

SHEEP CREEK

J. G. Devlin, who has just returned from a trip into the Sheep Creek country, comes back enthusiastic as to the possibilities of that free milling district. He declares that never in his knowledge of the history of the west has there been a camp which has shown so much for the work done upon it. Sheep Creek is one of the few camps of which it can be truly said that it has paid from the jump and that more money has been taken out of it than has been put in. Usually the beginnings of a camp are much the other way and much money has to be put in before anything like a commensurate return can be obtained.

So far there have been only a few shipping mines started upon Sheep Creek. If the camp were 200 miles from nowhere instead of being at the very gates of Nelson, Mr. Devlin avers that there would have been a stampede there long ago. That such is not the case Mr. Devlin can only attribute to the truth of the old saying, "a prophet hath no honor in his own country."

The Queen mine is doing wonderfully well and is a property which has been proven at depth. Its workings are now down 600 feet and the mine is milling over 200 tons weekly and within a little while will be doing twice that amount of work. Every day are being shipped five tons of concentrates, ore that the smelters are eager to obtain. There is also the Nugget, where some wonderfully rich strikes have been made, a property that has paid from the grass roots. A five ton mill is being put up which should be running by the end of September or the beginning of October.

Just now a new wagon road is being constructed to take up the mill to the mine. Here are found at a depth of 250 feet and more below the surface showings, and over 300 tons of ore have been sent to the Trail smelter this year, notwithstanding the fact that the work done so far has principally been development work.

On the Queen just now under manager Lewiston, 65 men are working, while A. H. Gracey has 25 men at work on the Nugget.

Yet another working property is the Kootenay Belle, bonded to J. L. Warner, which is also working about 25 men. Here a rich strike of ore, some of which goes \$450 and better to the ton, was made last week and the owners declare that the Belle is the richest mine on the creek. Almost similar things can be said of the Mother Lode on the opposite side of the creek which is being worked by J. L. Warner on behalf of American capitalists. Here a strike was made at the end of last month and a new lease has been definitely located. When the Bell Bros. had this property, Mr. Devlin says, they shipped \$90,000 worth of ore. On the Kootenay Belle are now working about 17 men. The assays from the last strike on the Mother Lode went \$200 to the ton.

Nor is this all. There is the Golden Fawn, with four or five men working, making a total of men employed in the shipping mines of the district of less than 140. The Golden Fawn is bonded to a New York company and is being managed by J. L. Warner. Work is being prosecuted at a depth of 60 feet and good values are being found. Besides the mill on the Queen, which has a capacity of 200 tons weekly, there is also the addition on that property which is to be equal to as much more and there are also the mills in construction and in existence on the Mother Lode and Nugget, equal together to another 200 tons weekly.

Besides these shipping properties there is also the Summit, belonging to F. Collins of Salmo. This property has been shipping in small quantities for the past five years and has a good ledge of from one to five feet in width on which to work. Here a depth has been gained of 250 feet, but there is no mill.

There was a mill, since burned down, but which is now to be replaced, upon the Ore Hill.

Then there are a number of other properties merely in the development stage, one of which, the Devil gun, belonging to Mr. Devlin and partners, A. Bell and A. Pool of this city, which are also with good prospects ahead. Mr. Devlin has three ledges upon his property and has a tunnel 140 feet in length already driven and in addition there are at least a dozen prospects being worked by prospectors all over this country.

"But the great beauty of the camp," declares Mr. Devlin, "is that the gold is evenly distributed all over the rock and is not chunky, leaving here and there very rich quartz and here and there very barren rock."

SEATTLE WON.

Result of Northwest Cricket Tournament at Victoria.

VICTORIA, Aug. 18.—Seattle won easily from the Garrison, in the north-west cricket tournament today. The soldiers had secured 75 with two wickets down but collapsed there before the excellent bowling of Cameron of Seattle, who took six wickets for 19 runs. The soldiers scored 112 runs. Seattle scored 210 to give out leg before wicket. Until then he had not given a chance. Gandy scored 39 and Waddell 27.

Vancouver beat the Burrard team, also from Vancouver, by 31 runs and one innings to spare. Portland was badly defeated by the Albions of Victoria by one inning and 48 runs.

