SLOCAN'S **GRIEVANCE**

New Denver Convention Asks Cooperation of Nelson Board of Trade.

Joint Delegation to Wait Upon Local C. P R. Officials-Injurious Effects of New Schedule.

(Special to The Daily News) New Denver, May 22.-The conven tion here today in regard to grievance against the C.P.R. dropping the daily mail service, was largely attended and was organized as a permanent body unmatter is adjusted, with Hunter, M.P.P., as chairman and D.

Denis secretary.

A long wire from Coulter, deputy postmaster general, advised an appear to the Railway Commission. The con vention determined, however, to ask the co-operation of the Nelson board of trade, as a public-spirited body which had helped much in the pus the furtherance of Slocan interests. The Nelson board was asked to appoin committee to meet a Slocan delega tion, to have a joint conference with the C.P.R. local officials at Nelson on

hursday next.
It was thought that the object of the convention would be best attained this manner. A vote of thanks wa-passed to the Nelson board of trad-and The Nelson Daily News for their hearty support in the present trouble as in the past.

Slocan City, May 21.-A sample the wretched service which is now being accorded to the dwellers of the Slo can is afforded by the enforced sojour here today of the special correspondent of The Daily News. Leaving Nelson 9:25 this morning, the passenger train on to which was tacked a long strin of freight cars, did not reach Slocal City till 1 o'clock in the afternoon, a distance of 45 miles. The lake steamer was not in sight. It had left for the early morning, and might or might n go up the lake again in the afternoou at some indefinite hour. If it did go up it might or might not call in at Nev Denver or Silverton, but even if it die do so the steamer would take no par

Lively indignation is expressed in the town at the new state of affairs which only came into being, declared ly without warning, on May 15. During the whole winter Slocan lake has been on the main line of travel from Nelson the journey, as far as Nelson is con cerned, by 12 hours, thereby bringing the C.P.R., in facility and speed of communication, on a par with the Great Northern service to Vancouver and Victoria. Even now, under the new arrangement the freight coming in from Revelstoke is brought to the Kootenay via Slocan and not the Arrow

under the schedule just abandoned passengers from Nelson left that city at 7:30 a.m. and reached Slocan City at the foot of the lake, at 9:20 a. m. one hour and fifty minutes, as against the present three or four hour schedule. The steamer then took the pas engers on to Rosebery, at the head of the lake calling in on the way at Sil verton, 16 miles from here and at New Denver, four miles further on and four short of Rosebery. There a transfer was made to the Nakusp and Slocan branch and at Nakusp connection was made with the Arrow lake steamer running on to Arrowhead, where a short railway journey was ombarked upon, bringing the passenger ing, in time to make connection with the westbound passenger train on the main line of the Canadian Pacific.

The through passenger from Ross-land was not much helped under this service, as the morning local train be-tween Rossland and Nelson did not reach Slocan Junction until about one hour and a half after the coast train from Nelson, via Slocan lake, had passed by. If, by starting earlier, the hossland morning local had been schedconnect with the coast train ut Slocan Junction, under the chedule. Rossland passengers those of Nelson, could have reached the coast the morning after their departire, makin the run in something under 30 hours. By a slight improve-ment, it will thus be seen that the winer schedule, eminently satisfactory to lelson and the Slocan, could also have been made to serve at least equally Rossland thus embracing the whole of West Kootenay and giving it

a very good service to the coast. its wisdom, or, as it is described here, owing to the newness of the new broom at Vancouver, Mr. Busthe C.P.R. has substituted a service which has not improved the condion of Rossland, places Nelson 12 urs further away from the coast and has dealt what the men of Slocan inmantly declare to be an irreparable blow to the now improving fortunes of the ploneer district of the Kotenays.

