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The Tribune

THURSDAY MORNING, MAY 18, 1899.

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LOCAL AND MINING NEWS FROM ADJACENT TOWNS AND CAMPS.

Special to The Tribune.

ROSSLAND, May 17.—The water and light agitation in Rossland is becoming warm. The attitude of the city council is not, by any means, generally improved. A very large payroll was disbursed Monday and Tuesday, and consequently places of amusement and saloons are very lively. Richard Shea, who has now sold out of the Rambler-Cariboo, is sojourning in Rossland. "Dick" is now a capitalist, not in mining stock, but in hard coin.

A painful incident in connection with Greensell's supposed drowning is reported from Ymir. It appears that one of Ymir's most prominent citizens was awakened by what he thought was a cry for help. He got up and went out with a candle in his hand. After going some little way in the wet and dark he heard somebody muttering close to him, and as the cry was not repeated, he concluded it was the usual Saturday night drunk. He went back to bed feeling angry at having been disturbed. Now he is troubled with the thought that if he had pursued his investigations a little further he might have saved the unfortunate man's life.

Sandon.

SANDON, May 17.—The Slocan Star mill is closed down for a day or two on account of a scarcity of water. The Sandon footballers defeated Silverton by a score of three to two. The differences arising out of the seizure of the Spencer hall have been settled, Mr. Spencer paying all claims due J. M. Harris. The new hose and nozzles for the fire brigade have arrived.

New Denver.

NEW DENVER, May 17.—M. L. Grimmett, barrister, of Sandon, will open a branch office here. Captain Jefferys of Nanaimo, father of the late Fred Jefferys who was drowned in the lake some time ago, is at present in town settling up the estate of his son. E. Atherton, ex-mayor of Sandon, is having a neat cottage erected for his family on Nob Hill, overlooking Bigelow bay. M. McLean is erecting the grand stand at the ball grounds. It will accommodate several hundred people. Rev. R. N. Powell, Methodist, has been moved by conference to Greenwood. He is to be succeeded here by Rev. A. Sanford of Sandon. Building operations are more brisk now than for a year past. Every carpenter in town is employed. The painters also are busy, and there is a general sprucing up in all quarters of the town. The treasurer of the celebration committee reports funds coming in in a satisfactory manner. Several teams and a gang of men were putting the final touches on the ball ground yesterday, and everything is now in readiness for the big event on the 24th.

Slocan City.

SLOCAN CITY, May 17.—A payment came due on the Evening Star bond on the 15th, and from appearances must have been promptly met, as the work goes steadily on. Peter Luan returned last night from the Victor, on Ten-mile creek, and reports the snow as being fully a month later than last season.

Ymir.

YMIR, May 17.—No trace of the body of J. N. Greensill can be found. His friends are thinking of offering a reward for its discovery. His people in England have been written to, apprising them of his disappearance and almost certain death by drowning.

At the Miners' Union this evening the wage question will be discussed, and the delegates to the Nelson convention will make their report.

R. C. Pollett is here in connection with the Nevada mineral claim, operated by the American Eagle Company, and work will be started almost at once. The Rising Star group, consisting of the Rising Star, Rising Sun and Topsy L, adjoining the Porto Rico, are under a short option for stocking, subject to an engineer's report, for $500,000 in one million shares of fifty cents each. A lot of development work has been done, sufficient to apply for a crown grant. The ledge which is fourteen inches on the surface and four feet at a depth of thirty feet assayed from $8 to $50. James Oleson is here and intends to commence work on the Last Chance on Round mountain.

Concentrates are being steadily shipped from the Ymir mine and when that is finished the ore will be commenced on. The month of May will be a record one for the Ymir Mines, Limited. W. Burke and L. Dewey, both of Rossland, have been paying the camp a short visit to look up their mining interests. J. Goodlad and Hector McClarty are back from the Union Jack group, but they report the snow is still too deep for operations. S. S. Fowler is busy making a survey and report upon the Dundee mine. It would not be a surprise if the London & British Columbia Goldfields acquired that property.

Kaslo.

KASLO, May 17.—The Kaslo & Lardo-Duncan railway people continue to "cinch" their big opponent at every chance. Notwithstanding that they succeeded in getting an injunction restraining the C. P. R. from building their line through the pass at Duncan City, for the present at least, they are after them now on the Duncan City townsite. The C.P.R. have almost completed the grading of their roadbed at Duncan City, on the other side of the pass, and now the Kaslo & Lardo-Duncan people are establishing a grade a little higher, and in making the same will make it very unpleasant for the C. P. R., as the two lines run close together. At present the Kaslo & Lardo-Duncan railway people seem to get considerably the best of their opponents. Over a hundred men are now working at the Duncan City end of the Kaslo & Lardo-Duncan line and considerably more than this on the C. P. R. line.

H. Key Stovel came down from Duncan City yesterday and reports all kinds of excitement there just now. The steamer Marion is going to attempt to make the run from Kaslo through the Lardo river to Duncan City tomorrow. This run has only been made once, and that was by the little steamer Idaho two years ago in high water. She had considerable difficulty in getting up and has remained on Duncan lake ever since. However, the river has been improved since then, and with the high water that is expected this season, the captain of the Marion thinks he will have no difficulty in making the run up the Lardo river daily. The experiment will be watched with interest.

Green Brothers have moved their retail stock to their new premises opposite the Bank of British North America, and now have one of the best business stands in town. The city has a gang of men at work building a cribwork in the cut on A avenue. This is a much needed improvement, as ever since the cut was made the sides have been continually falling in, making traffic up to the hill very difficult at times, and the dirt and stones were always a source of annoyance to residents on the hill.

The Czar Much Pained.

BERLIN, May 17.—The Local Anzieger today prints an interview with William T. Stead, who recently interviewed the czar for the second time, in which the newspaper is quoted as saying the czar read with much pain the pamphlet of professor Stengel, one of the German delegates to the peace conference, who defended war and declared that eternal peace ought not to be the aim of culture. Throughout Russian official circles Mr. Stead found a conviction that professor Stengel's appointment meant a slight to Russia.

Does it Mean War.

LONDON, May 17.—Three batteries of field artillery have been ordered to South Africa and will leave England next Monday. Their destination is the national arsenal, which is near the Boer republic. Although the dispatch of these troops is part of a plan to strengthen the British forces in South Africa, the hurry orders under which they have been made makes their departure significant. Their arrival in Natal will give England six strong batteries at the particular point, which is easy of access to the Transvaal.

Cause of a Fatal Railway Accident.

POTTSVILLE, Pennsylvania, May 17.—Albert Ohl, a lad seventeen years of age, living near the spot, was arrested and held without bail today by the authorities at Tamaqua, charged with putting the spike on the rail which caused the accident on the Little Schuylkill branch of the Philadelphia & Reading railway yesterday at Zehners, whereby one man was killed and several injured. Ohl admitted the charge. His excuse for placing the spike on the rail was that he wanted to flatten it.

The Peace Conference.

THE HAGUE, May 17.—All the delegates to the international peace conference have arrived. Today was spent in a general exchange of visits. The permanent president of the conference will be M. de Staal, Russian ambassador to Great Britain and the leader of the Russian delegation. The honorary chairman, who will open the proceedings, will be M. de Beaufort, president of the council and minister of foreign affairs of the government of the Netherlands.

Two Foolish Young Men.

PLATTSBURG, New York, May 17.—George Patnode and Ernest Gongin, both aged twenty-three years, of West Chasey, visited Plattsburg Monday afternoon. They found a bottle of what they supposed to be port wine in the Commercial hotel barn and drank freely from it. Soon after they were taken violently ill and died today after suffering terrible agony.

The Result of a Divorce.

DAYTON, Ohio, May 17.—Frank Campbell killed his former wife and sister-in-law and then committed suicide at West Alexandria this afternoon. He had recently been divorced.

Silver.

NEW YORK, May 17.—Bar silver 61c. Mexican dollars 48¾c. Silver certificates 61c.

GRITS GET ALL THE JOBS IN THE CIVIL SERVICE.

VICTORIA, May 17.—The feeling in political circles here is that the trouble over the Deadman's Island lease will be made the excuse on the part of premier Semlin and minister Cotton for calling attorney-general Martin to account. Those who should be in a position to know say that the attorney-general is making himself solid with a certain wing of the Liberal party in the province by appointing men of that particular political stripe to all the vacant offices in the government service. This the Conservative members of the cabinet resent, and in their protest they will doubtless be backed by the entire Conservative party of the province.