TERRIFIC EXPLOSION.

Lead Junk Establishments at Ogdenburg is Wrecked.

OGDENSBURG, Aug. 21.—While the process of melting lead junk was going on at K. Trull's shop here, a terrific explosion followed the throwing of a fresh lot of metal into the melting pot. Trull was hurled across the building, both his legs were shattered and one arm broken. He was probably killed. The interior of the building was wrecked and set ablaze. From the force of the explosion it is believed that a bomb of some sort was amongst the junk and was accidentally thrown into the molten metal with a shovel full of the same.

RIOT QUELLED

SPRINGFIELD, Aug. 17.—The race which began here last Friday night is believed to be a thing of the past. Last night passed without untoward incident and it was confidently asserted today by those in charge of the situation that no mob of any size will form from now on.

With nearly the entire force of the Illinois guard in control today, Springfield again is ruled by law and order. Fifty five hundred armed soldiers patrol the streets and the fever for blood has abated, temporarily at least, among the wild element which ruled the state capital for 48 hours. There has been comparatively little disturbance since the arrival of the 2nd infantry and the 1st cavalry, both of Chicago, whose advent has been heralded over the city and this went far toward bringing about a peace.

The most overt act of the night was an attempt to cut the fire alarm and telegraph wire at Seventh and Washington streets in the heart of the business district. With the wires down the city would have been practically at the mercy of the incendiaries who found that firing the buildings in which the negroes lived, or maintained small businesses, the easiest way of keeping up the riot. The man who would have cut off the fire protection of the city was discovered on the roof of a building in the act of reaching for the wires. A half dozen shots from the troops who were on patrol in the square were aimed at him as he was climbing toward the wires. One bullet probably hit him, for he dropped to the roof of the building but made a successful escape.

To this attempt is added one to fire the negro section on the northwest side of the city which was prevented by prompt action of the fire department co-operating with a battalion of the first infantry.

A squad of infantry was despatched to Harvard park, a new suburb, just outside the city limits to the southeast, shortly before midnight. Several shots were fired, but so far as known nobody was injured. The troops returned to headquarters at the county jail.

The suburb is adjacent to the main street of the Central coal mine, where several negroes are employed. Throughout the night the headquarters of the brigade had frequent calls from frightened citizens who requested protection from suspicious characters.

The claim of George Richardson, the alleged attacker of Mrs. Hallam, and one of the negroes spirited out of Springfield before the rioting reached an acute stage, that he could prove an alibi in the accusation against him, is generally credited here. It is said by reliable persons who have investigated the matter that not only Richardson but a number of his neighbors, white as well as colored, are prepared to swear that he was at home until late in the evening of the night of the armed outrage.

One more victim is added to the death list of Springfield's mob tonight, when G. W. Schott, succumbed to a gunshot wound in the lungs, sustained Friday night. Schott was one of the rioters, charged to the disorder in the "black belt," near 12th and Madison streets. It was there that the hunted negroes made their stand, firing on the mob from windows and roofs. Another death is expected momentarily. W. H. Bowe, chief clerk in the county treasurer's office, is slowly sinking from the effects of a bullet wound which he sustained at the hands of negroes on Friday night. His friends have warned the authorities that if "Bill" dies, he will have to be avenged and that there will be a redoubling of vigilance by the troops.

"Wait till the troops go," is the word that has been passed around town and recognizing the strength of the underground, states attorney and county officers are making every effort to turn public opinion towards law and order.

To that end governor Dineen has been in conference with the leaders of various civic bodies, including the chamber of commerce, the Springfield bar association and the evangelical ministers' association. Evidence is not lacking that many citizens are weary of the riotous and important evidence regarding the mob and its leaders have been deferred from offering this to the state attorney because of the fear of violence made anathema to the state.

The gathering of evidence began in earnest today. Policemen in plain clothes were sent to search the houses of prisoners and suspects and as a result the police station looked like a general store tonight. Groceries, hardware, dry goods and shoes were recovered in great quantities, most of them bearing the price tags of the looted stores.

Many arrests followed today. Eight prisoners were crowded into the small cell room at the police station with only the cement floor available for sleeping. Five of the arrested men were regarded as important by the police. It was in the homes of these men that most of the loot was found. A sixth person is being sought by the police who aver that when he is arrested all the ring leaders of the gathering will be in custody.

