(From THE DAILY COLONIST, August 21.)

FOR TESLIN LAKE.

Sawmill Plant and Machinery for Two Steamers Goes Forward on Monday.

The "Danube" Detained—Steamer "Willapa" Arrives From the West Coast.

Under engagement for a return trip to Wrangel, the steamer Thistle leaves here on Monday evening next with the machinery and other building material for a new saw mill, two stern wheel steamer and four barges on Teslin lake. Mr. Frank M. Yorke, who has been in Seattle for the past week or so, and who returned home on the City of Seattle yesterday, goes North on the Thistle to superintend construction in the capacity of manager of the company which will operate the sawmill and steamers. Mr. Yorke is not disposed to talk much in regard to the scheme he is interested in, but says that by the 15th of May next, which is the time spring is expected to set in on Teslin lake, his two steamers will be plying on that waterway and his sawmill will be in operation. For the latter an electrical plant is going up on the Thistle and the erection of this will be Mr. Yorke's first work on his arrival on Teslin lake—that is after the building of the mill. When this much has been done, the mill will be set to work at manufacturing material for the hulls of the steamers and barges. The steamers, as stated above, are to be stern-wheeled, 126 feet long by 26 feet beam, and of very light draught. The machinery, which is being shipped on the Thistle, was secured in Seattle, and is all of modern make. At Wrangel the Thistle transfers her load to Mr. John C. Callbreath's steamer the Alaska, and on this craft the freight, together with twelve carpenters who are leaving here in company with Mr. Yorke, will go forward up the Stickeen river to Telegraph, going from there to Teslin lake. The barges are calculated to carry passengers as well as the steamers, so that the crowd of miners and others Mr. Yorke will provide transportation for next year will be very great.

THE "DANUBE" DELAYED.

Between three and four hundred people were on the lower wharves last evening and gazed attentively on the spectacle which the steamship Danube presented as she lay taking on miners' freight. The ship did not sail during the evening, and at the hour of her expected departure she was still slinging freight in her spacious hold as fast as her crew could stow it away. The work will continue all night and it may be till 9 or 10 o'clock this morning. But as soon as the work is done the steamer will point her nose out of harbor and head for Skagway. Among the cargo loaded yesterday was about 30,000 feet of planed lumber marked "Scroggie Skagway," that is intended for the building of boats. There were no horses loaded up till a late hour. Seven, for which accommodation was found yesterday, are being taken to Dyea by Messrs. E. A. Hume and J. A. McInnes, and will there be used as pack animals—not for long distance service particularly, but for work about the mining village there situated. On the City of Seattle which arrived at noon a considerable quantity of freight and a number of horses and passengers came in to go north on the Danube. One party of six, of which Mr. Wm. Brook of Seattle is head, having brought six horses and four mules. Among other passengers will be Inspector Strickland and party of Mounted Police, who will embark at Vancouver, the only stopping place of the steamer after leaving here until reaching her destination.

THE WILLAPA'S RETURN.

West coast residents are proud of the new steamboat service being given them by the steamer Willapa, but they are not more pleased with the boat than is her commander, Captain H. R. Foot. The steamer has just completed her first run up the coast, arriving home at noon yesterday with a fair complement of passengers and freight, there being in the latter 3,500 cases of empty tins from the defunct cannery at Nootka, 25 barrels of salt salmon from Matsino and nine or ten barrels of dog fish oil from Euculet. Her passengers were: Geo. A. Huff, M.P.P., of Alberni; Mrs. Johnston, the teacher of the Indian school at Euculet; H. M. Fox, who had the contract for building some roads about Alberni; Nels Watson, B. Petersen, R. Churchton, Messrs. McKim and Hazzard, Rev. Muleman, Hugh Rennie, T. Hooper, Gus Logan, Sam Dyer, John Nicholles, J. C. Kinnard and J. J. Baird. The Willapa experienced good weather throughout her trip which extended to Cape Scott. She will leave again for the West Coast this evening, carrying among her passengers will be Mrs. Penney, Mrs. Brown, and Mr. and Miss Going.

THE COLLISTER INQUIRY.