It is said that minister Cotton sought to force the attorney-general into a corner over the Deadman's island matter and that he inspired the telegram to the attorney-general which gave him the choice of deciding as between Ludgate and the province. In this case however the attorney-general proved to much for his colleague from Vancouver in that he promptly took up the provincial government's side of the case and threw his private client overboard. It is now said that Martin will have a conference with the Liberal members of the cabinet and discuss the situation, and that he has wired the minister of mines to return to Vancouver for the purpose.

The Queen Lays a Corner-Stone.

LONDON, May 17.—Queen Victoria laid the foundation stone of the Victoria and Albert museum today. She drove through the streets lined with troops from Buckingham palace, the royal carriage being escorted by a detachment of the Life Guards. Her majesty was accompanied by several princes and princesses, and other royal personages met her at the museum, where a raised dais was reserved for them. The houses along the route were decorated and there were strings of flags across the roads. The sun shone bright. A gaily dressed assemblage witnessed the ceremony which the queen performed without leaving her carriage, and amid much enthusiasm her majesty afterwards took the train to Windsor. The ceremonies resembled a minature jubilee. Inside the museum the scene recalled the spectacle at St. Paul's cathedral upon the occasion of the jubilee. The marquis of Salsbury, lord Rosebery, all the cabinet ministers and the diplomatic corps were present, nearly all of them wearing brilliant uniforms. The arrival of the ministers in splendid equipages with footmen were very picturesque. Her majesty looked remarkably well. She was dressed in black, except for a white plume in her bonnet. She took the greatest interest in the mechanical part of the stone-laying, talking lengthily with the prince of Wales on the subject. The queen was seated in a four-horse open carriage, with Scotchmen on the rumble and escorted by outriders. The national anthem was sung by pupils of the Royal College of Music, and afterwards a madrigal, specially composed by the poet laureate, was sung to music written by sir Alexander MacKenzie, principal of the Royal Academy of Music. The archbishop of Canterbury, primate of all England, read the prayers.

Getting After the Chocolate King.

ST. JOHNS, Newfoundland, May 17.—The British admiralty has ordered the armed sloop Alert, now inspecting the fisheries along the treaty coast of Newfoundland, to visit the island of Anticosti after the fishing season, and to investigate the condition of affairs there, and especially with respect to the enforcement of sovereign rights by M. Menier, the owner of the island, as claimed by a section of the press and public men of Canada.

Marchand Receives His Honor.

JIBOUTIL, East Coast of Africa, May 17.—Major Marchand, the French explorer, who has just crossed Africa from the Atlantic coast, has arrived here. The insignia of commander of the legion of honor was handed to him on board the French second class cruiser D'Assan, without any ceremony.

Conference Not Yet Arranged.

CAPE TOWN, May 17.—The expected conference between president Kruger, of the Transvaal republic, and sir Alfred Milner, governor of Cape Colony, has not yet been arranged. The president of the South African league repudiates any connection with the enlistment of men for any purpose. The excitement is abating.

Schooner Sunk in Lake Erie.

DETROIT, May 17.—The schooner Ganges sank in Lake Erie last night as a result of a collision with the steamer Presque Isle. The crew of eight men was taken off by the Presque Isle and landed in Detroit today.

MAY ARBITRATE THE QUESTION OF THE BOUNDARY LINE.

WASHINGTON, May 17.—As a result of a conference at the foreign office in London between lord Salsbury, sir Julian Pauncefote and ambassador Choate, it can now be predicted that the high-joint commission to adjust issues between the United States and Canada will be reassembled during the coming summer or early fall. This outcome is not postively assured, but Mr. Choate's report of the exchanges at the foreign office certainly conveys great encouragement to the officials here, and warrant the expectation that negotiations may be again taken up with some prospect of reaching an arrangement. It can be stated that if the commission re-convenes it will only do so upon a complete abandonment of the old basis, which proved to be unsuitable to the erection of a complete agreement, and the United States will have some sort of assurance in advance of the nature and degree of the concessions that may be expected from the other side, the lack of which, it is said, caused the failure of the first negotiations.

The boundary question is said to be the main obstacle to an agreement between the governments of the United States and Canada, so much so that the commission took its last adjournment because of its manifest inability to come together on this point. Since then the two governments have tried to settle the question and some progress has been made. A final agreement does not appear to be in sight, but a temporary adjustment of a modus vivendi is still open. Under the circumstances the officials concerned in the negotiations are favorably considering arbitration as a means of securing a settlement of the boundary matter. If that plan could be affected it is said that the commission would not only be sure of re-assembling, but it would meet with every prospect of winding up all the outstanding difficulties between Canada and the United States. While the plan of arbitration is most favorably entertained by many of the officials, it is not known how far it has gone in the way of negotiations with lord Salisbury.

The negotiations have taken a new turn by the suggestion that the Alaskan boundary question be submitted to arbitration independent of other issues involved, thus leaving the commission free to resume its work on the many other pending questions.

Buffalo Strike Spreading.

BUFFALO, May 17.—The strike situation here was further complicated tonight by the action of the firemen on the lake boats, in deciding to go on strike at noon tomorrow if the other strikers had not secured a settlement of their grievances by that time. There are fully 1000 of these men connected with the Buffalo union, and if they go out it will prevent the movements of boats either in or out of the harbor. Anticipating this, the owners of several vessels ordered their boats from Buffalo today, and they are now making for Cleveland and other ports in an endeavor to get cargoes.

Prisoners Remanded.

CAPE TOWN, May 17.—Fries was the only prisoner who did not appear today at the Pretoria court for arraignment. The streets were thronged and the prisoners were escorted under a strong guard from the jail to the court house. A remand was granted and the prisoners were returned to jail.

A London despatch says that the impression is gaining ground that the alleged plot was prepared by president Kruger's agents to discredit the South African League. The officers of the Liverpool regiment and an artillery regiment who were to have left tomorrow, under orders to proceed to the Cape, were stopped at the last moment.

Striking for Four Cents.

GLASGOW, May 17.—The dock laborers employed by the Anchor line and the Allan line have gone out on strike. Thirteen hundred men are idle. Three Anchor line steamers, two Donaldson line vessels, and three Allan liners are blocked. The dockers demand ten pence per hour instead of eight pence, which is the present rate. At the conference today the Anchor line officers offered the men nine pence an hour, but the dockers representatives refused to accept the proposition. At a second conference, however, the Anchor line officials conceded the demands of the dockers.

Explored the Amazon.

WASHINGTON, May 17.—The navy department has just received from commander Todd of the Wilmington an interesting account of the remarkable voyage of the exploration up the Amazon river made by that vessel in April last. Manaos, at the junction of the Rio Negros with the Amazon, has heretofore been regarded as the head of navigation for steam vessels, and from that fact has grown to be a prosperous city of 40,000 inhabitants, consequently the intention of captain Todd to ascend above that point led to adverse demonstrations against the American consul and the native pilots who assisted the Wilmington to make the voyage. Captain Todd succeeded, notwithstanding these obstacles, in ascending the Amazon for 1000 miles above Manaos, and had it not been for lack of fuel he could have steamed 300 miles farther. He believes the possibilities of the successful navigation of the vast and hitherto unknown interior of South America will be of the greatest commercial importance, and the navy department probably will take steps that they are made known to the maritime world.

LOCAL NEWS AND GOSSIP.

An employee of the Lakeview hotel was taken suddenly ill last evening, and the proprietor asked a well-known physician for medical aid. The physician refused on the ground that it was after office hours.

THE TRIBUNE is not the official organ of the city council, but it is the only paper in the town that can print the by-laws passed by the council in type of one size, and on paper of good color. THE TRIBUNE could even print that wonderful special edition of the Miner without taxing its typographical resources to any great extent.

W. F. Anderson, travelling passenger agent of the Canadian Pacific Railway Company, returned last night from a business trip through the Boundary district. He reports that good progress is being made on the Robson-Penticton extension and that trains will be running into Cascade by July 20th. Pending the construction of the iron bridge over the Kettle river, false work is being put in to enable trains to cross the river temporarily. A branch line of railway is being graded to the Mother Lode mine from Greenwood.