Passengers from Nelson and Rossland now do not go to the coast via Slocan lake, but are taken over the Arrow lake route. From either place travelers must leave at night time, and reaching Robson, at the foot of Lower Arrow lake, simetime before midnight, a e transferred aboard one of the C. P.R. steamers, sleep on the vessel and the control of the lumber lake, but are taken over the Arrow lake are taken up next morning to Arrow-head, colling at Nakusp on the way. But Slocan lake people, under the pressed as far as possible.

new achedule, are utterly demoralized. There is a daily service, as far as this town is concerned, between here and Nelson and Rossland, which, however, t is feared locally may be shortly cut own to a tri-weekly system. But the steamer, although daily running, will only take passengers and mail on Mon-days, Wednesdays and Fridays. Even if it were to do so, the same difficulty would be experienced at the head of the lake, at Rosebery, inasmuch as the train service between Rosebery and Nakusp only runs on Mondays, Wed-nesdays and Fridays. On these three lays, therefore, passengers from Slocan lake points can get through to the coast on the following day, as under the recently abandoned winter schedule. in order to do this, however, they must leave this point by the early morning boat for Rosebery in order to make connections with the Nakusp and Slo-can railway train. Thus the Nelson passenger is barred out, for his train could not reach Slocan City till mid-day and past, and though the boat would take him up in the afternoon to or New Denver, there would be no train to meet him at Rosebery and he could therefore get no further for the next two days: or, if he made his trip on a Friday, not for next three days. Hence a wholeto make a two-day sojourn at points

ably be transacted in a few hours.

Sandon and Three Forks, points quite as important as Silverton and New Denver and Rosebery, come out even worse under the new tri-weekly service. A glance at the map will perhaps be necessary to thoroughly grasp the situation. The Nakusp and Slocan line runs between Nakusp and Sandon, making connection with the lake service at Rosebery. Three Forks and Sandon, the latter being the real minus, lie beyond Rosebery. From the time of the beginning of this little line, which is subsidized by the government, a daily service except one year was run backwards and forwards. Sandon was left in the morning and a with the morning steamer from Slocar City, the train then going on to Nakthe service from Nelson and Rossland up the Arrow lakes. In the afternoon this train ran back to Sandon, again calling at Rosebery on its way. When the winter schedule, a greatly improved service, was inaugurated, no differen was made to Sandon. But now that winter schedule is abolished, the old service is not reverted to. Instead tri-weekly service is substituted Nor is this all. The cars no longer stay in Sandon over night. The train gets in from Nakusp at an indefinite hour, its departure thence depending on the arrial of the southbound steamfrom Arrowhead and stays in Sandon about 15 minutes, returning at once to Rosebery, where it stays over the next two or three nights, as the case may be. Hence a passenger from Sandon to the coast must leave Sandon n either Monday, Wednesday or Friday night, and he will that night get as far as Rosebery, 14 miles on his jour-ney, but cannot get any further for the next two days, three if Sunday inter venes. Thus his journey to the coas formerly took barely over one. Similarly the journey to Nelson will now

eight hours. The Sandon man can try to get via Kaslo, but even in that case he may have to stay over a night in Kaslo. Take the case of a letter written this fternoon from Slocan City to a busi ness man in Sandon, requiring immediate ply. It would reach Sandon on day eening. Unless replied to within 15 minutes, an impossibility, the answer would not reach Rosebery till Friday evening, and as on Saturday nd Sunday there is neither a mail no passenger service, the reply would reach Slocan City till the following Monday evening, after busines hours involving a week for a reply to letter sent to a place 25 miles away as the crow flies or 34 miles as route 1. If the letter were written from Nelson had on this route until Wednesday,

May 29. The same remarks apply to a bus ness man wanti visit to Sandon. man wanting to pay a business

A passenger from Nelson to get one hour and a half in New Denuver must spend one night at Slocan City, but should he find that his business could not be transacted within that limited time he would be obliged to spend two nights on his journey. And even this apology for a service could only be ed if made avail of on three days in the week.

Even the resident on Slocan lake is hampered in getting to and fro. On the three days in the week when a passenger boat is run, there exists a wice-a-day service, but on the other four days there is no passenger service whatsoever, despite the fact that the steamer is hauling cargo just the t at Silverton or New Denver if billed here or from there. Heretofore there nas always been a twice-a-day service on the lake.