The Collister investigation was continued yesterday before Captain Gaudin, agent of marine, and nearly all the evidence is now in, though on Tuesday a visit will be made to Tacoma to take the evidence of Oliver Richards, one of the principal witnesses.

The greater part of the evidence yesterday was given by Captain J. D. Warren, J. A. Thompson, Dominion boiler inspector, and Mr. H. Darling, manager of the Union Steamship Co. Captain Warren in brief stated that Captain Collister had acted as inspector of the repairs on the steamer Boscowitz for the underwriters some years ago, and afterwards inspected her as government hull inspector.

Thomas Shotbolt, who had been interested in the Swan which was built by Mr. Stevens three years ago, stated that at this lapse of time he could not recollect what conversations had taken place. He did not remember Captain Collister trying to influence him against Mr. Stevens, the contractor; in fact the work was performed before Captain Collister examined the hull as inspector. He did have some recollection that there was ill-feeling between Stevens and Collister. In reply to a question by Capt. Collister, Mr. Shotbolt could not just say how it was he had the impression of the ill-feeling between the two men; it was possible that Mr. Stevens might have told him.

Mr. H. Darling, manager of the Union Steamship Co., stated that Capt. Collister had been inspector for the insurance companies while the repairs were being made on the Coquitlam. He remembered that Mr. Tagg was employed by the contractor for the work, Mr. Thomas Shaw. In regard to Tagg's dismissal, Mr. Darling remarked that Tagg was putting on some butt straps for a gang of riveters, and while some of the riveters were waiting, Capt. Collister noticed that by putting some of the straps on the other side the riveters would not be delayed. Captain Collister spoke to Tagg about this, injudiciously Mr. Darling thought, for Captain Collister should have spoken through the foreman and not to a workman direct. Tagg in reply used very abusive language and Mr. Darling hearing it went to the foreman, Mr. Oliver Richards, and instructed him to discharge Tagg, as he would not allow such language to be used.

"Did you tell the foreman that the reason you discharged Tagg was that you did not want to offend the inspector?" asked Capt. Gaudin.

"I may have remarked casually," said Mr. Darling "that it did not do to make use of such language to the inspector; but the idea was that I did not allow any man in my employ to use such language. The language was very abusive—more than impertinent."

The only thing Captain Collister said about the matter as far as Mr. Darling could remember was to say next day, when he did not see Tagg at work, that he was sorry that the man had been discharged. Captain Collister was acting as inspector, but when witness was absent from the work, he had an arrangement with Captain Collister to look after the work for him.

Mr. Thompson, the boiler inspector, produced the various licenses of the Cariboo and Fly and gave as the reason why a license was refused the vessel to carry passengers from Victoria to Alert Bay that Captain Collister and himself considered the vessel was not sea boat enough to carry passengers across Queen Charlotte sound, and they were afraid if a license were given to Alert Bay, there might be some temptation for the captain to carry passengers further, as there was no way of checking him. A certificate, however, was offered to carry passengers on inland waters from Granville channel and Naas river—a similar license to that which was afterwards secured. Mr. Thompson did not think that Captain Collister's positions as inspector for insurance companies and as Dominion inspector of hulls would clash—in fact they naturally fitted into one another. The fees from the Dominion government were not large enough to justify a man giving his full attention to the details of the repairs while in progress, but the fees from the insurance companies made it worth while.

Orlando Warner, a ship carpenter, had understood that there was some trouble between Captain Collister and Mr. Stevens; and J. Andrews, another ship-carpenter, gave similar evidence.

This closed the hearing for the day, the next evidence to be taken being at Tacoma, where Captain Gaudin goes on Tuesday to hear what Oliver Richards has to say.

DROWNED NEAR HIS OWN DOOR.

"Why, that's Tom, my husband!" cried the poor woman; "I was expecting his ship to come in almost any day. He'd been gone a year on a voyage to South America, and now here he lies dead on the sand. Oh God! what shall we do?"

The ship had foundered during a tremendous gale off the South Coast in the winter of 1879, and the body of this sailor (by the irony of fate) had been cast ashore within half a mile of his own cottage. Such an incident is dramatic; it appeals to the imagination and excites pity. But are there not thousands——? What's the use of any more preamble? Read this:—

"In the spring of 1884"—so runs a woman's letter "my health began to slip away from me as a dream does when one awakes. The first sign of what was happening was a feeling of languor and fatigue that I could not account for. My mind was full of some worries, and things that I commonly took no notice of assumed an importance which did not, I know, properly belong to them.