"Come Here! Hash and Chew!"

An enthusiastic Scotchman wishes us to reprint the following, under the above heading, from an old number of Canada's late comic paper, "Grip," evidently, the handiwork of Mr. Bengough. What it is all about, only a Hielenman himself would know, but, as our enthusiastic Scotch friend (and, doubtless, "there are others") wants some copies to paste in his hat, we are not hard-hearted enough to deny his request:

TORONTO, June 20th, 1867.

Mustur "Grip"—I wass nefer so enchoyable ahl the tays of my life since I would come to Canada, either before or since, that I was the tay pefore tomorrow at the Gaelic Society's macscursion to Victoria Park, which wass ahlso the same tay in 1518 that so many of my clan and a few others too, moreover, put so much showder and pot into a large number of little Frenchmen at a place they'll cahll Waterloo, which perhaps you would have heard of pefore, whatever, because ahll the pest historians of the Highlands and the Highland clans ackree and confess that if there wass not a fife or four thousand fine fellows there from Argyleshire, including Oban and Tobermory, forpy Campbelltown and the rest of Cantyre to the Mull itself, which iss a part of the country where the fery ainchells, mappe, would not desire for a more better place, and where there iss not in any other half of the world so goot whusky as the Campbelltown or the Isla, moreover, so sweet as milk and that could make you feel twice so strong as a stirk, although the Lowland creatures was not incapable of using it without a large quantity of common water.

Oh, yes, Mustur "Grip," you can assure me it wass a fine picnic, a fery fine picnic inteet, and if we'll spare the Almichtyt o another year this time twelvemonth I hope to see twice as more at the Gaelic Society's next annual macscursion, so I do.

DUNCAN MCPHAIL.

The Miners Will Take Prompt Action.

It is reported that the members of the Nelson Miners' Union will hold a meeting on Saturday for the purpose of considering what action shall be taken with respect to the statement of the mine-owners that they will not pay more than $3 for miners for eight-hour shifts. The members of the union say that it is the general opinion that the mine-owners will close down their properties about one week before the eight-hour law comes into effect, and that they will offer the miners employment at the scale set out in the statement. No inkling can be had as to what the probable action of the local union will be.

A Celebrated Doctor Dead.

NEW YORK, May 17.—Prof. William Hale McElhroe, one of the foremost authorities on therapeutics in this country, died suddenly of heart failure at his home in this city. He received a signal compliment last evening in the shape of a message offering him the professorship of Materia Medica in the New Cornwall medical college with a salary of $10,000.

HILLYER WITNESSED THE ROW ON DEADMAN'S ISLAND.

Alderman Charles Hillyer returned from Vancouver last evening where he spent several days in furthering the interests of the Nelson Saw and Planing Mills Limited, and of Charles Hillyer & Company contractors. He reports the sawmill business on the coast as enjoying the most prosperous period in several years, and says that he experienced no little difficulty in securing a supply of cedar for the factory of the local mill, the sawmills having orders ahead to keep them running at their full capacity for six months. He ultimately succeeded in placing an order with the Royal City Planing Mills for the delivery of one carload of cedar per month, so that the local company will have a regular supply of material for its factory.

On Monday alderman Hillyer witnessed the fight on Deadman's Island between the forces of the provincial police and those of Theodore Ludgate. It was an exciting affair. The sawmill man had a force of sixty men at work felling trees at 6:30 o'clock in the morning. The city police were on the island at the same time and formally arrested all the Ludgate men but did not interfere with their work. When his men had all been arrested Ludgate informed the police that he did not propose to submit, and that the only way he could be taken from the island for which he had a federal lease was by force. The few policemen did not relish the job of forcing some sixty sturdy workmen to do their bidding and they retired to the city for reinforcements. The men then continued their work until about 9 o'clock, when attorney-general Martin, R. A. Anderson, a stipendiary magistrate, and Colin Campbell of the provincial police, put in an appearance. The provincial officer accosted Ludgate and read a warrant for his arrest. Ludgate replied that he would not submit to arrest and would not order his men to stop work. The officer then proceeded to execute his warrant and was promptly knocked down by the mill-man. Constable Baines of the city police was then called upon to assist in the arrest, and he went down also, but in the mix-up officer Campbell got upon Ludgate's back and held him while Baines put the handcuffs upon him.

While this was going on R. A. Anderson read what is known as the riot act, and the attorney-general who was formerly Ludgate's legal adviser advised all the men to get off the island. As an inducement he said that all who remained more than thirty minutes would be shot down by the officers. Ludgate was then taken off to the city with the handcuffs still upon his wrists and his workmen quietly dispersed.

On the following day he was arraigned before the police magistrate. Attorney-general Martin appeared for the province, city solicitor Hammersley for the city of Vancouver, and solicitors Bowser and Godfrey for Ludgate. The sawmill man's lawyers were not ready to go on with the case and an adjournment was granted until Thursday. Just what the outcome of the case will be it is difficult to say as the federal government will, it is said, defend the action of its lessee in his attempt to retain possession of the island.

Alderman Hillyer says that the majority of the people of Vancouver are in favor of Ludgate being permitted to retain the island. The nabobs of the west end oppose him to a man but the workingmen are in his favor to a man. Since the attorney-general has flopped on the question, however, the local papers are all against him. The Vancouver World has opposed the granting of the island lease from the first, the News-Advertiser has opposed it on the ground of provincial ownership, and the Province is opposing it because the attorney-general has been obliged to oppose it. Public feeling is so strong on the matter that should an election be precipitated it would largely be a case of Ludgate and anti-Ludgate with a big majority in favor of the mill man.

Seeing for Themselves.

W. S. Stout of Toronto, general manager of the Dominion Express Company, accompanied by J. H. Boswell, G. A. Newman, W. H. Burn, H. L. Meyer of Toronto, S. T. Stewart of Montreal, J. Sheppard of Chicago, and S. A. Davis of St. Paul, all of whom are interested in express companies as stockholders or as heads of divisions, are making a tour of Kootenay. They came over the Crow's Nest Pass road, and after visiting the main towns will go north to Revelstoke and proceed to the Coast. Mr. Stout has visited Nelson every year for the last eight years, and says that every year has shown a marked improvement, which is a pretty good indication of the growth of Kootenay. The gentlemen who accompany him are seeing the country for the first time, so that they will be in a better position to decide questions relating to the express business of this country that from time to time crop up, and which cannot well be settled on lines that would be satisfactory to patrons in the East, as the conditions here are somewhat different to those prevailing in the East. Mr. Stout seemed to be pleased to hear that there were few complaints made against his company. The party left for Rossland last evening by the Canadian Pacific.

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Sign of the Big Red Hat
P. O. Box 103, Nelson, B. C.

J. F. WEIR

The Tribune.

DAILY EDITION..... FIRST YEAR, No. 115
WEEKLY EDITION..... SEVENTH YEAR, No. 26

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.

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THE TRIBUNE, Nelson, B. C.

THE debate in the house of commons on the Columbia & Western Railway bill showed very clearly that the people have few champions in parliament. John Costigan, the recent convert to Liberalism, moved the third reading of the bill; and Frank Oliver moved that the bill be recommitted to the railway committee. This motion was seconded by Hewitt Bostock. The object of the motion for recommittal was to reduce the bonding privileges of the road to the actual cost per mile. Mr. Oliver, in his speech, stated that the Calgary & Edmonton railway, according to the company's returns, had cost $3,700,000, yet it had been bonded for $5,150,000, on which six per cent interest is paid. In other words, the people who furnish the traffic for that road are required to pay six per cent on $1,700,000 more than the road actually cost. The Columbia & Western railway will probably cost $25,000 a mile, yet it is to be bonded for $35,000 a mile, and the mine owners and business men of the Boundary Creek country will be required to pay interest on the $10,000 a mile that was not used in building the road. The members who voted for the Oliver-Bostock motion were: Bostock, Barnett, Casey, Christie, Clarke, Douglas, Fitzpatrick, McCarthy, McMillan, Oliver, Richardson, Robertson, Rogers and Wood. Sixty-one members voted nay, among their number being the following ministers: Laurier, Sifton and Joly.