In 1905 there was a tri-weekly serv ice on the Nakusp and Sandon railway, but, according to the provincial public accounts, never did the gross receipts on the line drop as low as in that year. The above are the facts that will be presented by the delegates to the meet-ing which will be held tomorrow at New

Denver, and it may be said that the Slocan has apparently awakened out of its lethargy of recent years to denounce publicly the new schedule, which it is declared will have the effect of entirely ruining the new impetus given to business in this district. ber mills. Public opinion here is a unit on the matter, which will certainly be

WANTS SLIDING SCALE CHIPPY" HILL'S OBJECTIONS

NEW AGREEMENT

OPEN ON THAT SCHEDULE

Winnipeg, May 3-Charles P Hill, man-ager of the Hillerest mine, Hillerest, Alta., is in the city, His was one of the mines affected by the recent miners 'walkout, n fact his men are still out. Mr. Hill de cared that he will not sign the agreement as it is absolutely unfair to the min "That agreement does not settle the mat

ter," he said in an interview this morning. "iHildrest will never open on that hedule as long as my name is Hilf. The cents a ton for mining and that leaves us absolutely no margin for profit. It costs over \$100 a day to keep the mine closed, but I will not reopen it. He explained that his men were perfectly satisfied with conditions. They higrievance at all with the owners. oted at a ratio of 27 to 1 to return to worl

"I have been down east for the past for months during which time I visited the coalfields of Pennsylvania. We receive here only a dollar a ton more for coal out we have to pay four times as much to have it mined. That hardly looks fair will tell you another reason why thi unfair. In the Hillcres erage vein is only four to five feet The work is very much easier in the Hill

of the union, they had to stay out

Mr. Hill added that skilled labor is very scarce in the far west. Good carpenters are particularly difficult to get and of 30 40 carpenters at work on his property only two or three are skilled mechanics They went out on strike with the miner and delayed work a great deal.

STORK LEAVING FERNIE

EX-MAYOR AN ALL ROUND GOOD CITIZEN DEPARTS

WAS RECIPIENT OF SEVERAL WELL-MERITED PRESENTATIONS

Fernie, May 23-On the eve of his departure for Vancouver, where he will in future reside, ex-mayor Fred Stork, was a busy man. Last night at 8 o'clock B. Co., Kootenay Rifles, of which he has een commanding officer since its organi zation, presented him with a hands smoking case and a gold headed um-brella, as a small token of their appreciation for his untiring efforts in their be nalf and the keen in erest he has displayed in the wellfare of the company. The old timers and prominent citizens of

he town also evidenced their appreciation of the services he had rendered the town s mayor, member of the counci, and as a broad minded resident, by presenting at 9 o'clock, with a gold watch, suitab engraved, the presentation being made by his worship, mayor Bonnell, before a large gathering of his old friends.

Mr. Stork was one of the ploneers of etrest in its progress and is one of th most popular and highly esteemed resi-

NEW PORT OF ENTRY

Kingsgate on International Boundary, o Spokane and International Railway

(Special to The Daily News) Kingsgate, May 22—The above i me of the new port of entry at the international boundary on the Spokane and Internationa railway. There is no thing of a town here yet, but there is con iderable activity in the building line. I Elmer, backed by good financial interests which will be a great accommodation t travellers over the new line, which pro-es to be the favorite line of travel both to and from the United States. There is only onne train over the road now, which arrives here about noon and makes

TIMBER NOTICES

NOTICE is hereby given that 30 days af ter date I intend to app y to the Chief Commissioner of Lands and Works at Victoria, B.C., for a special license to cu and carry away timber from the follow-ing described lands:

No. 1—Commencing at a post planted or the east boundary of block 5817 and mark-1," on the west side of Deer creek, running as follows: 80 chains south; thence thence 80 chains west to point of com-

No. 2-Commencing at a post planted at the northwest corner of C.S. No. 1 limt. marked "C.S. S.W. corner post," thence chains north; thence 80 chains east thence 80 chains sou.h; thence 80 chain west to point of comment.

No. 3—Commencing at a post planted on the northern boundary of C.S. limit No. 2, marked "C.S. S.W. corner," thence north 80 chains; thence east 80 chains; thence south 80 chains; thence west 80 chains, to point of commencement, No. 4-Commencing at a post planted or marked "C.S. S.W. corner," thence 8 chains north: thence 80 chains east: thence

80 chains south; thence 80 chains west, to point of commencement. No. 5-Commencing at a post planted on the northern boundary of C.S. limit No. 4 marked "C.S. S.W. corner," thence 8 chains north: thence 80 chains east: thence 80 chains south; thence 80 chains west to point of commencement.