Roy Young, 22 years old, one of the prisoners taken yesterday, has confessed to starting a number of fires, the police say. A search of his room revealed a quantity of new overalls, shoes, boy's shirts and other articles of apparel.

The absence of outbreaks last night and today set the police at work discussing the possibility of an early evacuation of the city by the troops. It is probably, however, that the military will remain until a special grand jury, summoned today to complete its work. The former will not be added to, however, the 4,200 soldiers now encamped on the public squares and streets, being ordered to serve the city so thoroughly that there is no

chance for a mob to storm any point. The mobilization of the troops, has been one of the most rapid ever made in the history of the state militia. Ten minutes after sheriff Werner had told colonel Shands of the adjutant general's office, that soldiers were necessary, the Springfield companies had been ordered under arms. From their units until daybreak this morning, when five troops of the first cavalry arrived from Chicago, militiamen have been pouring into the state capital from all quarters of the commonwealth.

CONCERNING LLOYDS.

Recent Gambling Revelations Have Stirred Up England.

Public opinion in England has been stirred by the recent revelations of gambling at Lloyd's and the matter has even been brought up in the house of commons. It is high time some steps were taken to check the reputation, plainly besmirched, of one of the oldest commercial institutions in the realm and to protect merchants from unwarrantable loss. It is now known that eighteen persons have been taking, individually or in groups, risks at Lloyd's upon a great variety of ventures—fire, marine and other—are unable to meet their obligations. Indeed, all the assets there are able to show do not, it is said, exceed the \$25,000 each they have to deposit with Lloyd's committee, while their responsibilities amount to two millions of dollars. Besides, under the rules of the committee, these aggregate deposits of \$450,000 are available only for payment of marine claims, while such of the obligations have been decided consist of fire claims in the United States and elsewhere.

The situation is intolerable. No community, much less an Anglo-Saxon one, can endure to see an institution which should be so invaluable as insurance of property become the playground of reckless of impecunious speculators. It is related, as an instance of the irrational folly of these latter day underwriters at Lloyd's that a group of them accepted a \$1400 premium for guaranteeing, in the sum of \$2700 that it would not rain to the extent of a sixteenth of an inch at a certain race meet in New Jersey on July 4. Nor is the failure of these men a local matter only; they have been taking risks all over the world.

Quite clearly the committee at Lloyd's must revise their rules and alter their procedure if the public is to be saved from unjustifiable loss. The line between fair dealing and gambling has been blurred and the committee has been approached too closely in some of these recent so called insurance transactions. The law officers should have something to say in a matter so such as the committee in London a certain race meet in New Jersey on July 4. Nor is the failure of these men a local matter only; they have been taking risks all over the world.

Canadian railways are regulated by a board of three commissioners, who are appointed for life. The chairman of the board receives an annual salary of \$10,000 and associate members, \$8000. The board is authorized to employ the services of experienced railroad men as experts in the different branches of railroad work. The commission is empowered to make rules that would make a citizen of the United States accustomed to the weak and ineffectual efforts of the interstate commerce commission, gasp with astonishment.

The publicity recently accorded the affairs of several large railways in the United States, as a result of the proceedings of the interstate commerce commission, has been the means of arousing considerable interest in all parts of Canada, and, as a result, Canadians, ever on the outlook for improvements in all things, have compared their dominion railway act and the powers of the railway commission with the powers of the interstate commerce commission. The result of the comparison is interesting indeed.

Wherever railway regulation, considered necessary for the public good, is adopted, there is no cry of "confiscation" on the part of the railway companies; no much-mooted question as to the constitutionality of the act are raised, and no protracted expensive legislation ensues. The authority of the board's members is decided by their jurisdiction and its decisions and orders may be made rules of any superior court. There is no appeal from their decision, unless the board itself grants an appeal, except on questions of jurisdiction or to the governor in general in council. It is in this connection that when the statute authorizing this board of commissioners and defining their immense powers in railroad regulation was enacted, it was with the approval and cooperation of most of the Canadian roads. This statement will be pregnant with interest to citizens of the states who are familiar with the railroad situation in their own country. It is, nevertheless, true in every particular. The Canadian's characteristic respect for the law is primarily responsible for this most satisfactory result. All classes seem to agree in the sentiment: "it is the law; it must be obeyed."

