, wagons, sleighs, harness, and everything in connection with Hurry's milk ranch	5500

For general information on real estate and for further particulars on above property apply to

WARD BROS.
Real Estate and General Agents, Baker St., Nelson

Vienna Restaurant

Baker street, between Josephine and Hall streets, Nelson.
MEALS AT ALL HOURS, DAY OR NIGHT
BAKERY IN CONNECTION
FAMILY AND PASTRY COOKING A SPECIALTY
ONLY WHITE HELP EMPLOYED
R. HURRY, PROPRIETOR

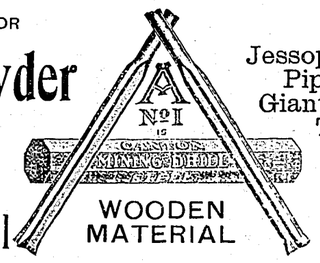
NELSON, B. C. KASLO, B. C. SANDON, B. C.

H. BYERS & CO.

DEALERS IN

Shelf and Heavy Hardware

SOLE AGENTS FOR
Giant Powder
TRUAX ORE CARS
Canton Drill Steel



CARRY IN STOCK:
Jessop's Steel, Iron, Coal Pipes, and Fittings
Giant, Caps and Fuse
Tools, Cutlery, Tin and Woodenware
Stoves, Ranges, Iron, Steel, Sheet Iron, T-Rails
Paints, Oils, Glass

NELSON STORE AND OFFICE: Corner Baker and Josephine Sts.
NELSON WAREHOUSE: Corner Hall Street and City Wharf.

A Coat of Paint

WILL ADD TO THE SELLING VALUE OF A SHABBY LOOKING HOUSE

Paint

When you make up your mind to use a little Paint, bear in mind that we carry a complete stock of all kinds of Paints, Oils, Varnishes, and Stains, also Kalsomines, Kalsomine Brushes and Painters Brushes

Shelf and Heavy Hardware
Mining Supplies T Rails

THE LAWRENCE HARDWARE CO.

We Cant be Beat

Choice Groceries and Crockery

Our Specialties

Damon, Ram Lal's and Shilling's Best Teas always on hand.

Chase & Sanborn pure Java and Mocha Coffees.

Christie-Brown and Paterson Biscuits.

Crosse & Blackwell, Upton and Keiller Marmalades, Jams, etc.

Dandicolle & Gandin French Peas and Mushrooms.

Pickles, Sauces, Spices, etc.

A car of Ashcroft Potatoes and a car of Mixed Groceries just in.

Two cars of Crockery on the road.

A trial order solicited. Prices right.

Kirkpatrick & Wilson

Telephone 10. P. O. Box K & W. Baker street West, Nelson

Canadian

Just Unloaded a Car of **Hams and Bacon**

CANADIAN CURE

Quality away up
Prices below the lowest

ABERDEEN BLOCK
NELSON, B. C.

M. DesBrisay & Co.

Cream Sodas

WE HAVE JUST RECEIVED

A fresh consignment of Maple Leaf Cream Sodas received direct from the factory, put up in 2-pound boxes. Also a full line of the Toronto Biscuit and Confectionery Company's Sweet Biscuits. Don't forget that we handle Blue Ribbon Tea.

JOHN A. IRVING & CO.
Baker Street West, Nelson, B. C.

SPECIAL ATTENTION

Have just received a consignment of Harris home made tweeds from Talbot Harris, Scotland.

FRED J. SQUIRE, Baker St. Nelson

The supply is limited, so call early and examine this stock.