No. 6—Commencing at a post planted at

the southeast corner of C.S. Emit No. 5, marked "C.S. S.W. corner," thence 80 chains east; thence 80 chains north; thence o chains west; thence 80 chains south, to

point of commencement. Dated March 27, 1907. CHARLES SCHWARTZENHAUER tween Spokane and St. Paul will be put

tween east and west. By it cine con-nection wil also be made with Perliand. The dominion government is putting up an examining corral and stable for live stock, and a large force of men under Mr. Burns is pushing the work ahead.
Mr. Dinnock, customs officer here, hav-

ng resigned, has just been succeeded by A. R. Chisholm of Moyle.

Dr. Hugh Watt of Fort Steele is at preent examining the trains as an officer the department of public health. A postoffice and public school are muc

SLOCAN MAIL SERVICE

REPORT OF PROCEEDINGS AT NEW DENVER CONVENTION

TO WAIT ON C. P. R. OFFICIALS NEXT THURSDAY

Slocan City, May 23.—The result the convention which was held at New Denver yesterday afternoon is con-certed action on the part of the Slocan district, and it is not now likely that there will be any indecision or lack of mity of feeling among the people of the various centres in the district but that the question of the daily mai and passenger service will be pressed to a conclusion.

There was evidenced at the conver tion a desire to recognize the position of the Canadian Pacific railway as a company which had done much and which was doing much to develop the Kootenay and to acknowledge that rouble which had arisen was not the rather the mistake of those higher in authority. At the same time, however, it as unmistakably in evidence that the Slocan people did not propose to sit down quietly recognizing the virtues of those who had injured them. and declaring with the poet, "Whateve is, is right." Thus the meeting termined to approach the matter the way of the divisional officials operation of the Nelson board of trade and thus endeavor to have the matter adjusted amicably. But a permanen organization was evolved out of yes terday's convention, the end and aim of which is the recognition of the right: of the Slocan by the Canadian Pacifi railway as well as by the government It may be noted, in this latter regard that the advice of the postal depart ment is to appeal the matter to the railway commission for its adjudica tion. That the Slocan has not taken this step at this juncture is evidence sufficient of the eminently fair-mir edness of a people whose dream o waking prosperity has been rudely disturbed by the new and retrograde

The unity of the Slocan with Nelso in this matter was recognized by the New Denver convention heartily enough. The action of The Nelson Daily News in sending a special rep that this representative was also member of the Nelson board of tradbearing with him the good wishes and sympathy of that body and its presi dent, F. Starkey, was appreciated a trustworthy evidence of the good fee ing existing between one of the mo ortant districts of the Kootenay and expressing that feeling were passed by

The convention opened at a little after 1 o'clock in the afternoon in the New Denver theatre, with the following delegates present: Slocan City mayor McNeish and D. St. Denis, man ager of the Ontario and Slocan Lumber company; Silverton, T. H. Wilson merchant, W. Hunter, M.L.A., D. Bran don, hotel keeper; New Denver, I. Thompson, mining broker, C. F. Ne on druggist, J. B. Smith, merchant Three Forks, H. Lowe, manager Lon Bachelor mine; Sandon, W. T. Mc Clurg, manager Minnesota Silver con

Chance mine. The press was represented by The Nelson Daily News . chairman of the meeting. He opened he convention by shortly detailing the

effect of the present schedule upon the reviving interests of the Slocan. He said that business was quickly picking up and that the banks and genera hants had said that everythin was better during the last few month than for several years past. Quite umber of purchases of fruit land had een made in the district and there ha been much cleared for the purposes of settlement. In addition timber lands had found a ready sale and mining was in a more prosperous condition than that been for many years. Several deals had been closed, many more were ending. New Denver was rapidly filling up and Silverton was prospe with quite a number of mines working The speaker did not recommend any rash action being taken, but at the same time it was imperative that som thing should be done to adjust the present difficulty. He had taken the portunity afforded by a recent visit to Nelson to confer with J. S. Law-rence, the divisional superintendent, or the situation. Mr. Lawrence had in