IN today's issue of THE TRIBUNE will be found six bylaws that require the approval of the ratepayers before they become effective. Two grant franchises to private companies, and four are for raising money to be expended on public works. As we believe they are to be printed in the Miner and the Economist as well as THE TRIBUNE, there is no excuse for any ratepayer not being posted as to their objects. THE TRIBUNE will oppose the money bylaws, with the exception of the one to raise money to be expended on sewer construction.

THE Economist goes to the extreme in declaring the eight-hour law an iniquitous measure. A similar law has been in effect in Utah for a number of years. A like law goes into effect in Colorado on June 5th. The great copper mines in Northern Michigan are worked on the eight-hour system. The greatest precious metal mines ever discovered—those at Virginia, Nevada—were worked on the eight-hour system twenty years ago. The tendency of the times is to shorten hours of labor in all trades and business pursuits. Working underground, at the best, is dangerous, as is proven by the number of fatalities that occur. All such economic questions should be discussed with reason. The chances are that Kootenay will not suffer to any appreciable extent through the enforcement of the law. More men will be employed, and that means more money put in circulation. Surely any law that has for its object the giving of employment to the unemployed cannot be an iniquitous measure, even if it causes a slight diminution in the profits of capital.

The Rage for Publicity.

Yes, we are growing very public. Lack of respect for private life and private friendship is a serious part of publicity—a part which really matters. Stories and tittle-tattle about the great, or the merely known, matter far less when they do not proceed from friends and relations, but we have a sufficiency of them. The matter goes farther, indeed, for many papers are full of the very ordinary proceedings of people known to nobody but their friends, but presumably known by sight to the strange witness; you read how some young man, who is very likely a minor clerk in a bank or a subaltern in a militia regiment, has been "seen walking in Sloane street." Or you read how some half-dozen people, whose reputation is, or should be, entirely private, were "the only men I saw" at the opera. I venture to suggest two improvements on all this. One is that the names should be fictitious; they would mean quite as much as the others to the general public, and an advantage would be that weird and fascinating stories might be told about them without risk of libel actions. The other improvement is that all little societies and coteries should hire columns in newspapers to be filled exclusively with their picnics and "at homes." It might end in free publicity being granted, like education, by the state. In this way we all, from Tooting to Tennessee, would have the gratification now enjoyed by the subaltern in Sloane street, of seeing our doings, our shoppings and saunterings, and supper-parties, recorded in print, and so at last the spirit of the age would find complete expression.

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OVER FORTY VARIETIES CHOICE AND FRESH

Hudson's Bay Stores

West Baker Street. Telephone 13.

Dont be Afraid

To come in our establishment and look around We always have the latest styles in footwear to show you We would like to make your acquaintance and introduce you to our SHOES

Lillie Bros.

ABERDEEN BLOCK.

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.

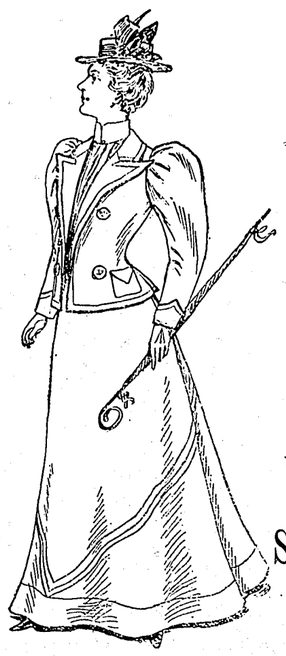
Fred Irvine & Co.

ARE NOW SHOWING

A COMPLETE RANGE OF LADIES'

Linen and Denim Ready-made Suits For Summer Wear

These goods are the proper thing. They are not only serviceable but stylish, being trimmed in good contrasting colors.



Wash Suits

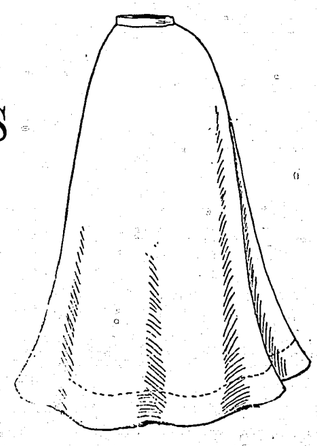
IN RED, BLUE, FAWN, GREY, LINEN AND WHITE

COLOURINGS

Dress Skirts, Silk Underskirts, and Wash Blouse Waists, to suit the most fastidious, all prices, styles and colourings. Call and examine these goods, the visit will repay you

LADIES' WRAPPERS

WASH SKIRTS



Cheap and Good Washing Wrappers

IN ALL SIZES

Ready-made Skirts in Homespun Linen, Pique, Denim, and Duck

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.

Subscribe for shares in Pleasant Valley Mines, Limited, Cariboo. Now is your chance, as only a limited number will be placed on sale here, and will soon be sold. Apply to

ALEX STEWART

Turner & Boeckh block, Nelson, B. C.

C. D. J. CHRISTIE

GENERAL BROKER.

FOR RENT | A 7-room house $30
A 5-room house 20
FOR SALE | A large boarding-house doing good business, centrally located.

Real estate in all parts of the city.

LOANS INSURANCE

NOTICE

Although the Innes & Hamber syndicate lots in Addition "A" are withdrawn from sale, we still have a large list of residential lots on our list. Lots in Hume Addition.

GAMBLE & O'REILLY, Agents

Baker Street West, Nelson, B. C.

SNAPS

We have two big snaps in real estate Call and get particulars.

Money to Loan

Agents for Mellor's Plate Glass and Lloyd's Plate Glass Insurance.

J. L. VANSTONE, Mines and Mining Stocks — R. H. WILLIAMS, Customs Broker

REAL ESTATE AND GENERAL AGENTS

Contractors and Others

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

Vancouver Hardware Co., Ltd

Importers of Shelf and Heavy Hardware.

MARA & BARNARD BLOCK, BAKER ST., NELSON

Ice

TELEPHONE 35

During the season we will deliver ice at private residences and business houses daily in any desired quantity at reasonable prices.

DRAYING and EXPRESS

Merchandise hauled to and from depots; bus meets all trains and boats. Special attention given to the transfer of baggage. Office and stables on Vernon street, opposite The Tribune.

Wilson & Harshaw

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.

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

PLUMBING

SEWER AND WATER CONNECTIONS

JOBBING A SPECIALTY

Strachan Bros.

Plumbers, etc., Opera House Block, Nelson

Nelson Iron Works

MANUFACTURERS OF

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

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

C. W. West & Co.

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AGENTS FOR

The Imperial Oil Co. Standard Oil Co.
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Dealers in **STOVEWOOD**

Crow's Nest Pass Coal Co.

PAYMENT MUST ACCOMPANY ALL ORDERS

Charles St. Barbe, Agent.

R. REISTERER & CO.

BREWERS AND BOTTLERS OF

Fine Lager Beer, Ale and Porter

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

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 —
LONDON (England), NEW YORK, CHICAGO
and in the principal cities in Canada.

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

A PARLIAMENTARY WHIP'S TROUBLES.

No member of parliament has more arduous or more anxious duties to perform than the Whips, who from the beginning of the session to the end of it, have to work like horses. Yet the public hears very little of these indefatigable members. Parliamentarians of long experience always declare that good Whips are born, and that they cannot be made.

Each of the two great parties in the house of commons has three or four Whips, one of the number on each side being recognized as the chief, and these Whips have a large staff of messengers, who are in constant readiness for any emergency.

It is the Whip's main duty to hunt up as it were, the members of the house on the occasion of special votes by forwarding "whips" or circulars, which request their special attendance. As a rule it is the government Whips who are the hardest and most anxiously worked, especially when the government's normal majority is a small and precarious one, for it is their duty always to see that a majority is preserved in the house.

Consequently they send out a "whip" every night to their own members, giving a short outline of the business to be transacted the next day. At the top is the word "important" in big capitals, and under this will be drawn either one, two, three, four or five lines, and it is according to the number of these lines that the member knows the urgency of the request that he should be in his place the next day. Very seldom is a one-line whip sent out, for it is tantamount to telling the member that he may stay away. A two-line whip is scarcely more pressing, for a translation of the two lines might be said to mean, "Well, you might as well come if you are not doing anything else of a particular nature." Three lines amount to "You had better come, hadn't you?"