"My appetite was bad, and what little I ate gave me an intense pain at the chest which seemed to go through to the back between the shoulder blades. Not infrequently the pain in my stomach was so keen and held out so long, as to double my body up as one folds a napkin. Following this there would come a sense of sinking as if the ground were failing beneath me.

"Being unable to digest nourishing food, my strength vanished day by day until I had barely power to walk feebly about. All ambition to work was gone from me. With the least exertion I would lose my breath and my heart would throb and palpitate so that I was alarmed lest some one of these attacks might be fatal. Often I would sit for an hour or more, powerless to move hand or foot.

"During all this time I was troubled with other distressful symptoms, which I will only allude to in few words. There was a belching of wind or gas from the stomach, foul and disgusting, which sickened me dreadfully; an aching head, sallow skin, a feeling of chilliness even on slight exposure, sleeplessness, mental anxiety and increasing exhaustion.

"I was treated by a doctor, and used many medicines suggested by others—all to no purpose. The disease seemed to be seated beyond the power of human skill to uproot it. I speak now of a time four years after I was first attacked. While in this wretched and apparently hopeless condition, I read of what Mother Seigle's Curative Syrup had done in like cases, I procured this medicine from Mr. Gee, the chemist at Whitehaven. After taking it for a week, I felt marked relief, and when I had used three bottles I could eat any kind of food; my strength gradually returned, and in a short time I was well and strong as ever. This may sound almost incredible to some, but it is the simple truth."

The above letter is from a lady residing at Distington, near Whitehaven, Cumberland. For personal reasons she requests us not to publish her name at present, yet her illness and cure, as stated, are known to all in her neighborhood. We append a note which explains itself:

"I can vouch for the accuracy of the above statement. I have known the lady for the past five years. (Signed) Charles Clarke, Postmaster, Distington, October 10th, 1894."

For one moment now let us consider two or three important facts. This lady suffered for four years. Read her letter again, and see what this fact means. Pain, loss and sorrow filled that dreary period. Had she known of Seigle's Syrup and used it at the outset she would have been cured at once. Not a day, not an hour, of all those four years but the Syrup would have set her on the road to health, had she used it to drive out her disease—indigestion and dyspepsia. Still, she suffered and faced death, with help right at her elbow. *Mind! she knew it not.*

Now do you see why so many of us are like poor Tom, who was drowned at his own door?

CATTLE FENCING ACT.

The Full Court Judgment in Regard to the Powers of the Legislature.

The Provincial Statute Declared to Be Invalid in Respect to Dominion Railways.

The judgment of the Full court delivered on Thursday by Mr. Justice McCreight in Madden v. Nelson & Fort Sheppard Railway Company, deals with the powers of the provincial legislature to make laws respecting Dominion railways. In this judgment Mr. Justice McCreight complimented Mr. Gordon Hunter on his able argument for the respondents. The chief passages of the judgment are as follows:

