KOOTENAY MINING NEWS

M. S. Davys of Nelson Appointed Manager of the Great Silver King Mine.

Activity on Other Properties—Rossland Murderer Committed for Trial.

NELSON.
Nelson Tribune.

The mines of Trail Creek are not shipping ore because of the condition of the roads. The road to Northport is already impassable for heavy loads, and considerable money will have to be expended on it to make it passable. The road to Trail is in fairly good condition, but until the frost is out of the ground little can be done to advantage in the way of repairing it. Both roads are necessary to the district, and both should be kept in repair at government expense. The one to Trail is the shorter, and $1,000 expended on it at the right time would make it a road over which one team could haul four tons of ore down and one ton of merchandise up. The one to Northport—the portion of it in British Columbia—will require corduroying for a short distance, and the work has already been, or soon will be, commenced by private parties. Railroads cannot be built in a day, and wagon roads are often as useful after railroads are built as before. This has been proved in the Slocan.

The output of the Alpha mine, near Silverton, is seven tons a day. Twelve men are employed. If a cheap freight can be obtained, the low-grade ore in the Alpha will be concentrated at the Alamo concentrator on Carpenter creek. The ore would be hauled about eighteen miles—three miles from the mine to the steamboat landing at Silverton, thence seven miles by steamboat to Rosebery, thence eight miles by rail to the concentrator.

John M. Burke has secured two promising pieces of ground in Trail Creek district, and left Rossland on Friday for Butte, Mont., where he will try and raise capital to develop them, Butte being the only place in the west that has money to put in mines.

Like at the War Eagle, the lower tunnel on the Josie was steering off in the wrong direction. The direction was changed, and now the Josie has two feet of clean gold-grade ore in the face of the tunnel. It is said that Frank Loring, one of the owners, is in the east purchasing a hoisting and power drill plant, the intention being to sink a shaft at the mouth of the lower tunnel.

The Humphreys-Moore concentrator is turning out a big success. The ore from the Idaho and Alamo mines concentrates under three to one and the concentrates average nearly 200 ounces in silver. The concentrator is hampered by insufficient steam power and want of water. It is the company's intention to build a flume over a mile long which will tap Carpenter creek above Three Forks and afford an ample supply of water all the year round.

A scheme is on foot among the mine owners interested on the Noble Five mountain to build a road from the Cody creek end of the government road to the Bonanza King. With short feeders this road would serve the Omega and Sovereign, the Blue Bird, the Goodenough, the Reco, the Deadman, and the Noble Five group.

A fine chute of ore has been struck in the lowest tunnel of the Alamo, showing ten inches of clean ore and two feet of carbonates. This tunnel was run in over 200 feet by Drumheller and Scribner, and it was largely on account of its hungry appearance that the original bond was not taken up.

A carload of ore wagons has been shipped into the Trail Creek camp by the War Eagle Mining Company and they will be put in use as soon as the road is in shape for wagon traffic.

Fire was started in the blast furnace at Pilot Bay on Wednesday, and the smelter will be blown in by March 4th, at the latest. The concentrator is running day and night.

A strike of gold ore is reported on the Nakusp & Slocan pass at Summit Lake. It is supposed to be on the same belt as the Cariboo creek finds.

The steamer Kaslo is kept busy delivering ore at the Pilot Bay smelter from the Blue Bell mine and the Number One.

Owing to the mudslides, traffic on the Nakusp & Slocan railway has been interrupted for five days, but a train got through to Three Forks to-day from Nakusp. Considerable ore has accumulated at Three Forks.

Preparations are being made at the Silver King to increase the working force to sixty men. The trouble is to get good miners. While it is not given as official, it is understood all mining will be done by contract and not by day's wage. The wagon road is in good condition from Giveout creek to the mine; from the creek to Nelson (about two miles), the road will need considerable repairing to make it so that heavy traffic can be kept up continuously. It is the intention of the management to begin shipping ore within ten days, the shipments to be regular and continuous. Mine manager Jordan has been succeeded by M. S. Davys of Nelson, and Mr. Jordan has gone back to England.

W. J. Goepel, mining recorder of Nelson division, was at Trail this week auditing the accounts and taking over the books and records of the retiring recorder of the Trail Creek division, E. S. Topping. The new recorder of Trail Creek will be Mr. John Kirkup, for a long time stationed at Revelstoke, but now at Yale. Mr. Kirkup will also be constable. The record office will be at Rossland.