_____ MENNONITE SETTLERS

formed him that the Slocan lake traffic

Yesterday Toye & Co. put through a sale of 1124 acres at Dog Creek and Deer Park, on the lower Arrow lakes, to the Manitoba and Western Land Co. of Winnipeg. The land was owned by George White. Last winter a sale was made to the company by Toye & Co. of 1100 acres at Long creek, 20 miles further up the lake. The purchasers are principally Mennonites, who have made money in Manitoba and are coming

would only justify a tri-weekly service, the new time table it would be possible to get to Nelson and return under 48 hours. In fact a trip to Spokane could be undertaken under the same A daily service had been conducted in the past and the company kept it up indefinitely, hoping that the revival in he Slocan would presently justify its ontinuance, but so far this had not postal authorities might hand over all the mail to the Great Northern for een the case. The speaker had then handling. Under the present system the Sandon postmaster had to send urged that is was a pity, just as the prospect of that revival had become comething more than a hope, when mail on three days by the one railway business was actually picking up, when the needs of Silverton had compelled the C.P.R. to send a freight boat to its and on the other three days by th Slocan lake was an utter farce. Even wharf almost daily, despite the altera-tion of the passenger and mail sched-ule, that the company should have sudif the Great Northern were to handle all the mail, yet the present arrang?ments were such as to practically cut off Sandon from the coast and from the rest of the Slocan district, despite denly lost heart and abandoned its beneficent attitude. To this Mr. Law-rence replied that he had vainly endeavored to figure out how it would be possible to afford a daily passenger and mail service and would be pleased to consider any proposition that could be made showing how this could be done without involving a greatly increased expenditure, not justifiable by the busiexpenditure, not just ness of the Slocan.

conditions. The speaker thought

the fact that there had been built s

government railroad expressly to help them out and on which the governmen

was yearly paying a heavy sum of money. Mr. Pratt did not advocate any

extreme measures. He thought that the local C.P.R. officials should be ap-

proached by a delegation from the Slo-

can district, accompanied by a commit

board of trade

tee specially appointed by the Nelson

Louis Pratt then moved and C. F.

Nelson seconded that whereas it was considered that the C.P.R. local of-

ficials were not in sympathy with the

son board of trade was an influential

as well as the present, that a delega-tion from the Slocan should be ap-pointed to meet with the Nelson board

of trade and confer with the local

C.P.R. officials, naming J. S. Lawrence, superintendent; H. McDonnell, freight department, and J. S. Carter, passenger

Mr. Pratt pressed this by saying he

hought that more could be gained by

ersuasion than by attempted bulldoz-

had arisen through the new western management of the C.P.R. not under-

Brandon, Silverton; D. St. Denis, Slo-

A. W. Dyer, on being invited to make

a report of the proceedings to the Nelson board of trade, replied that he

would bring the matter up to the board

on his return to Nelson, but he was not representing the board there and he could not bind it in any way. At the

that the board.

same time he was sure that the boar would do its best. He then agreed

sk the board on behalf of the conven-

tion to hold a special meeting and ap-

ion which would some down on Wel-

nesday night next and jointly confer with the C.P.R. officials on Thursday,

onded a vote of thanks to the Nelson

board of trade for its past services and present sympathy. This was carried

Louis Pratt then declared that the

Nelson Daily News had the confidence of the district of every shade of political opinion. Indeed it had been know to lay aside its political proclivities to

help the Siocan. After some more highly laudatory remarks, which evoked applause, he moved a vote

thanks, which was seconded by C. F. Nelson and carried by a standing vot

It being thought advisable to con-

tinue the campaign, W. Hunter was appointed permanent chairman and D.

St. Denis permanent secretary, the

the various communities for their shar

of the necessary expenses. The meeting then adjourned subject to the ca'l of the chairman.

LAND NOTICES

NOTICE is hereby given that 60 days after date I intend to apply to the Chief

Commissioner of Lands and Works for

permission to purchase the following de-scribed lands, in West Kootenay district:

ommencing at post marked "T.B.H."

N.W. corner." situated at the N.E. corne

of Lot 3815, Little Slocan valley, thence south 20 chains: thence east 20 chains;

north 20 chains; thence west 20

T. B. HALL.

point a committee to meet the delega

can City; A. Thompson, J. B. Sr New Denver; H. Lowe, Three Forks: Louis Pratt, O. V. White, Sandon.

ng. He had an idea the whole matte

body which had evinced its willingness to help the Slocan people in the past

D. St. Denis was appointed secretary of the meeting.
T. H. Wilson, secretary of the public meeting held last week in the Slocan, read the following answer from the postmaster general in reply to a telegram

the situation "Ottawa, May 17 .- T. H. Wilson, Silverton: This department is not responsible for the reduction of the mall service to tri-weekly. The department had been notified by the C.P.R. that it was when the trains do not run, I may say the running of the trains as regard requency, this department has power whatever. I advise you, if you have any grievance, to place the sam before the railway commission. This department is quite prepared to connue a daily mail service if the daily train service is continued. R. M. Coulter, Deputy Postmaster General.