When the lion. member receives any of the foregoing "whips" he may very likely light his pipe with them; but four or five line "whips" have to be taken more seriously. The former means, "Unless circumstances of a most exceptional character prevent you, you must be in your place, certain." The five-liner is all that a whip can be. It will take no refusal. It says simply, "If you are alive you must come." One or two of the sentences on the "whip" may be underlined as well, indicating, perhaps, what part of the business it is that is most pressing.

Many times, however, members receive four or five line whips, and find, after all that the occasian was really not one of such great importance. Consequently they are inclined to treat the next one of its sort that comes along with some contempt and stay away from the house. If it should so happen that many members should be so carelessly minded at the same time, the Whips that night may be driven wild by the discovery that their party is in such small numbers that it must be defeated if the opposition forced a snap division.

To avoid such a calamity every means is resorted to for fetching the truants to the house. Messengers are sent after them in all directions, telegrams are sent to them addressed to all places which they frequent, private houses are disturbed, the clubs are scored, and if the members are found they are metaphorically dragged out by the hair of their heads and rushed breathlessly to St. Stephen's.

Then the Whips must always be in attendance when the house is sitting, or at all events when business specially concerning their party is brought up. Sometimes, on questions which are not very well understood the rank-and-file have to be told how to vote, and when the division bell rings they look to the Whips to tell them which lobby they must go in.

Of course the house sometimes gets very thin at dinner time, and when the members leave for an hour or two to fortify the inner man, their destination is made a note of by the government whips, who have particular regard to the number who are dining in the house itself, or at a club just across the road which is government in politics. In an emergency, these members are snatched away from their tables by the merciless whips without a second's warning, even though some tempting morsel of food should at the time be undergoing transit from plate to mouth.

At the club referred to, there is a bell which rings when divisions are being taken in the house, and, moreover, in the session dinner is provided in the basement for honorable members who may be wanted suddenly. This is simply that they may be a few feet nearer the door than the dining room is, and from this point, if not over corpulent, and able to do something resembling a sprint, the house of commons may be gained within the two minutes which elapses between the ringing of the bell and the taking of the division.

But besides all this, the Whips have even more responsible duties to perform, for the party leaders often depend upon their own Whips in the formulation of a policy which will "go down" with their followers. The Liberal and Conservative leaders cannot mix up with the throng and find out exactly what their parties want and don't want, but the Whips can and do. They converse with everybody, and when they find their leaders going off on the wrong tack they tell them about it and bring them round till they are sailing with the wind again.

When a very important division is coming on, the Whips usually know almost to a man how the voting will go and what the majority on either side will be. But sometimes their best-laid plans go wrong. There was a remarkable case in point when the last Liberal government fell, on the cordite division in 1895. The famous Liberal Whip, the late Mr. Ellis, looked sorrowfully at his book when it was all over and said, "There, anyhow, I had a majority." Some of his party had "gone out at the back door."

THE BANK OF BRITISH COLUMBIA
NELSON

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

NOTICE

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

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

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

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

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

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

THE HALL MINES, LIMITED.
THE LONDON & BRITISH COLUMBIA GOLD-FIELDS, LIMITED.
THE ATHABASA GOLD MINE, LIMITED.
THE YMIR GOLD MINES, LIMITED.
THE DUNCAN MINES, LIMITED.
THE LONDON HILL DEVELOPMENF & MINING COMPANY.
THE EXCHEQUER GOLD MINING COMPANY.
THE DUNDEE GOLD MINING COMPANY.
MOLLIE GIBSON MINING COMPANY.
YELLOWSTONE MINING COMPANY.

EYESIGHT

Have you ever experienced any trouble with the usual acuteness of your eyes, such as the blurring of vision, fine print appearing to run together, a tired feeling after reading for a short time, apparent blotches or a hazy mist before reading matter; do you have pains in your forehead near the sides, between or above the eyes; do you ever have intense pains in the head, especially after using your eyes for some time; did it ever occur to you that nearly every one of those headaches are caused by some defect of the eyes; do you find that it tires your eyes to look down, or that it makes you dizzy to look up; is one eye better adapted for close work than the other; are you so far-sighted that you cannot distinguish small articles close at hand; are the refractive powers such that you can only see objects in close proximity to the eyes; are you wearing a pair of spectacles that are ruining your eyes for all time to come? If so consult Prof. Harvey, F. C. M. C. I., at Vanstone's drugstore, every day until May 24th. Consultation free.

FULL LINE OF

Front Doors
Inside Doors
Screen Doors
Windows
Inside Finish
local and coast.
Flooring
local and coast.
Newel Posts
Stair Rail
Mouldings
Shingles
Rough and
Dressed Lumber
of all kinds.

If what you want is not in stock we will make it for you
CALL AND GET PRICES.

J. A. Sayward

HALL AND LAKE STREETS, NELSON

CHARLES HILLYER, PRESIDENT — HARRY HOUSTON, SECRETARY

Nelson Saw & Planing Mills,
LIMITED.

MANUFACTURERS OF AND DEALERS IN

Rough and Dressed Lumber
Mouldings
Doors and Sash
Fence Posts and Pickets
Office and Store Fittings

FACTORY WORK DONE TO ORDER, SUCH AS

Scroll Sawing
Band Sawing
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General Joinery Work

IN STOCK

Glass of all Sizes and Kinds

Sawmill on Government wharf.
Factory and office, corner Hall street and C.P.R. track

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

PETER GENELLE & CO.

Headquarters for

FIRST-CLASS BUILDING MATERIAL

We make a specialty of

Shiplap and Double Dressed Material
Good Dry Rustic and Flooring

Office and yard near C.P.R. depot. E. G. BEER, Agent.

IMPORTANT NOTICE

RE DUNCAN CITY LOTS

KASLO, B. C., May 12th, 1899.

Notice is hereby given to all whom it may concern, that I have been appointed sole agent for completing all the sales made by Messrs. Simpson Bros. & Keeling of lots at Duncan City, Houser Lake, West Kootenay, B. C., under contract for deeds thereto. All such purchasers are hereby required to notify me of their address, and present holdings, that the roll may be corrected in accordance therewith. The second overdue payments must be forwarded to me on or before the 15th day of June, proximo, when appointments will be made for the completion.

WILLIAM J. TWISS,
Sole agent Simpson Bros. & Keeling.

COAT RIVER LUMBER CO.
CRESTON, BRITISH COLUMBIA.

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

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.

HOTEL ARRIVALS.

HUME.

J. Sheppard, Chicago	G. Ford, Winnipeg
W. S. Stout, Toronto	Frank Wright, Seattle
J. H. Boswell, Toronto	A. W. Wright, Sandon
G. A. Newman, Toronto	B. C. Hiblet and wife, Spokane
W. H. Burn, Toronto	L. M. Knowles, Silverton
H. L. Meyer, Toronto	C. A. Chapman, Vancouver
S. G. Stewart, Montreal	E. C. Davidson, Rossland
S. A. Davis, St. Paul	

PHAIR.

Andrew Watson, Toronto	J. E. Poupore, Nakusp
P. J. Hickey, Sandon	C. M. Keep, Fort Steele
J. E. Mitchell, Whitewater	R. S. Tingley, Spokane

MADDEN.

D. Cameron, Sandon	G. Campbell, Sandon
R. N. Chisholm, Sandon	D. F. McArthur, Kaslo

CLUB.

A. Harris, Rossland	D. Corintine, V. S. Oil Springs, Ontario
J. A. McKinnon, Picton, N. S.	W. D. Smith, Oil Springs, Ontario
D. McEwey, Spokane	J. Blair and wife, Ymir
John D. Eston, Marcus	
George Lyon, Marcus	

QUEEN'S.

R. H. Howarth and wife, Ainsworth	Percy F. Godenrath, Spokane
G. R. Linklater and wife, Salmo	J. H. Dawson, Nakusp
Paul Fitzgerald, Salmo	D. Kennedy, Brooklyn
H. C. Hoffman, Rossland	D. A. Munro and family, Brooklyn

Baseball Games.

Syracuse 9, Providence 3.
Springfield 0, Rochester 2.
Kansas City 2, Milwaukee 0.
Detroit 12, Indianapolis 3
Minneapolis 12, St. Paul 6.
Pittsburg 11, Chicago 1.
Philadelphia 10, Brooklyn 11.
St. Louis 1, Louisville 2.

