

(Editorial concluded from Page 4.)

BUILD THE ROAD.

The matter of a highway to connect Rossland with the tote road constructed by the contractors of the Columbia & Western railway has come up again. This time it was brought up by the residents of Gladstone, a new and enterprising town on the line of the Columbia & Western extension, who are anxious to secure connection with Rossland, because "whenever they have any business of importance they are compelled to come here to transact it." They are so anxious to have this road constructed that they are willing to bear a fair share of the expense of the work. The plan proposed is to turn the trail that runs for twenty miles out of this city into a snow road. Over the balance of the distance, five miles, a new snow road would have to be built. It is estimated that this work could be done for less than \$1,000, and in the spring, with the assistance of the government, it could be turned into a wagon road at a nominal cost. This scheme seems to be feasible, and as at the end of the road there is a waiting trade, worth thousands of dollars a month, there is no good reason why the citizens here should not join hands with those of Gladstone and carry the plan out to a successful issue. The trade of the section in the vicinity of Gladstone is now enjoyed by other cities, and Rossland has not grown so great but what a little more traffic would be welcome. This is a chance which must not be neglected. It will cost a little, but the resulting profit will be many times the original investment. It is like baiting a hook with a herring to catch a whale.

THE PARIS BELLE CASE.

It is a matter of sincere congratulation to the citizens of Rossland that THE MINER is enabled to authoritatively announce this morning that the celebrated Paris Belle case has been settled.

The appeal of the Nelson & Fort Sheppard Railway company before the privy council of England is to be at once dismissed, and the Paris Belle Gold Mining company is now in the enviable position of owning its entire mineral claim, containing over 41 acres, which adjoins the Great Western mine on the south and the original Ross Thompson townsite on the east.

The real litigation, however, with Mr. Corbin was over the surface rights, which were claimed by the Nelson & Fort Sheppard Railway company under its crown grant. The late Chief Justice Hon. Theodore Davie decided the case against the Paris Belle company, but in the appeal to the full court of British Columbia a judgment was given unanimously reversing the judgment of the court below. From this Mr. Corbin appealed to the privy council of England, and it is this appeal which is now to be dismissed.

Certainly the new president and general manager of the railway company have displayed excellent judgment in disposing of this matter which has hitherto been such a drawback to the property of Rossland by keeping locked up and entirely unavailable to purchasers, half a million dollars worth of property in the heart of the city. It is to be hoped that the Paris Belle company will now lose no time whatever in throwing the lots upon the market and enable citizens to even yet build homes before the winter sets in.

This case has been one of the most celebrated ever tried in British Columbia, not only on account of the magnitude of the interests involved, but because of important and complicated legal questions raised.

JUSTICE WILL BE DONE.

Though a majority of the populace of Paris cries "Long live the army," "Down with the Jews," and are through blind prejudice opposed to Dreyfus, it binds to look as though justice or partial justice will be done him. It is monstrous, if the man is innocent, that he should be longer punished. In the court of cessation in Paris yesterday the proceedings looking to a revision of the case were begun. There was one thing that was not allowed yesterday that was permitted at the trial of Zola and other proceedings had in connection with this case. The mob that was ready to mar the proceedings with shouts against Dreyfus and in favor of the army and its "honor" was kept out of the court room. This was as it should be. The review of the case by Reporter Bard reveals that any endeavor to convict the accused would result in a failure. In this view of the case and with the strong prejudice that exists against the accused that would impel an attempt to convict him, were it possible, there seems to be but one inference, and that is that he is innocent. The dispatches say that the belief is general in Paris that the court of cessation will pronounce neither for a revision nor for an annulment of the decision, as either would entail the most awkward consequences in view of the inflamed condition of the public mind. To avoid this, it is expected, the court will decide, as the matter now presents itself, that there has been no treason, and, therefore, the condemnation pronounced by the court martial cannot be upheld. This is a sort of a "Scotch verdict," and leaves Dreyfus in a peculiar predicament. It will not satisfy him, or his

family, or friends, and once he has obtained his freedom he will doubtless ask for something more definite. If the French army and those who are supporting it in this fight on an innocent man could only see matters in the right light, their much talked of "honor" could best be sustained by a complete exoneration of Dreyfus. If this were done the whole world would applaud the act as a great and good one, and the one most in keeping with the known chivalry, history and traditions of the French nation. It is certain, too, that in full time justice will be done the unfortunate Dreyfus. This will be when the mass of Frenchmen have taken a sober, second thought and thrown away some of their prejudices.