BROWN—MOFFATT.

Greenwood Paper's Account of Marriage of Two Nelson Residents.

The Boundary Creek Times, Greenwood has the following account of the marriage last week in that city of two well known and very popular Nelson residents.

The marriage of Miss Maud Louise Moffatt, daughter of Mr. and Mrs. R. J. Moffatt with Ronald L. Brown, of Nelson, took place at high noon on Wednesday at St. Columba's church, the ceremony being performed by Rev. M. D. McKee. In the absence of her father, who was at the coast, the bride was given away by her brother, R. W. Moffatt of San Francisco, her bridesmaid being her sister, Miss L. C. Moffatt, of Spokane. The groom was attended by R. A. Simmons, of Vancouver. The wedding march was played by Mrs. H. McCutcheon.

The wedding was a quiet one, no invitations being issued here and no guests invited except the immediate family of the bride. The church was prettily decorated with potted plants and flowers.

The groom left on the afternoon train, going by way of the Arrow lakes to Banff and Calgary and returning to their home in Nelson where they will reside.

ENGLISH EMIGRATION.

Question Raised Whether Welcomed in the Dominion.

LONDON, Aug. 20.—Moir has challenged Burn upon his return from Australia.

It transpires that while at Quebec, the cruiser Russell collided with the Venus. Fortunately, however, she struck a six inch gun square, which, though destroyed, acted as a buffer and so saved the cruiser great damage. The Venus is now repairing.

The Morning Post in publishing a letter pointing out a hard case under the emigration law, refers to the impression abroad that Canada is prejudiced against English emigrants. It hopes the department will be well coming an unlimited number thereof.

THE COMMON CARRIER

WILLIAM WHYTE'S INTERESTING MAGAZINE ARTICLE.

WHAT THE C. P. R. HAS DONE FOR THE WEST.

The Daily News has no apology to offer for taking the following story of Wm. Whyte from the pages of the last number of Canada West.

William Whyte chats in a simple conversational manner and for the benefit of our readers who have not seen the article, we give it in full herewith.

It is a self evident truth that the development and prosperity of any country depends upon its transportation facilities. Production without transportation is often impossible and always unprofitable; consequently the fertile Canadian prairies lay untilled, and the lead, the copper, the coal of the west remained undiscovered where a generous providence placed them. As the forests were blocked and the fish multiplied in the myriad of lakes and rivers; and the great silence was broken only by shouts of sportsmen, the snapping of steel traps set by the Hudson's Bay trappers and the creaking of Red river cars. The Canadian west was a sealed empire waiting the touch of steel rails to open its doors to the world.

One would naturally suppose, therefore, that the Canadian government, fearful of discouraging railroad construction at a time when it was sorely needed, would have moved slowly in the matter of enacting a railway law. Indeed, the claims in the United States, at least, would have been considered drastic. But the government saw clearly that, while additional transportation facilities were of vital importance, yet, at the same time, efficient railway regulation was an absolute necessity to the development of the west, and, instead of resorting to dilatory tactics, it met the situation squarely, adopted the railway act, and when the bill had gone into effect, the wisdom of the course which it had taken at once became apparent to all.

Although it is not generally known, it is nevertheless an established fact that no country in the world has so great a mileage per capita as Canada now has. Then, add to this the fact that contracts have been let for hundreds of miles of additional railway, and the enormous feeders which will up and bring to the main lines the crops from the newly developed wheat regions—and you will understand that government regulation is not a needless drag on a nation's railway prosperity.