There has been considerable fluctuation in the amount of ore shipped from West Kootenay this winter, mostly caused by the uncertainty of the weather and the frequent breaking up of the roads. The ore shipped in November was valued at $104,500, in December at $101,825, in January at $266,025, and in February at $121,462. The January shipments even do not represent the full productive capacity of the country; but they represent more nearly than the others the productive capacity of the district with the present means of communication, provided these means of communication are kept at a maximum of efficiency. In forming an idea of the present production of the country, the ore shipped from the Blue Bell mine and from Ainsworth for reduction at Pilot Bay should also be taken into account. No returns of this are available, but the value of the ore now accumulated at Pilot Bay must be considerable.

The Slocan Star mine shipped 500 tons in February. As much more will be shipped this month, if the sleigh road from the mine to Three Forks holds out. Manager White says that if the road will only hold out until April 10th, the shipments from the mine will aggregate 3000 tons—more ore than has been shipped from any other mine in Kootenay. About fifty feet must yet be run before the lower tunnel reaches the vein. That the vein will be struck is not to be doubted. A parallel vein, which shows on the surface, was cut in the tunnel and found to be stronger than where it was cut in the middle of the tunnel. The winze in the middle of the tunnel is down fifty feet on the vein, and the ore in the bottom is of as good grade, if not better, than that in the upper workings. It is the intention to put in a complete concentrating and power drill plant this summer. There is enough ore now in sight to pay dividends for three years.

The Alamo concentrator, on Carpenter creek below Three Forks, is in successful operation as far as the machinery goes. Eight of the twelve jigs are running, and one of the four slime tables. Six hundred and twenty-five tons of Alamo ore has been run through, which yielded 207 1-2 tons of concentrates that run 152 3-10 ounces silver and 52 per cent. lead. The middlings only assay six ounces of silver, which is good proof that little is lost in concentration. The concentrates run very even, 20-ton lots not varying in value more than six ounces. The one mistake made was in estimating the water needed. While there is enough water at Howser creek a few weeks in the spring to run the concentrator at its full capacity, the supply is not enough for fully nine months in the year. This will be remedied by taking the water needed from the north fork of Carpenter creek, at a point above Three Forks, which can be done by building a flume a mile and three-quarters in length. The manager, Nathaniel D. Moore, says there need be no doubts as to whether or not the low grade ores of the Slocan will be concentrated. The Alamo concentrator has proved that they can be.

Nelson Miner

The man James Westgate was committed by the magistrates of Rossland to stand his trial for the murder of Hugh McLaughlin and now lies in the Nelson jail awaiting trial. It is said that during his temporary confinement at Rossland and on the road here he had more than one chance of escape, but refused them, relying on British justice to mete out to him a just punishment.

FISHERY REGULATIONS.

New Westminster Men Memorialize the New Minister.

New Westminster, March 13.—On the occasion of the visit of Sir Charles H. Tupper to this province in December last, the local board of trade prepared a lengthy address on the fisheries regulations. Owing to the sudden death of Sir John Thompson this was never presented, but a revised address was drawn up and has just been forwarded to the Hon. John Costigan, the present minister of marine and fisheries. The address is as follows:

To the Honorable the Minister of Marine and Fisheries, Ottawa:

Sir,—Last year Sir Charles H. Tupper, minister of marine and fisheries, visited this city for the purpose of enquiring into the fishing industry, but the sudden death of the late Sir John Thompson prevented him from accomplishing the object of his visit. The board of trade had arranged an interview with Sir Charles, and had prepared an address setting out its views on the fishery question. The interview did not take place and the address was not presented. At a meeting of the board of trade, held on the 20th ultimo, it was resolved that the substance of the address referred to should be forwarded to you for your consideration. In accordance with this resolution, I have the honor to submit the following:

The fisheries of Fraser river are of very great importance, their products representing something like one-third of the annual exports of the province. It is a matter of much concern, therefore, that such wise regulations should be introduced as would not only preserve the fisheries from depletion, but, if possible, increase the supply of fish. The wisdom of the regulations introduced is likely to be measured by the extent and accuracy of the knowledge possessed by the governing authorities as to the conditions under which the salmon lives and is most plentifully produced. Very great difference of opinion exist among those who profess to have knowledge as to the habits of the salmon. This board is, therefore, of opinion that methods should be at once adopted to obtain accurate information; and, with this object in view, we would recommend a thorough investigation of the peculiar habits of the various species of salmon in this river and at the spawning grounds in the interior, and that this investigation should continue for such length of time as would fully determine the matters in question and enable the department to adopt intelligently such measures as would promote and preserve the industry. Proceeding upon mistaken information, regulations may now be in force or may hereafter be put in force that would work disaster instead of benefit. For example, with reference to the hatchery now in operation, it is asserted by some of our most intelligent and best informed fishermen, that it is accomplishing no beneficial results at all, for the reason that it is not properly located. Also, that a mistake has been made by taking the ova for the hatchery from the latter and poorer run of sockeye salmon, instead of from those that come in earlier and in a more healthy and vigorous condition. Some also believe that vastly better results would be achieved by improving the condition of the natural spawning grounds, and protecting them from the incursion of Indians and predatory fish. Then, again, with reference to the annual close season it is claimed by many that a fundamental error is being made in insisting upon a rigid closure of the fisheries at a fixed date, when profitable fishing might be continued at all seasons of the year without the least risk of diminishing the fish supply. These varying opinions are held by people whose chief desire is to conserve and promote the fisheries, and the request that we now urge, that a sufficiently large appropriation should be made to determine accurately the best means of preserving the fish supply, is made in order that harmonious action may be taken, and a community of interest assured in whatever regulations may be adopted.

With respect to the disposal of the offal from the canneries, there is a wide difference of opinion as to whether the dumping of the refuse into the river causes any serious pollution of the water. That it does not injuriously affect fish life, is generally believed, and this opinion was expressed by Mr. Wilmot, an officer of your department, when here. The dumping of offal into the salt water of the gulf, it is claimed, interferes with the salmon run by supplying the incoming fish with food, thus delaying their entrance into the river. To convert the offal into fish oil and manure by the processes hitherto employed is very expensive, requiring a considerable plant, and the business can only be carried on at a serious loss. The experiment made with an oil factory by one of the most extensive companies operating here is announced to have been most unprofitable. How much greater would be the hardship to small canners if they were compelled to maintain an oil manufacturing plant along with their concerns? Would it not practically close a number of them and thereby tend to promote monopoly? The suggestion that has recently been made that out of the considerable surplus which the government obtains from the fisheries of the province, a reasonable bonus should be offered to one or more factories where the offal from all the canneries could be handled, seems to this board to point out the proper method for the solution of this vexed question, and we strongly urge upon the government that it be favorably considered.

We sincerely trust that these matters will be investigated from a practical standpoint, dealing with the Fraser river on its merits. The necessity for such an investigation is upheld by the general verdict of intelligent, practical men, who have observed the varying peculiarities of salmon in almost all parts of the world. Furthermore, we believe that broad principles for the regulation and conservation of the fisheries can apply effectively and permit freedom of action to the industry, and an application of such laws that precipitate action of any kind should be avoided by the department inasmuch as it has been proven to have discouraged and diverted investment from the industry and also to have turned capital aside from other fields of fishing enterprise heretofore left undeveloped.

This board wishes also to refer to the matter of sturgeon regulations. In a letter from your department to Mr. Corbould, M. P., dated May 14th last, referring to a telegram from this board asking for certain modifications in these regulations the minister said: "No proposals for changes or modifications can be favorably considered." If this is intended as an ultimatum, it would, of course, be a waste of words to again refer to a matter which has been finally closed so far as your department is concerned. The board, however, cherishes the hope that these words were not intended to be taken in this sense, and ventures again to approach the subject.

Last spring the board submitted for consideration some suggestions for amendment to the regulations affecting the sturgeon regulations of this province. A number of firms or companies had become interested in the sturgeon industry on the Fraser, and the board had recommended that they be allowed to continue, during the past season, fishing with trawls. A considerable amount of money had been invested in the enterprise, and it was felt that it would be neither wise nor just that regulations should be enforced such as would render these investments unprofitable. Your department did not agree to the recommendations then made, and, as a consequence, two of the largest companies engaged in the fishing, were driven from the river, thus depriving a large number of men of the means of obtaining a livelihood during the winter season.