Mr. Wilson also read another tele-gram, which was from Mr. Lawrence ssuring him that the department woul take the matter of restoring the daily service in the Slocan under its earnes

D. St. Denis read a telegram from F. Starkey, president of the Nelson boar of trade, saving that he was personally in sympathy with the Slocan and as suring the convention of the support of the Nelson board of trade. He then tive of The Daily News of Nelson, as member of the Nelson board, who was accorded the privileges of the convention as representing Nelson.

A. W. Dyer thanked the meeting, bu ssured it that he was there as a newspaper man and was not a delegate from the Nelson board. At the same time as a member of that body he would take upon himself to present to it any report with which the convention might entrust him, saying that he was quite sure that the Nelson board would back the Slocan in this as it had previously done in other struggles on public matters.

C. F. Nelson said that all must rec ognize the benefits which had been conferred upon the Slocan by the Ca-nadian Pacific railway. He admitted that the business of the Slocan would perhaps not justify such a service as the railway had afforded in the pas At the same time he really failed to see why the mails could not be delivered daily. At the present time there were two mails delivered on three days in the week and none on the other three On three days in the week the boat made two trips daily, carrying pa gers and mail. On the alternate days ! would carry neither passengers not mail, but the steamer, just the same had to pass both Silverton and New Denver, and more often than not at all had to call in at either or both places He failed to see why mail and passen-gers should not be carried on these ocasions. It would cost practicall othing to put into these places ever f there were nothing offering, in or out, in the way of freight. At the sam ime, he was of the opinion that the matter had better be taken up with the local officials of the Canadian Pacific, as they were, he was sure, not at all in sympathy, with the new orders had been issued by their departmental superiors under some misapprehension. W. Hunter was of the opinion that a daily service on the Nakusp and Slocan railway would not much matter as long as there was a daily service on the

run between Nelson and Kaslo.

chains to point of commencement, containing 40 acres more or less. Slocan, B.C., May 20, 1907. NOTICE is hereby given that 60 days lake and a practicable service on the line between Sandon and Rosebery. after date I intend to appy to the Hon. the Chief Commissioner of Lands and Works for permission to purchase the There ensued a general discussion on following described lands in West Koote-nay district. British Columbia: Commenc-ing at the center of he cast boundary of this point in which several gentlemen took part, the following figures being elicited principally from the provincial accounts or contributed by Mr. Hunte Clark Marshall's (L. 8038 G -) pre-emption thence north along east boundary of Mar-shall's, McCormick's and McDevitt's pre-emption claim 80 chains; thence east 40 The Nakusp and Slocan railway was a government line which was operated by the C.P.R., but on which the prohains; thence south 80 chains; thence west vincial government paid yearly a sum approximating \$26,000, and had done 40 chains to place of commence taining 320 acres more or less. this since 1894. Against this the gov Dated this 24th day of April, 1907. ernment received from the C.P.R. year-WILLIAM MCDEVITT ly 40 per cent of the gross earnings the line. This varied from year to NOTICE is hereby given that 60 days year. In 1897 it had been as high as \$18,484.67, but in 1904 it had dropped to the Chief Commissioner of Lands and \$6,301.48 a year. When the service was only tri-weekly last year it had increased to \$9,783.96, a larger sum Works for permission to purchase the following described lands in West Koote-nay district, British Columbia; Commenc-ing at William McDevitt's (L. 8042 G. 1) than had been obtained in any year since 1901, when the slump had set in. outheast corner, thence east 20 chains;