The plaintiffs sue the defendant company for the loss of two horses belonging to the plaintiffs. The case was tried by His Honor Judge Forin with a jury, and they found in substance that the animals were driven into a trestle by an engine on the company's track and sustained serious injuries. One I gather was killed and the other so injured that it had to be destroyed. The jury found that the railroad was not fenced. The Nelson and Fort Sheppard Railway Company was incorporated by an act of the legislature of British Columbia, but by petition prayed that the railway be declared to be a work for the general advantage of Canada and the company a body corporate within the jurisdiction of the parliament of Canada. Accordingly by 56 Victoria C. 57 D., the railway of the company was declared to be a work for the general advantage of Canada, and by section 2 it was provided that the railway act of Canada should apply instead of the British Columbia Railway Act, to all matters and things to which the Railway Act would apply if the company had originally derived its authority to construct and operate its railway from the parliament of Canada, and as though it were a railway constructed or to be constructed under the authority of an act passed by the parliament of Canada. The question argued before the Full court was whether section 1 of the Cattle Protection Act, 1891, B.C., was intra vires, or in other words was the company bound to fence under section 1. Mr. Hunter argued that the only object of the local act was protection of cattle and not to interfere with the railway, and he seemed to consider that it did not conflict with Dominion legislation, and he argued that it was the duty of the courts to avoid as far as possible a decision that there was a conflict of jurisdiction, and he referred to the remarks of the judicial committee in the Parsons Insurance case, 7 App. Cas., I presume at pp. 108, 109, which, however, seem only to indicate that the Imperial legislature could not have intended that a conflict should exist between the powers given to the federal and those given to the provincial legislatures. And he argued that section 194 of the Railway Act of 1888 D., requiring fences and cattle guards to be erected in the cases and under the circumstances therein mentioned was not inconsistent with section 1 of the local act. And further that the Dominion has not sought to cover the ground covered by local legislature, a point which I shall deal with presently. Now it seems to me that there is an obvious inconsistency in the section 194 and its sub-section 3 as amended by sub-section 3 of section 2 of C. 28, of 53 Vic., with section 1 of the local act; for perusal of the Dominion and local legislation respectively shows that companies under the former will often, and in many cases be considered exempt from liability, where local legislation, supposing it to be constitutional, must unquestionably reach them. Indeed we can have no better illustration than that afforded by the present case, for it was not disputed that according to Dominion legislation the company were not liable, and that according to local legislation they were liable. As to the point that the Dominion has not sought to cover the ground covered by local legislation, I think the answer is plain that at common law the occupiers of adjoining closes are not bound to fence either against or for the benefit of each other but "each occupier of land is bound to prevent his cattle from trespassing on his neighbor's premises" see Addison on Torts p. 296 referring to Lawrence v. Jenkins L.R. 8 Q.B. 274 and see Gale on Easements p. 515, 5th edition, and notes to Pamfret v. Ricroft 1, Saunders 322 where it is said "that the general rule of law is that I am bound to take care that my beasts do not trespass on the land of my neighbor. And he is only bound to take care that his cattle do not wander from his land and trespass on mine." In this case the company are clearly not liable by common law. Now if we take this doctrine in connection with the law as to the construction of statutes, that "it requires a distinct and positive legislative enactment to alter any clearly established principle of law, and that statutes are not presumed to make any alteration in the common law further or otherwise than as the act does expressly declare" Hardcastle on statutes pp. 138 and 139) we have a distinct answer to Mr. Hunter's objection that Dominion legislation does not displace that which is local inasmuch as it is silent. The author refers to Arthur v. Bokenham 11 Mod. Rep., and Rolf and Bank of Australasia v. Flower L. R. 1., P. C. 27, but as the point formed an important part of Mr. Hunter's argument it may be right to refer to more of the numerous authorities on this subject. At page 112 of the same author we find the following passage referring to Heydon's case in 3 Coke's reports "That for the sure and true interpretation of all statutes in general, &c., restrictive or enlarging of the common law, four things are to be discerned and considered, (1) What was the common law before the making of the act? (2) What was the mischief and defect for which the common law did not provide? (3) What remedy the parliament hath resolved and appointed to cure the disease of the commonwealth? (4) The true reason of the remedy, etc." Again, at pages 321 and 322 of the same work we find the following: "The common law, says Lord Coke, in 1 Institute 115b, has no controller in any part of it but the high court of parliament, and if it be not abrogated or altered by parliament, it remains still." And the author proceeds: "If it is clear that it was the intention of the legislature in passing a new statute to abrogate the previous common law on the subject, the common law must give way and the statute must prevail, etc." And in page 322 we find as follows: "It is a sound rule, said Byles, J., in Reg. v. Morris, L.R. 1 C.C. Rd., at page 95, to construe a statute in conformity with the common law rather than against it, except where and so far as the statute is plainly intended to alter the course of the common law." These authorities satisfy me that section 194 of the R. R. Act D. of 1888 should be construed in effect as if the Act had said that the common law should remain, except as altered by section 194. No draughtsman, of course, would think of inserting such a provision. Innovations of that nature have given rise to several attempts at misapplication of the maxim, "expressio unius est exclusio alterius," see the last edition of Maxwell on Statutes, pages 438, 461. In Wilberforce on Statutes, page 20, it is said: "We are bound to assume in passing a statute the legislature had before its mind's eye an exact outline of the law affecting the particular subject with which it is dealing. The new statute is intended, if possible, to fit into the existing framework. No greater change is to be made in the law than is absolutely necessary." In Lawson v. Laidlaw, et ux, 3 App. Cas. Ont. 77, a case on the Married Women's Property Acts, at page 89 we find the following quotation of a judgment of Draper, C.J., in Kramer v. Glass, 10 U.P. 475: "Every provision for these purposes is a departure from the common law, and so far as is necessary to give these provisions full effect we must hold that the common law is not superseded by them. But it is against principle and authority to infringe any further than is necessary for obtaining the full measure of relief or benefit the Act was intended to give." The same matter is put in a quaint and amusing manner by Bishop in his treatise on Statutory Crimes, edition 2, sec. 7: "Prior law and statute combining. Every statute, as just said, combines and operates with the entire law whereof it becomes a part, so that without a discernment of the original mass, one can form no correct idea of the action of the new element. As if the provision is that he who steals another's watch shall be imprisoned in the penitentiary five years. A babe of two years seizes the watch and throws it into the fire. Here is an act, not mistaking now of the intent, apparently within the statutory terms. No exception in favor of babes is written in the enactment. So if we do not look into the prior law, the babe must go to the penitentiary. But the unwritten law had already provided that no child under seven years of age shall be the subject of criminal prosecution. By interpretation, therefore, the statutory provision is limited by this one of the common law, etc."