The sturgeon fishery is an industry that has only lately been developed on the Fraser river, and comparatively little is accurately known of the habits of the fish. The board is of opinion that the actual prosecution of the industry would be the surest and the speediest way of gaining the knowledge required. On the Columbia river, to the south of us, where the conditions are very similar to those of the Fraser, the sturgeon industry has been carried on extensively for a good many years, and notwithstanding that there have been practically no restrictions as to the method of taking the fish there (traps, seines, trawls and many other destructive devices being used), the industry is still in a comparatively flourishing condition. It does not seem likely, therefore, that the restricted use of trawls, which we recommend to your department on this river, would be at all a hazardous experiment, and in the meantime a full knowledge of the nature and extent of the fisheries could be ultimately modified accordingly. In order to facilitate matters and to prevent errors, we recommend that a local advisory board be appointed which could thoroughly investigate the subject of these fisheries, and advise with you from time to time as to the better regulations to be enforced. I have the honor to be, sir, your obedient servant, D. ROBSON, Secretary.

SALT RHEUM CURED.

A Lady Who Has Suffered Much Tells How She Found a Cure.

Among the numerous ills that afflict mankind there is none more annoying or more difficult to eradicate from the system than salt rheum. Those who suffer from it really endure tortures and frequently present the appearance of a mass of sores about the head and hands. Mrs. John Mosher, of Mosher's Corners, N.S., suffered for two years in this way and almost despaired of getting rid of the trouble. She says that for over a year she was under the care of a physician, but beyond lotions that somewhat allayed the irritation found no relief. The trouble affected her in the head, which would at times be covered with little sores, the appearance of which not only caused intense annoyance, but great discomfort as well, as the irritation was sometimes almost unbearable. Finding that the treatment she was receiving from her physician was not having any beneficial effects she determined to discontinue it and give Dr. Williams' Pink Pills a trial. By the time two boxes were used there was a great improvement in her condition. The irritation was allayed and the sores began to heal and disappear. She continued the use of Pink Pills until she had used two more boxes, when the trouble completely disappeared, and although months have elapsed since she discontinued the use of Pink Pills there has not been the faintest trace of a return of the trouble. Mrs. Mosher is naturally very much elated over the great benefit she has derived from the use of Pink Pills, and is loud in her praises of this greatest of all medicines.

The experience of years has proved that there is absolutely no disease due to a vitiated condition of the blood that Dr. Williams' Pink Pills will not promptly cure, and those who are suffering from such troubles would avoid much misery and save money by promptly resorting to this treatment. Get the genuine Pink Pills every time and do not be persuaded to take an imitation or some other remedy a dealer, for the sake of extra profit to himself, may say is "just as good." Dr. Williams' Pink Pills cure when other medicines fail.

A LONG PASSAGE.

The Victoria Was Sixteen Days Crossing the Pacific.

The steamship Victoria, Capt. John Panton, R.N.A., arrived here early this morning. She was opposite the Race at 2 o'clock and came up under a slow bill, and from four to six lay off the outer wharf. She was 15 days, 18 hours and 30 minutes. She left Yokohama on 1st March at 7 a.m., and experienced prevailing easterly winds and very heavy seas from s. e. to eastward. The meridian was crossed on the 8th inst. in 49 degrees north latitude. The voyage was uneventful in every respect, not a sail being sighted from coast to coast and nothing of interest happening during the run. Every inch of freight space was taken up, the cargo totalling 3,700 tons. The principal commodity brought was rice, of which there were 900 tons. She also had 300 tons of sugar. The Victoria freight amounted to 950 tons, which is being discharged to-day.

The ship brought three cabin passengers, J. E. Macrae, Frank Foster and C. R. Clow. Mr. Macrae was purser on the Empress of India and the senior officer of that rank in the fleet, having been purser of the old Abyssinia. He recently resigned his post to enter the service of the firm of Dodwell, Carlill & Co., and will for the present be located at Tacoma. Mr. Foster is on his way from India to California, and Mr. Clow is a Chicago business man who is on his way home from the Orient.

There were eleven European passengers in the intermediate and 25 Asiatics in the steerage.

The steamship Victoria returns here after an absence of a few months. She was in collision in Japanese waters, and was three weeks in being repaired. There is scarcely a trace of the damage left. The facts of the collision have already been stated.

FRUIT DAMAGED.

An Unusually Heavy Frost Does Much Damage in California.