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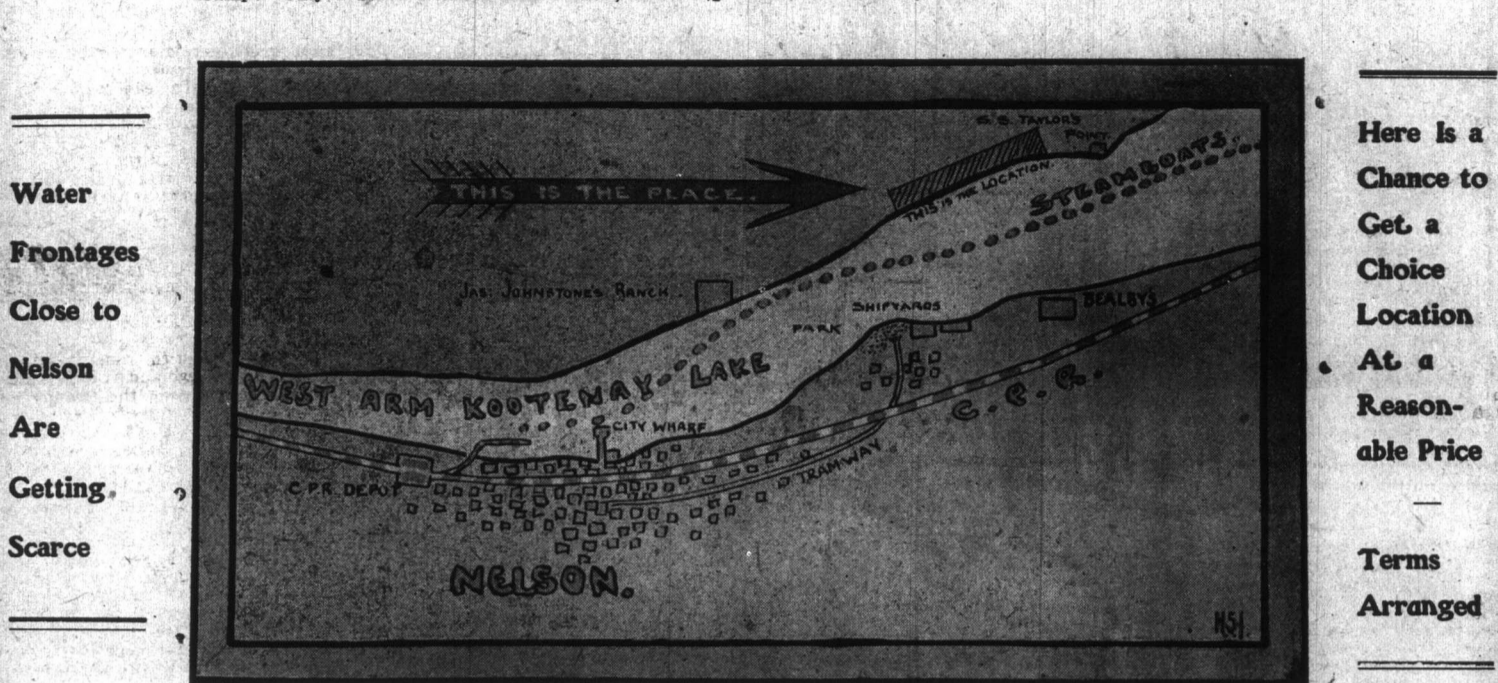
The railroads realized at once that such action on the part of the dominion government could not fail to operate to the mutual benefit of the Canadian people and, in the end, to their own benefit. In one step Canada has accomplished what the United States has not been able to do in years of effort. The powers of the railway commission under the railway act are infinitely greater and more clearly defined than are those of the interstate commerce commission in comparison, the latter seems ridiculously weak and ineffectual. The power of the railway commission within its jurisdiction over the railways of Canada is absolute, and its duties and powers are set forth in the railway act. Such is not the case with the interstate commerce commission. It might be well to mention a few of the more important powers extended to the railway commission which the interstate commerce commission does not possess.

It possesses jurisdiction over telegraph or telephone lines operated by railway companies and all matters pertaining thereto.

It can order the abolition of grade crossings where it considers them too dangerous to the community to be permitted, the first road may appeal to the commission against this injustice, and the board has the power to compel the

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CONDITION OF CEMETERY

COMPLAINTS ARE MADE BY GENERAL PUBLIC.

SPECIAL COMMITTEE OF COUNCIL INVESTIGATE.