Mr. Duff pointed out in his reply that section 194 had only limited the operation of the common law, but I think it is well to call attention to the authorities which I have quoted and which I think show that by interpretation the common law as to fencing, in reference to Dominion railways, has been altered by the act of 1888, s. 194 and no further and consequently that the plaintiffs cannot recover inasmuch as they do not fall within the purview of section 194 and that provincial legislation purporting to extend the liability beyond the operation of section 194 D must be inoperative as being unconstitutional. I think the decision of the learned County Court Judge must be reversed with costs in the court below, and that this appeal must be allowed with costs. Mr. Justice McColl agrees with this judgment.

SPORTS AND PASTIMES.

LAWN TENNIS.

The junior lawn tennis tournament will come to a close to-day, when the finals in both singles and doubles are eagerly looked forward to by all spectators who have witnessed the tourney. Powell and Wilson will play Gamble and Harvey, and as this match will be best out of five sets, the play will begin at 2 p.m. sharp, so as to allow the final in singles to be played at 3:30. The prizes will be presented at 6:30 by Mr. J. F. Foulkes. Following are yesterday's matches:

E. Hayward beat R. Powell, 1-6, 6-5, 8-6.
H. A. Goward beat C. E. Berkley, 6-3, 6-3.
H. Wilson beat R. Hayward, 6-3, 6-1.
C. Gamble beat E. Hayward, 5-6, 6-2, 6-1.
Gamble and Harvey beat Pooley and Cornwall, 6-2, 6-3.
H. Goward beat S. Johnson, 6-0, 6-0.
Powell and Wilson beat Wilson and Goward, 6-5, 6-4.

SATURDAY'S EVENTS.

Amid great excitement, which was well sustained from the beginning to the end of the day's play, the junior tennis tournament which has been in progress during the week, was brought to a conclusion Saturday afternoon. The feature in which the greatest interest centered, the doubles, proved more than equal to the expectations of the spectators, the sets being close and well contested. Although Powell and Wilson playing a steady game throughout won in straight sets. Mr. J. F. Foulkes presented the prizes to the successful competitors at the close of the day's play, making a few well chosen remarks in so doing. The series were as follows:

Goward beat H. Wilson, 6-0, 6-4.
Goward beat Gamble, 7-5, 6-3, 6-0.
Powell and Wilson beat Harvey and Gamble, 8-6, 7-5, 6-4.

THE WHEEL.