Vacaville, Cal., March 15.—From reports that have come in from the valley and from personal investigation it is safe to say that the damage done by last night's unusually heavy frost will not fall much short of $225,000. The apricot crop has been almost totally destroyed probably not fifty tons remaining. Early cherries that would have been on the market in two weeks are all gone. The late varieties are thought to be all right, as they are only just blossoming. The almond crop, which was advanced about the same as apricots, is ruined. It is impossible to say what damage has been done to peaches, as they are just coming out from the bloom and do not show as plainly. This is true of plums and prunes.

A Humorous Fact

About Hood's Sarsaparilla—it expels bad humor and creates good humor. A battle for blood is what Hood's Sarsaparilla vigorously fights, and is always victorious in expelling foul taints and giving the vital fluid the quality and quantity of perfect health. It cures scrofula, salt rheum, boils and other blood diseases.

HOOD'S PILLS act easily, yet promptly and efficiently on the bowels and liver. 25s.

Dr. Price's Cream Baking Powder
World's Fair Highest Medal and Diploma.

MISSING SPANISH CRUISER.

Last Seen of Her She Was in a Storm and Seemingly Unmanageable.

Cruisers Search the Spanish and African Coast But Cannot Find Her.

London, Mar. 15.—The Times' Madrid correspondent says the uncertainty of the fate of the Reina Regent has caused great excitement. The government is accused of witholding the news of the ship.

Barcelona, March 15.—The steamer Mayfair which arrived here this morning reports that she sighted the missing cruiser Reina Regent on the morning of March 10 between Tarifu and Cape Espartel with her funnel and bridge gone and apparently unmanageable. A gale prevailed and the captain is of the opinion that the cruiser could not long survive the storm.

Madrid, March 15.—The Spanish cruisers Islade Luzon and Alfonzo the XII. have carefully searched the waters of the Spanish and African coasts and the straits, but found no trace of the Reina Regent. A rumor is current here that a British vessel had found the cruiser off the African coast and taken her in tow.

GOLD MINING AT YALE.

Old Neglected Bars on the Fraser Prove Profitable.

Writing to a friend in Vancouver Wm. Teague, J. P., of Yale, conveys the following news: Doubtless a few lines touching the subject of gold on the bars in mid-river of the Fraser, just above the town of Yale, will interest you. I can assure you the scene is a busy one. There are white men, Chinamen and Indians thickly studded over the bar, numbering 47 men, busily engaged rocking for gold, reminding one of earlier days, when the developments along the course of the Fraser were almost a continuous feature of mining and "buckskin purses" and "yeast powder cans" were the repository of the miners' gold won from the rich placers of the Fraser. Everything seems to point to the fact that the prospects on the neglected bars contain a valuable channel of auriferous pay gravel. Sveral companies are making $6 per day to the hand, while others are doing $5 and $4 per day to the man. The general result in gold by all hands is good and, indeed, very satisfactory. In my opinion there are many more bars of this character along the course of the Fraser worthy the attention of the prospector's pick to prove its commercial value. The reason, perhaps, this bar has been left so long without working was owing to its surface appearance in not having the favorable "nigger-head boulder wash" scattered over its surface, which the old time prospector considered an inevitable characteristic for success in finding pay underneath them. There is no doubt this find will ultimately lead to the development of the numerous other bars which can be worked most advantageously at low water mark. This is convincing proof that there is gold yet to be won from the bars of the Fraser if energy and attention are rightly applied.

NANAIMO NEWS.

Outdoor Sports Will be Lively in the Coal City This Summer.

Nanaimo, March 15.—The association football match between the Nanaimo Rangers and the Victoria Wanderers to be played in this city on Saturday promises to be as interesting as the Rugby championship match. The grounds are in excellent condition and the Rangers will do their utmost to win the challenge cup.

A most interesting tournament has been arranged by the athletic club to come off to-morrow evening. The wrestlers who will take part are well known men. J. C. Stewart, the light weight, will in all probability prove successful although a few good men will give him some hard work.

No interest was taken in the election of school trustee yesterday. W. K. Leighton was the only nominee and was accordingly elected by acclamation.

—The British Columbia Exploration and Concessions Co., Ltd., of Vancouver, has been incorporated by Jno. N. Browning, Harry Abbott, A. G. Ferguson, Charles Wilson and J. M. Buxton, who are the provisional trustees. The capital stock will be placed at $500,000, divided into $5 shares.

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