It seemed from these figures that the ess the C.P.R. earned upon this line chains; thence south 20 chains to place of the more it had to pay the government. ommencement, containing 40 acres more Louis Pratt said that at present there was a daily service into Sandon. This, JOHN H. McCORMICK. however, was a farce. Letters sent out from Sandon via the C.P.R. were held Dated this 24th day of April 1907. NOTICE is hereby given that 60 days two or three days, going and returning, after date I intend to app'y to the Hon. at Rosebery. If sent out via Kaslo the the Chief Commissioner of Lands and were held one day in Kasio and another day in Nelson, if going west. It took longer to get a reply from the coast than it did from Montreal. It took a week, any way the letter was billed. Works for permission to purchase the following described lands in West Kootenay district, British Columbia: Commence nay district, British Columbia; Commencing at a post marked "Maggie McDevitt's S.W. corner," said post being south of Cariboo creek and at the N.E. corner of to get a reply from Slocan City. It was impossible to get into Nelson and return under five or six days. He had J. H. McCormick's purchase (L 8044 G. 1) thence east 00 chains; thence north 40 chains; thence west 60 chains; thence recently been talking to some Great Northern officials, and he understood from them that a new service was going in between Spokane and Nelson, outh 40 chains, to place of commence ment, containing 240 acres, more or less. with a re-arrangement of the steame

Dated this 24th day of April, 1907.

NEW VENIRE ON HAND

But no Progress Was Made Yesterday in Filling Jury Box.

Looks as Though Task of Securing Jury Will Be Exter ded Into Next Week-Counsel Engage in Altercation.

(Special to The Daily News) Boise, Idaho, May 23.—There was no rogress made today in filling the seat nade vacant in the jury box in the Haywood case when Orrie Cole was excused on account of sickness just be-fore the court adjourned Tuesday. Sheriff Hodgin returned the names of

a bench warrant being issued for the missing man. Six were excused on statutory excuses and the cases of five others were taken under consideration nntil tomorrow morning.
Six jurors were called into the box during the afternoon, five of whom

were excused because of having formed an opinion. The sixth was passed by the state and was under examination by the defense when adjournment was taken A sharp passage occurred during the

standing the situation.

The resolution carried unanimously and the following delegation was selected: W. Hunter, Slocan; W. H. examination of Lee Egbert. The juror said he had formed an opinion and was Hawley whether he was in asked by Hawley whether he was in the habit of forming opinions on im-portant subjects from loose talk about the neighborhood.

Darrow objected and explained he hought the line of examination was for the purpose of intimidating other talesmen. Though the objection was

talesmen. Though the objection was overruled, the attorneys continued the exchange for a few moments, Hawley having been nettled by Darrow's re The prospects for getting the jury filled this week seem to have gone glimmering, but they may strike a

better gait tomorrow. It is thought the state does not propose to exercise all its peremptory challenges but even though it should not exercise another, the work would be likely to continue until Saturday night if the defense should exercise the four more which it has the right to.

GOES TO MEDICINE HAT

TRANSFER OF J. S. LAWRENCE IS CONFIRMED

ALLEN PURVIS MAY BE MOVED TO

WINNIPEG (Special to The Daily News) Vancouver, May 23.—As a result of Mr. Bury's recent trip over the lines, it is announced a new district of the western division of the C.P.R. will no created, extending from Medicine Hat to Swift Current, on the main line, and west to Lethbridge, on the Crow's Nest.

J. S. Lawrence, superintendent of the Kootenay division, is to be transferred to Medicine Hat and D. C. Coleman. present assistant to Bury at Winnipeg, to the Nelson post. A. Purvis, now chief cierk to Busteed here, may succeed Coleman. Official notification of the changes is expected next week. The appointments are to take effect on June 1st.

NOTICES

NOTICE is hereby given that the Can dian Pacific Railway Company, as lesseehas this day deposited in the District Province of British Columbia a plan, pro-file and book of reference showing the proposed spur to the A. E. Watts sawmil. si uste on the shore of the west sam of Kootenay lake and distant about 20 miles east of Nelson, in the Province of British Columbia, and that 30 days after date the said Canadian Pacific railway Com-pany intends to apply to the Board of Railway Commissioners for Canada for maproval of the said spur in accordance with the provisions of eSction 175 of the Railway Act, 1908.

Dated at Vancouver, this 18th day of April, 1907.

R. MARPOLE.

General Executive Assistan

NOTICE is hereby given that the Cana dien Pacific Raiway Company, as lessee of the British Columbia Southern railway, has this day deposited in the District Land Registry office at Nelson, in the Province of British Columbia a plan, pro-file and book of reference showing the proposed spur to the Canada Zinc Company's works, situate on the shore of the west arm of Kootenay lake, near the City of Nelson, in the Province of British Columbia, and that 30 days after the date pereof the said Canadian Pacific Railway Company intends to apply to the Board of Railway Commissioners for Canada for approval of the said spur, in accordance with the provisions of Section 175, of the Railway Act, 1903. Dated at Vancouver, this 18th day of April, 1907.