The Tremont Hotel

MALONE & TREGILLUS
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.

THOMAS MADDEN, Proprietor.

FLORENCE PARK HOTEL

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.

COSMOPOLITAN HOTEL

YMIR, B. C.

Everything first-class
Choice brands of Wines, Liquors and Cigars
Rates $1.50 and $2 per day.

J. W. SMITH, Proprietor.

Large and well lighted — Heated by hot air
Reasonable rates — Sample rooms
Electric bells and light in every room
Renovated and refurnished throughout

HOTEL VICTORIA

J. V. PERKS, Proprietor

Free bus meets all trains
Hourly street car to station — Revelstoke, B. C.

SPECIAL VALUES

Though early in the season for bargain sales, owing to a lucky purchase, we find ourselves able to sell a few dozen ladies' shirt waists at reduced prices.

Ladies' Print Shirt Waists, Pretty Patterns, at $1 worth $1.25

Ladies' India Muslin Blouses, regular price $1.75, our price, $1.25.

Ladies' Organdi Muslin Blouses, cheap at $2, our price, $1.50

Ladies' Satana Shirt Waists at $2.50, regular price $3.

Ladies' Colored Satana Shirt Waists, regular price $3.50, our price, $3.

Ladies' Shirt Waists in Silver Silk, a new thing in waist goods, going at $4, reduced from $4.50.

Ladies' Silk Blouses at $5.50. Best value in the trade.

Inspection invited.

MARTIN O'REILLY & CO.
BANK OF B. C. BUILDING, NELSON. — TERMS CASH

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.

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.

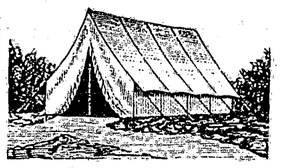
W. A. THURMAN

SMOKERS' HEADQUARTERS

Keeps a full line of
ROYAL SEAL AND KOOTENAY BELLE CIGARS
And all other brands of the

Kootenay Cigar Manufacturing Company

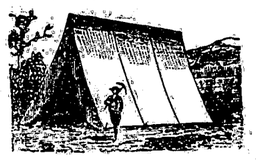
AT FACTORY PRICES — OF NELSON, B. C.



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.

$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

FOR STYLISH MILLINERY

and Fancy Dress Goods
Blouses and Dress Skirts

CALL ON

Mrs. E. McLaughlin

JOSEPHINE STREET, NELSON

Purses and Pocketbooks

A large stock of ladies' and gentlemen's purees and pocketbooks in genuine seal and monkey skins, of all shades of color and bound in gold and silver, just received. These are the finest goods in their line ever brought to Nelson. Complete line of drug sundries of the best quality constantly on hand. Special attention to compounding perscriptions.

W. F. TEETZEL & CO.

CORNER BAKER AND JOSEPHINE STREETS, NELSON

Postoffice Clothing Store

BOOTS
BOOTS
BOOTS

WE HAVE NOW A FULL ASSORTMENT OF SPRING AND SUMMER GOODS FROM AMES, HOLDEN & CO., J. D. KING & CO., M'CREADY AND OTHER MAKERS. CALL AND SEE OUR SPECIALS IN TAN AND CHOCLATE. CALL AND GET OUR PRICES

J. A. GILKER

NEXT POSTOFFICE, BAKER STREET, NELSON

Carpets and Rugs

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.

When Advertised

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.

Brussels and Velvet Pile

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.

The Slocan Ore Purchasing Company

OF NELSON, B. C.

Is now prepared to buy all classes of silver, gold, silver-lead, lead and copper ores. The careful attention given to large contracts will be extended to the smallest shipper. Prompt settlements and choice of mode of sampling guaranteed.

Address all communications to drawer S, Nelson, B. C.

GEORGE M. McDOWELL, Manager.
O. M. ROSENDALE, Purchasing Agent.

Ice Cream AND (HAZLEWOOD) **Ice Cream Soda**

AT CENTRAL FRUIT STORE

Fresh Fruit received daily
Next door to Nelson Wine Co.
Telephone 93. HUMPHREYS & PITTOCK

TO LET.

AN 8-room house; furnished; bath-room, electric light, piano, workshop, and large garden. Corner of Falls and Hoover streets. Apply to E. P. Whalley, Nelson, B. C.

THE Olympic Hotel, Kaslo. Twenty rooms; furnished *complete*; bowling alley. Apply to Richard Gallop, on the premises.

Hazlewood Ice Cream

We have been appointed sole agents in Nelson for this celebrated Ice Cream, and are now prepared to cater to the public at our ice cream parlors, which we have fitted up in first-class style. Call in and have a dish of this delicious cream. Other dealers supplied.

Mills & Lott

Tropical Fruit Depot,
Corner of Baker and Ward streets, Nelson

LOST.

LOST—A bread silver brooch, on Monday night. The finder will be suitably rewarded by returning it to Mrs. George Stephenson, Water street, Nelson.

LOCAL NEWS AND GOSSIP.

There is said to be a hitch in the awarding of the Bank of Montreal building contract. The lowest bidder is reported a Coast contractor whose work in Nelson has not been at all satisfactory.

R. D. Anderson, business manager of the Miner, has gone to the Coast to arrange for the printing of the Miner's special edition. So the work, after all, is not to be done in Toronto.

R. C. Ferguson, manager of the Royal City Mills of Vancouver, is in Kootenay inspecting the company's branch office at Rossland. He reports the mill business as good, in fact so good that orders are turned away. Vancouver is growing very fast, and all lines of business are apparently in a healthy condition. Mr. Ferguson left Nelson for home yesterday.

John Cholditch & Co., the Nakusp firm of general merchants, who have removed from Nakusp to Nelson, yesterday received five carloads of general merchandise over the Canadian Pacific railway. R. J. Hamilton will be the local manager for the firm, and pending the erection of suitable warehouses the company will do business in the Turner, Beeton & Company warehouse on Water street.

The Western Canada Press Association, made up of editors of Manitoba and the Northwest Territories, will visit Nelson and other towns in Kootenay in June. Preparations should be made to give them a cordial reception, for it is no telling the amount of free advertising the town and country will get if only the boys are made to feel at home.

John Walbey and George Keefer have secured a lease on the Collin ranch from Onslow Newling and will run the place as a summer resort.

The members of the fire brigade tried their new rubber play-pipes for the first time last evening. As the play-pipes are very pliable, several of the nozzlemen received a drenching before they realized the advantage of an overhold on the pipe.

The framework of the sampling works, in course of erection by the Slocan Ore Purchasing Company, was raised yesterday. Twenty men are employed on the work and over fifty thousand feet of timber have been placed in position. The building will be rushed to completion with all possible speed. Two carloads of machinery are expected to arrive today and will be placed in position at once.

Farmer Bunker has planted 1100 pounds of seed potatoes on his ranch below Nelson, and he will also put in an acre or two in mixed vegetables. He reports little growth, however, owing to the backwardness of the spring.

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 $21
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

BOY WANTED.

AT Phair Hotel, a boy is wanted who will make himself generally useful.

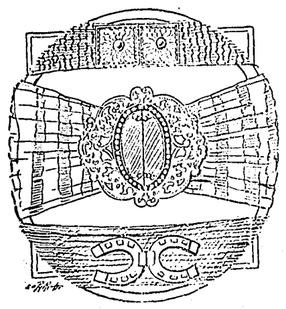
DOG LOST.

A YELLOW and white setter; five months old; weight about 15 pounds; had on a wide leather collar. Finder will be suitably rewarded at Room 2, Hotel Hume, Nelson.

BUSINESS MENTION.

The Nelson Hardware Company received yesterday two carloads of paint and glass. Builders will find it to their advantage to call and see their stock.

ESTABLISHED IN NELSON IN 1890



ESTABLISHED IN NELSON IN 1890

It pays us to deal squarely with you and to represent our goods and methods just as they are. It pays us to strive for excellence in quality and price, always aiming to place in the hands of customers the best goods at the smallest figures. On this basis we invite your inspection of our lines.

The latest and neatest stock in Sash Clasps, Belts in all patterns, Blouse Sets, Skirt Pins, Shopping Bags, Ladies' Lorgnette Chains in patterns.

A specialty of Diamond Jewelry of all kinds and descriptions.