A special committee of the city council, aldermen Stead and Kerr, accompanied by the city engineer and Geo. Johnston, representing the Masonic fraternity and who is also a warden of St. Saviour's church, and also George Horsfield, representing the Oddfellows, went up to the city cemetery last evening in order to investigate the conditions of the grounds in view of a number of complaints which have reached the city of the disfigurement of the city in which it was alleged they had been kept recently.

On reaching the cemetery it was immediately apparent that in only one portion of the grounds, that owned out among four friendly societies, the Masons, Oddfellows, Knights of Pythias and Eagles, was there any semblance of order. The whole cemetery is one of a mass of weeds and brush, and has never been properly staked off into lots, although surveyed, so that the boundaries of any lot could not be by any means readily determined. Hence the monuments are not in order. There are supposed to be roadways laid out and several are in existence, grass grown and ungraded. There are practically no paths. The lower part of the ground, that possessed by the fraternal societies, has been levelled off, before graves were allowed to be dug. There is also some appearance of order in the ground belonging to the Church of England, but that of the Roman Catholics is very rough while the main burying ground cannot pretend to have any order whatsoever. Bush is still growing over a part of it, the ground is ungraded and is so rough that it would be impossible to keep the grass smoothly cut. There are no ornamental trees or shrubberies anywhere planted and any shade there exists comes from the conifers and cottonwoods, indigenous growth, left standing.

Even on the levelled, graded and sodded portions of the ground, the burrows may be seen in all directions. Shrubby or flowering plants on graves are not looking well, being dead in many places, withered up or choked with weeds in others.

Enquiry of the caretaker elicited the fact that the water supply was entirely inadequate. There was not a sufficient

force of water to keep the grass wet, especially in view of the drought of the last four weeks. This seemed probable from the way in which the one sprinkler in use was revolving, only throwing its spray a few feet.

The city engineer stated that undoubtedly the water supply had little head and probably it would be necessary to put in a 4-inch main, possibly even a 6-inch, to irrigate the amount of ground that was opened up. This might cost anywhere from \$500 to \$1000. A further outlay would be necessary to grade the main roads which, however, afterwards could be cindered at an almost nominal cost. To smooth away the inequalities in the main burying ground would also require a large sum of money. The fraternal societies would probably contribute to the expense of additional water.

On the other hand it was maintained that in previous years, notably 1905, there had been an even more prolonged period of drought and yet the grass had been preserved green. This, however, it was admitted, was at a time when the same extent of ground had not to be covered although there had been but little difference. It was evident that just now at a time when the services were most in request at the cemetery.

This brought up the question of remuneration which elicited from the fraternal societies that they were paying for the cemetery personally \$55 a month for six months in the year and that they were paying \$35 for 12 months in the year, providing a house, fuel for the cutting and water for the drawing. Furthermore, there was a fee of \$5 for each grave dug, it being stated there were 30 interments per annum.

Altogether, this brings the average monthly wage up to a sum between \$50 and \$90, without reckoning in other payments made privately by people for the upkeep of graves. The fraternal societies desire that the city should take the money now paid by the caretaker, money that they have given him for active service. The government, however, let the city disburse it how it will. They point out that they cannot appoint another caretaker themselves. The trustee of the city caretaker will be at so great a disadvantage in many respects that he would neither want nor could he hold the job.

The whole question will be brought up at the next meeting of the city council at which the caretaker has been notified to attend and at which the friendly societies will also be represented.

CASTRO NOW IN TROUBLE

UNITED STATES NOT LIKELY TO INTERFERE.

HOLLAND QUITE CAPABLE OF ATTENDING TO HIS CASE.

THE HAGUE, Aug. 21.—Holland's action against Venezuela, which has not yet been decided by the court, will depend largely upon the report of M. Dreu, former Dutch minister to Venezuela, who recently was expelled by president Castro, makes the government to arrive here next Monday. M. Swinderen, minister of foreign affairs, will consult with M. Dreu before the government takes further steps in the matter. The minister's arrival is eagerly awaited here.

The press and public of the Netherlands have the Venezuelan affair most calmly. Naval officers are most interested in it and are active service. The government, however, thinks there is yet a chance that the difficulty may be smoothed up by diplomacy. A blockade of the Venezuelan coast, if it is undertaken, will not be begun until after the adoption of punitive measures will depend upon the tenor of the president's reply to Holland's representations.