R. MARPOLE.

NOTICE is hereby given that three months after date application will be made to the Lieutenant-Governor in Council, by the "Yale-Kootenay Ice, Fruit, Fuel and Poultry Company, Limited" to change the name of the Company to the "Kootenay Ice and Fuel Company, Limited,

Dated this 10th day of April, A.D., 1907.
ARCHIE MAINWARING-JOHNSON, Solicitor for the Company, Nelson, B.C. VOL. 6

JURY ABOUT COMPLET

Only Two More Requ to Make up Panel Haywood Trial

Juror Tourtelot'e Has Been Finall cused-Expect Panel Will Be C pleted Today.

(Special to The Daily News) Boise, Idaho, May 31.—Grat progress was made today in filling jury in the Haywood murder cas tonight, as matters stand, it will cessary to qualify only two mor one less than qualified today. T peremptory challenge today, and man, Tourtelotte, was excused for There is one man waiting to be amined to fill the place made vacathe last challenge by the state. T fense has one more peremptory lenge, and when the place vacantilled the jury will be completed. is every reason to believe that this every reason to believe that this every reason to be the close the close. be accomplished before the closenorrow, and on londay morning actual trial of the great case will. actual trial of the great case will,
Of those examinized today only
were excused for cause, while three
passed, the defense releasing He
Cox, who tried so hard to get o
Monday. The state exercised its
peremptory, excusing Nelson Free
who had just been passed for cause
was not entirely satisfactory to th
torneys for the prosecution.
Shortly before the noon adjourn
at Richardson's request, the coun
lowed Darrow, Richardson and Nu
of the defense, and Hawley, Boral

of the defense, and Hawley, Boral Van Duyn, of the prosecution, to to the judge's private office for a consultation. They retired, and few moments Hawley and Nugent out, held a whispered consultati the judge and then all the attor the judge and then all the attorney sumed their seats. It was the o clock, and, after instruction, the j in the box were taken out by the iffs, who were instructed to bring back into court at 1:30 o clock. wood was remanded and court adjou at 1:30 o clock. Immediately court convened for the afternoon se it became evident what the atto had held their consultation about. before adjournment Richardson before adjournment Richardson suggested that if any jurors in the were to be excused on account of ness or otherwise, it would be bette both sides to excuse them and fill places before the last peremptor each side was exercised. Richards course, had in mind J. A. Tourt whom it was expected would refutake the oath as a juror, because prejudice against capital punishr and also the case of Daniel Clar the fourth chair, who wished to b cused on account of the illness of o his children. As soon as the roll called Mr. Tourtelotte was asked still wished to modify an answer h do so. He was given permission plain. He said that in answer to row he had said he was not prejugainst the Western Federation of ers, but he now wished to state to that organization was to blame troubles in northern Idaho, he wou prejudiced, and that prejudice wou extended to any man who upheld an organization. Darrow said that wood was not an officer of the We Federation of Miners at the tin these troubles and that the defens satisfied. He was questioned to extent by Borah, and finally sa ould not take the oath as a juror, out qualifying as to capital p

der in pursuance of plaus of son ganization determined to rule by Judge Wood plainly indicated attorneys that he thought Touri should be excused. The defense re to act and then Borah challenge

so as to show he would not find

dict if it were not show

ense noted an exception. Boise, Idaho, May 31.—Carl H. day as a suspicious character at t stance of one of the socialist writattendance at the Haywood tria peared in police court this afternethe charge of carrying concealed ons. He pleaded not guilty, do an attorney and conducted his or

The evidence showed that he a revolver and a dagger in his His defense was that he came to expecting to work on a ranch as man, and that it was customa carry the weapons. He was sen to pay a fine of \$100, or in defa jail for 60 days. He went to jail.
One of the features of the or been the number of threatening ived by the mayor since the Seelved by the mayor since the viot much attention is paid to however, and none of the social the city appeared in court to to Duncan's cause. All of them so Duncan's cause. he has no connection with the scause, although it is known that