We want your watch repairing and we employ only expert watchmakers. Send your watches as we can save you money on your repair work.

JACOB DOVER, The Jeweler

Removal Notice.

John Cholditch & Company beg to announce to the trade that they have removed their headquarters from Nakusp to Nelson, where they will for the future be established. Pending the erection of suitable warehouses they have secured temporary quarters in the warehouse of Turner, Beeton & Company on Water street, where they will be pleased to receive their patrons.

JOHN CHOLDITCH & CO.
Nelson, B. C., May 17th, 1899.

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

Remember the Name

NEELANDS' SHOE EMPORIUM

It will be to your advantage to see our large and complete stock of Boots and Shoes. We carry the following lines: J. & T. Bell, J. D. King & Co., North Star Shoe Co., Foots, Schultz & Co., Stratford Shoe Co., Ames, Holden & Co., and other leading makers.

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

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 $1, room and board $5 and $5.50.
A collection of fine Belgium Canaries for sale.

J. V. O'LAUGHLIN.

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 800
30 by 120, East Baker street 5000
25 by 120 with improvements, south side of Vernon street 6000
50 by 120 with improvements, south side of Vernon street 4000
2 lots and large house beautifully furnished (snap) 3500
2½ lots with cottage rented at $15 per month, Victoria street 2500
1 lot with cottage rented at $15 per month, Victoria street 3000
2 lots with cottage rented at $20 per month, Stanley street 2500
6 lots in block 41D, all cleared and fenced in. 4100
9-room house and 10 lots set out in orchard 5500
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

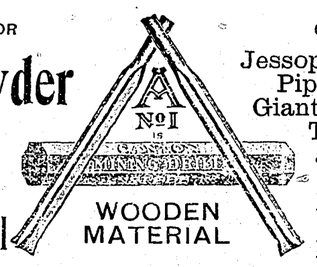
NELSON, B. C. KASLO, B. C. SANDON, B. C.

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

Paint

WILL ADD TO THE SELLING VALUE OF A SHABBY LOOKING HOUSE

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.

Attention Attention

Everybody who intends purchasing Crockery, Groceries, etc., will save money by calling on Kirkpatrick & Wilson, who have now open for inspection the finest lot of Groceries, Crockery and Glassware ever brought to the Kootenay. Fruit Jars, just arrived in pints, quarts and half gallons. Lowest prices. First-class quality.

Kirkpatrick & Wilson

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

A Ham Free

From anything that is objectionable is a great treat to the citizens of Nelson. Although we have been selling from this car of

Hams and Bacon

But a few days, we have received numerous congratulations of the highest nature as to the quality and cure of these Canadian meats. They are, without exception, the finest meats that have ever been brought into Nelson, being lean, sweet, and very mild cure. The price is down.

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 3-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.

CORPORATION OF THE CITY OF NELSON

BY-LAW NO. 42

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

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

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

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

Now, therefore, the Municipal Council of the Corporation of the City of Nelson enacts as follows:

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

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

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

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

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

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

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

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

(i) Each car is to be in charge of a uniformed conductor, who shall clearly announce the names of cross streets as the cars reach them. Conductors shall only receive and discharge passengers on the right or curb side of the cars on double track routes. Cars are not to be overcrowded (a comfortable number of passengers for each class of cars is to be determined by the City Engineer and approved of by the City Council). Cars shall be stopped at every cross street clear of such cross street for taking up or letting off passengers; provided no car shall be required to stop at such cross street unless signalled by a person or persons desiring to board such car, or by a person or persons on such car desiring to be let off. Cars are to commence running daily on all routes not later than 6.30 a. m., and to run until 11 p. m., and each day at least 15 cars shall be run each way on each route, and when a census taken by the City shows that the City has a population of 12,000, then at such intervals between 6 a. m. and 11 p. m. as the City Engineer, with the approval of the City Council, may from time to time determine.

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

(k) Upon streets which are not yet improved and opened up by the City of Nelson the tracks of said railway lines may be temporarily laid according to plans approved of by the City Engineer, and may be thereafter altered by the applicants, and the City of Nelson will assist the applicants by paying one-half the cost of clearing trees and stumps 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 in the opinion of the City Council is not required by the city for street purposes; but such material is not to be taken so as to bring the streets below the grade as established for such street or streets.

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

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

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

(o) The Mayor, the Chief of Police or the Chief of the Fire Department of the said City may order a suspension of the running of the cars on the streets used by 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.

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

3. Single cash fares are not to be more than ten (10) cents each, and fares on any cars operated after eleven p. m. are not to be more than double the ordinary maximum single fare. A class of tickets must be sold at not less than twelve (12) for one dollar. School children are to have the right to buy tickets at a rate not exceeding six (6) for twenty-five cents, to be used only on school days between the hours of eight a. m. and five p. m. A ticket shall be deemed a fare. A class of tickets must be sold to bona fide workmen at the rate of twenty (20) for one dollar, the same to be used only by workmen when travelling on the cars between the time the cars commence running in the morning and eight a. m., and between 6 p. m. and 7.30 p. m., such tickets to be sold only at the offices of the Company within the City of Nelson to bona fide workmen, who must state their names and occupation, and comply with other reasonable conditions. The classes of tickets above named, except workmen's tickets, shall be kept for sale on the cars of the applicants at all times. In case of failure to supply such tickets for purchase by passengers, then said passengers shall be carried free until such tickets are provided.

4. The applicants shall have the right to charge and collect from every person on entering any of their cars a fare, and any person refusing to pay such fare may be removed from the car. The rate of fare for each passenger traveling on any one of the said lines shall not exceed ten cents, including ordinary hand baggage, except on night cars as above provided; provided that no fare shall 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 in the City 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 line to any passenger who has paid one fare on any line operated by the applicants in the City of Nelson, which transfer check shall entitle the passenger so receiving the same to a passage on any connecting or crossing line operated by said applicants in said City. A 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 their railway and necessary for such purpose, road bed (which shall include also the rails, poles, ties and any part or share of the pavement which has been constructed by the applicants) shall be exempt for the space of ten (10) years from municipal taxation, and no municipal taxes or licenses shall be levied or collected from the applicants during said period upon said property, or for operating and carrying on said railway.

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

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

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

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

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

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

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

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

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

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

11. 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 of their intention so to do, assume the ownership of the said railway and personal property in connection therewith of every kind and description upon payment of the full value of the same, including the value of any pavement made or done by or at the expense of the applicants, to be determined by arbitration, and in consideration such value 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, plant, equipments and works connected with and necessary to the operation of the said railway, including such pavements, if any, and after the end of the said term of said thirty-five years the City shall have the right at the end of each succeeding five (5) years to take over, assume and purchase the said lines of railway and railway system, and all the plants, appliances and other property connected therewith upon the terms hereinafter mentioned, provided for as to arbitration, and the notice required in such case shall be one year, and until such assumption and purchase the rights and privileges are to be extended to the applicants beyond the said period of thirty-five years, on and subject to the terms and conditions herein contained.

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

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

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

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

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

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

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

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

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

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

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

NOTICE.

Take notice that the above is a true copy of the proposed By-law, upon which the vote of the Municipality will be taken for the East Ward at the Fire Hall, on Josephine street, for the West Ward at the office of the Exchequer Gold Mining Company, on north side of Baker street, between Stanley and Kootenay streets, on the East half of Lot 9, Block 11, on Monday, the 29th day of May instant, at 8 o'clock in the forenoon.

J. K. STRACHAN, City Clerk.
Nelson, B. C., May 16, 1899.

CORPORATION OF THE CITY OF NELSON

BY-LAW NO. 44

A By-law to raise ten thousand dollars ($10,000.00) for the erection of public buildings.

Whereas, a Petition has been presented to the Municipal Council of the Corporation of the City of Nelson, signed by the owners of at least one-tenth of the value of the real property in the said City, as shown by the last revised Assessment Roll, requesting the said council to introduce a By-law to raise the sum of ten thousand dollars ($10,000.00), for the purpose of erecting Public Buildings in the City of Nelson or for extending and improving the present buildings.

And, Whereas, it is deemed expedient to borrow the said sum of ten thousand dollars ($10,000.00), for the purposes aforesaid.