Mr. L. A. Campbell, the quiet, sport-loving school teacher from Victoria's naval suburb, is the hero of the hour. Again he has won his century bar under the strict rules of the Canadian Road Club, and again he has sent downward the long distance record for Western Canada and the Pacific Northwest. And such a cut in the time! A reduction of an hour and ten minutes in these days of valuable split seconds! No wonder that envious road riders concede to Campbell the palm, nor longer discuss the chances of "running him off his feet."

Not one complaint has ever been made by those using Ayer's Sarsaparilla according to directions. Furthermore, we have yet to learn of a case in which it has failed to afford benefit. So say hundreds of druggists all over the country. Has cured others, will cure you.

Society note: Mr. and Mrs. William Hohenzollern, of Berlin, are the guests of Mr. and Mrs. Nicholas Romanoff, of St. Petersburg.—Pittsburg Chronicle-Telegraph.

NEWS OF THE PROVINCE

British Indian Navigation Co. to Operate Canadian-Australian Line—Alien Fishermen.

Revelstoke Discusses Incorporation—Smoke and Heat on Mainland—Harrison Lake Mines.

(Special to the COLONIST.)

VANCOUVER.

VANCOUVER, Aug. 19.—The Victoria lacrosse club have sent word that owing to seven of their players being unable to get away they will have to default Saturday's match to Vancouver.

Forty tons of ore from the Van Anda mine, Texada island, is here waiting shipment to Swansea.

Mr. Brown, who first located the Fire Mountain property at Harrison lake, is in town. Mr. Brown says they are inviting all who care to to visit their now famous property. He has just returned from the mine, where he and an engineer traced the lead over the surface for 1,000 feet. The tunnel being pushed in for depth is now 75 feet from the surface, and the ore is as rich as ever, with clearly defined walls. Mr. Brown says that no one inexperienced can have any idea of the huge task of establishing a mill in the mountains. He says the Fire Mountain mill will be ready for work, he thinks, on or before October 15, but to accomplish this great task a large gang of men and horses are engaged. The machinery for the mill is now all at Tipella or on the site. The mill site is two miles from the mines. A tramway is being built from the mines to the site.

Mr. Edwin Dudley arrived yesterday from Boston. He will take the place of Col. Peterson as American consul here.

Marquis Ito will arrive in Vancouver by Saturday's train.

An English correspondent writes to the News-Advertiser that the British Indian Navigation Company has purchased the three steamships forming the line between Vancouver and Australia, and will continue the service, probably substituting faster vessels for those now on the line. The B. I. Co. owns one of the largest, if not the largest fleets in the world, its vessels being found everywhere in the Indian and Chinese seas, while it runs regular lines between England and India and Australia through the Suez Canal.

WESTMINSTER.

NEW WESTMINSTER, Aug. 19.—The steamer Rithet arrived last night with 700 cases of salmon for shipment over the C.P.R.

Bush fires have started in New Westminster and Vancouver and the fire brigades are on the alert waiting for a call. The smoke makes the heat at times almost unbearable. Yesterday the thermometer on the mainland registered about 80, and the weather seemed hotter than two days before when it registered 85, the highest point yet reached.

The Columbian says: "A good deal has been said, from time to time, of the number of alien fishermen who are employed on the Fraser river in connection with the canneries, but few, perhaps, have had any idea of the number of such men. Some idea, however, may be had of the number by watching the departure of trains over the C. P. R. for Whatcom, Seattle and other points in the States. Now that the canneries are closing down for the season, these aliens are returning home with their pockets full of money, and without having spent a dollar more than was absolutely necessary. About 1,000 have purchased tickets at the C.P.R. depot already this week. By far the majority of these foreigners are employed by the canneries, and do not own their own gear. They are, too, with perhaps a few exceptions, a most undesirable class, causing constant friction with our own fishermen. Many of them are so called British subjects, for a few months, and crossing the line, they resume their allegiance to the Stars and Stripes, but are good citizens of neither country. There is certainly room for a good deal to be done in this direction when making the proposed amendments to the fisheries regulations. At all events steps should be taken to preserve for our own fishermen the benefits of reaping the harvest from the Fraser river."

STEVESTON.