And, Whereas, the whole amount of the rateable land of the said City, according to the last revised Assessment Roll, is eight hundred and six thousand, eight hundred and seventy dollars ($806,870.00):

And, Whereas, it will be necessary to raise annually by rate the sum of eight hundred and sixty dollars ($860.00) for paying the said debt and interest:

Now, Therefore, the Municipal Council of the Corporation of the City of Nelson enacts as follows:

1. It shall and may be lawful for the Mayor of the Corporation of the City of Nelson to borrow, upon the credit of the said Corporation, by way of the Debentures hereinafter mentioned, from any person or persons, body or bodies corporate, who may be willing to advance the same as a loan, a sum of money, not exceeding in the whole, the sum of ten thousand dollars ($10,000.00), and to cause all such sums so raised or received to be paid into the hands of the treasurer of the said Corporation, for the purpose and

with the object hereinbefore recited.

2. It shall be lawful for the Mayor of the said Corporation to cause any number of Debentures to be made, executed and issued for such sum or sums as may be required for the purpose and object aforesaid, not exceeding, however, the sum of ten thousand dollars ($10,000.00) each of the said Debentures being of the denomination of one thousand dollars ($1000.00), and all such Debentures shall be sealed with the seal of the Corporation and signed by the Mayor thereof.

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

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

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

6. There shall be raised and levied in each year during the currency of said Debentures the sum of five hundred dollars ($500.00) for the payment of interest and the sum of three hundred and sixty dollars ($360.00) for the payment of the debt due under the said Debentures by a rate sufficient therefor on all the rateable land in the said Municipality.

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

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

NOTICE.

Take Notice that the above is a true copy of the proposed By-law upon which the vote of the Municipality will be taken, for the East Ward at the Fire Hall on Josephine Street. For the West Ward at the office of the Exchequer Gold Mining Company on the North side of Baker Street, between Stanley and Kootenay Streets on the East half of Lot 9 Block 11, on Monday the 29th of May instant at 8 o'clock in the forenoon.

J. K. STRACHAN, City Clerk.
Nelson, B. C., May 16th, 1899.

CORPORATION OF THE CITY OF NELSON

BY-LAW NO. 40

A By-Law to raise thirty thousand dollars ($30,000.00) to extend the Water Works System.

Whereas, a Petition has been presented to the Municipal Council of the Corporation of the City of Nelson, signed by the owners of at least one-tenth of the value of the real property of the said City (as shown by the last assessment roll), requesting the said Council to introduce a By-Law to raise the sum of thirty thousand dollars ($30,000.00) for the purpose of extending the Waterworks System of the said City.

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

And Whereas, it is expedient to borrow the said sum of thirty thousand dollars ($30,000.00) for the purposes aforesaid.

And Whereas, the whole amount of the rateable land of the said City, according to the last revised Assessment Roll, is eight hundred and six thousand, eight hundred and seventy dollars ($806,870.00).

And Whereas, it will be requisite to raise annually by rate the sum of two thousand five hundred and eighty dollars ($2580.00) for paying the said debt and interest.

Now therefore, the Municipal Council of the Corporation of the City of Nelson enacts as follows:

1. It shall and may be lawful for the Mayor of the Corporation of the City of Nelson to borrow, upon the credit of the said Corporation, by way of the Debentures hereinafter mentioned, from any person or persons, body or bodies corporate, who may be willing to advance the same as a loan, a sum of money not exceeding in the whole the sum of thirty thousand dollars ($30,000.00), and to cause all such sums so raised or received to be paid into the hands of the Treasurer of the said Corporation, for the purposes and with the objects hereinbefore recited.

2. It shall be lawful for the Mayor of the said Corporation to cause any number of Debentures to be made, executed and issued for such sum or sums as may be required for the purpose and object aforesaid, not exceeding, however, the sum of thirty thousand dollars ($30,000.00), each of the said Debentures being of the denomination of one thousand dollars ($1,000.00), and all such Debentures shall be sealed with the seal of the Corporation and signed by the Mayor thereof.

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

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

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

6. There shall be raised and levied in each year during the currency of said Debentures the sum of seven hundred and fifty dollars ($750.00) for the payment of interest and the sum of five hundred and forty dollars ($540.00) for the payment of the debt due under the said Debentures by a rate sufficient therefor on all the rateable land in the said Municipality.

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

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

NOTICE.

Take notice that the above is a true copy of the proposed By-law upon which the vote of the Municipality will be taken for the East Ward at the Fire Hall on Josephine Street, for the West Ward at the office of the Exchequer Gold Mining Company on the North side of Baker Street, between Stanley and Kootenay Streets on the East half of Lot 9, Block 11, on Monday the 29th day of May instant at 8 o'clock in the forenoon.

J. K. STRACHAN, City Clerk.
Nelson, B. C., May 16th, 1899.

CORPORATION OF THE CITY OF NELSON

BY-LAW NO. 39

A By-law to raise fifteen thousand dollars ($15,000.00) to extend and improve Electric Light System.

Whereas, a petition has been presented to the Municipal Council of the Corporation of the City of Nelson, signed by the owners of at least one-tenth of the value of the real property in the said City, as shown by the last revised Assessment Roll, requesting the said Council to introduce a By-law to raise the sum of fifteen thousand dollars ($15,000.00), for the purpose of extending and improving the Electric Light works system and plant in the City of Nelson.

And, Whereas, it is deemed expedient to borrow the said sum of fifteen thousand dollars ($15,000.00), for the purposes aforesaid:

And, Whereas, the whole amount of the rateable land of the said City, according to the last revised Assessment Roll, is eight hundred and six thousand eight hundred and seventy dollars ($806,870.00).

And, Whereas, it will be necessary to raise annually by rate the sum of one thousand two hundred and ninety dollars ($1290.00) for paying the said debt and interest.

Now, Therefore, the Municipal Council of the Corporation of the City of Nelson enacts as follows:

1. It shall and may be lawful for the Mayor of the Corporation of the City of Nelson to borrow, upon the credit of the said Corporation, by way of the Debentures hereinafter mentioned, from any person or persons, body or bodies corporate, who may be willing to advance the same as a loan, a sum of money not exceeding, in the whole, the sum of fifteen thousand dollars ($15,000.00), and to cause all such sums so raised or received to be paid into the hands of the treasurer of the said Corporation, for the purpose and with the object hereinbefore recited.

2. It shall be lawful for the Mayor of the said Corporation to cause any number of Debentures to be made, executed and issued for such sum or sums as may be required for the purpose and object aforesaid, not exceeding, however, the sum of fifteen thousand dollars ($15,000.00); each of the said Debentures being of the denomination of one thousand dollars ($1000.00), and all such Debentures shall be sealed with the seal of the Corporation and signed by the Mayor thereof.

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

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

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

6. There shall be raised and levied in each year during the currency of said Debentures the sum of seven hundred and fifty dollars ($750.00) for the payment of interest and the sum of five hundred and forty dollars ($540.00) for the payment of the debt due under the said Debentures by a rate sufficient therefor on all the rateable land in the said Municipality.

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

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

NOTICE.

Take notice that the above is a true copy of the proposed By-law upon which the vote of the Municipality will be taken for the East Ward at the Fire Hall on Josephine street; for the West Ward at the office of the Exchequer Gold Mining Company, on the north side of Baker street, between Stanley and Kootenay streets, on the East half of Lot 9, Block 11, on Monday, the 29th day of May instant, at 8 o'clock in the forenoon.

J. K. STRACHAN, City Clerk.
Nelson, B.C., May 16th, 1899.

CORPORATION OF THE CITY OF NELSON

BY-LAW NO. 48

A By-law respecting the establishment of Coke and Gas Works in the City of Nelson.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

NOTICE.

Take notice that the above is a true copy of the proposed By-law upon which the vote of the Municipality will be taken for the East Ward at the Fire Hall, on Josephine street; for the West Ward, at the office of the Exchequer Gold Mining Company, on the north side of Baker street, between Stanley and Kootenay streets, on the East half of Lot 9, Block 11; on Monday, the 29th day of May instant, at 8 o'clock in the forenoon.

J. K. STRACHAN, City Clerk.
Nelson, B.C., May 16th, 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, Wanita and Rossland (Trains leave Mountain Siding, east end Robson street, forty minutes later than from Nelson station.)	9.40 a.m.	5.30 p.m.

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	4.00 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.

$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.