The meeting held on Tuesday between the Richmond Municipal Council and delegates of the Steveston Citizens' Association, resulted in the former declining to support the movement for incorporation until the signatures of a majority of the large property owners in its favor had been adopted. As the Municipal Council will not meet again before September, and it would then be too late to get the petition in the hands of the government in the time required by law, it is probable that the Citizens' Association will decide to carry out the matter through its own efforts.

The Indians and others are now rapidly leaving for home, and the place will soon resume its ordinary quietude until the return of the next fishing season.

NELSON.

Paul Johnson, superintendent of the Hall mines smelter, has resigned to take a more lucrative place with the Guggenheims at Ajuas, Calielpas, Mexico. Mr. Johnson leaves as soon as his successor is appointed. It is said he will be Mr. Robert Headley, of this city.

Last Tuesday the new smelter turned out the best day's work, 496,000 pounds of ore being smelted, 39,500 pounds of lime rock and 34 tons of coke. Add to this charge 19½ tons of refining slag, and 25 tons of blast furnace slag, and a total of 321¼ tons were smelted, in all 22 carloads.

Quite a number of Nelson people have become infected with the Klondyke fever. Charles Wright, purser of the Kokanee, has left; so has Johnny Canton, book-keeper for Farley & Simpson.

Among recent visitors to Nelson were Superintendent Hussey, who is going through the Kootenay on police business, Dr. George H. Duncan, secretary of the provincial board of health, and Clive Phillipps Wolley, also on sanitary business.

The contract for the pipes for the water system has been given to H. J. Evans, of Nelson. Crane & Co., of Portland, were awarded the contract for valves, valve boxes and fire hydrants, but refused to accept it, and bids will be called for again.

REVELSTOKE.

A meeting of the business men of the town, called to discuss the subject of incorporation on Monday night, was not much of a success, as part of the crowd turned up at 8 o'clock and the balance at 8.45. It was practically decided that nothing can be done to petition for incorporation until the property-owners get their titles registered, and a committee was appointed to take this matter in hand.

The Halcyon Hot Springs Sanitarium Syndicate, Ltd., capital $40,000, in forty shares of $1,000 each, has been formed to take over and run the Halcyon Springs, and the shares are nearly all gone already. The syndicate will expend $21,000 in improving the property.

The Revelstoke Water, Light & Power Co. have received the first carload of material to commence putting in their electric light plant.

There are five or six work trains working steadily on this division putting out ballast, filling in old bridges and culverts, and improving the roadbed generally.

McLubberty (who has picked up part of a laundry check)—Phwat's this quare mark on this pace of paper? Officer O'Haggarty—A Choinese character. Oi believe. McLubberty—Thot's a dom lie. Th' Choinese hov no characters, begorra!—Judge

CARTER'S LITTLE LIVER PILLS.

CURE Sick Headache and relieve all the troubles incident to a bilious state of the system, such as Dizziness, Nausea, Drowsiness, Distress after eating, Pain in the Side, &c. While their most remarkable success has been shown in curing

SICK Headache, yet CARTER'S LITTLE LIVER PILLS are equally valuable in Constipation, curing and preventing this annoying complaint, while they also correct all disorders of the stomach, stimulate the liver and regulate the bowels. Even if they only cured

HEAD Ache they would be almost priceless to those who suffer from this distressing complaint; but fortunately their goodness does not end here, and those who once try them will find these little pills valuable in so many ways that they will not be willing to do without them. But after all sick head

ACHE is the bane of so many lives that here is where we make our great boast. Our pills cure it while others do not.

CARTER'S LITTLE LIVER PILLS are very small and very easy to take. One or two pills make a dose. They are strictly vegetable and do not gripe or purge, but by their gentle action please all who use them. In vials at 25 cents; five for $1. Sold everywhere, or sent by mail.

CARTER MEDICINE CO., New York.

Small Pill. Small Dose. Small Price.

WANTED—High-grade woman of good church standing willing to learn our business then to act as Manager and Correspondent here; salary $900. Enclose self-addressed stamped envelope to A. T. ELDER, General Manager, care Daily Colonist. s21

WANTED—High-grade man of good church standing willing to learn our business, then to act as Manager and Correspondent here; salary $900. Enclose self-addressed stamped envelope to A. T. ELDER, General Manager, care Daily Colonist. s21

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