AN INTERESTING COMPARISON.

It costs money to open mines on the Rand, South Africa. This is shown in a report by C. Wilson Moore to an extraordinary general meeting of the shareholders of the Shearman & Sterling Exploration company, which was held in London recently, as a rule, require from £400,000 to £500,000 to make them productive. From this it will be readily seen that the Rand is not a poor man's country like this is. Take the leading mines of the Rand, for instance, and what was spent to make them producers? The Le Roi paid for the grass roots, and was owned by comparatively poor men, until its dividends made them wealthy. The War Eagle had a pay chute that extended from the surface, and before this chimney was worked out by the original owners dividends to the amount of \$187,000 had been paid. When the pay chute had been worked out it was sold to the Gooderham-Blackstock syndicate for \$700,000. The latter company was ambitious, desired to mine on a large scale and spent a large sum in placing the property in condition so that nearly \$3,000,000 worth of ore was in sight before it began to take it out and to pay dividends. In order to accomplish this magnificent result a little over \$200,000 was expended. In the Centre Star, it is claimed, when it was sold to the Gooderham-Blackstock syndicate that there was something like \$3,000,000 worth of ore in sight, and those who pretend to know allege that not over \$200,000 was spent to attain this splendid result. The management claimed to have spent more than this sum. Take the Iron Mask mine, which was a poor man's proposition from the start. It has paid its way and has now large reserves of ore, and as soon as its enlarged plant is installed it is certain to become a dividend-payer. All this property does not owe any money and all that has been expended upon it was taken out of the mine, and whatever money was used in the preliminary development of the property, and it was not a large sum, was borrowed from the old War Eagle company, and was repaid out of the proceeds of the mine. The Columbia and Kootenay was developed into a producing property for a merely nominal sum. Then there are many other properties in this camp that can easily be made to yield a profit when from \$50,000 to \$200,000 has been expended upon them. This is in marked contrast to the £400,000 or the £500,000 required in the Rand to bring deep level mines up to the productive stage, and by productive is meant that they will simply produce ore in fair quantities. It does not mean, even after they have expended the large sums spoken of, that they have uncovered millions of dollars worth of ore as was the case with the War Eagle and the Centre Star.

In view of these facts the wonder is that the big promoters and operators of London do not come here to mine instead of going to the Rand where the expense of mining is so much greater. The only possible explanation is that they do not yet know efficient concerning the mines of this country. When the facts are better understood there will be much more British capital invested here than is the case at present. Indeed, it is certain that the boom which this country is sure to enjoy through the investment of large sums of British capital cannot long be delayed. It is coming as certain as it is that the night follows the day.

B. C. IN LONDON.

This week THE MINER's correspondent takes a decidedly pessimistic view of the condition of the British Columbia market, and it is our opinion that he has confined his opinion too much to the open market of business actually done in the volume and failed to take into account the importance of what is being done by English money to develop the resources of this section. The British Columbia mining share market is undoubtedly quiet, but it cannot be denied that for the last two years there has been a steady increase in the amount of Old Country money invested in Kootenay mineral lands. The list of English companies now operating in this Province is one of imposing length and the amount of capital thus represented is very large. Most of the money that has come here from Great Britain has been invested in prospects and partially developed mines. It takes time to put a mining property on a dividend paying basis, and until more work has been done it is not to be expected that the demand for the shares of these corporations will be very great.

The most enterprising operators are getting in on a groundfloor basis, and in so doing they unquestionably display very sound judgment. It is their misfortune if the rank and file of the English investing public do not promptly follow their example.

Now is the accepted time to invest in Kootenay mining securities. These stocks are at present quoted at bedrock prices. No one seems to doubt that British Columbia mines are destined to soon lead all others on the London market, and the chances are greatly in favor of all the standard Kootenay stocks which are increasing in value. All that is necessary to bring about this condition is the payment of a few more dividends. Then there will be a general awakening and nothing short of a tremendous boom will follow.

WANTED—AN OPERA HOUSE.

Rossland has now reached a period in its existence when there is great need for a first-class up-to-date opera house. It has been demonstrated that the people here have a keen appreciation of good theatrical and operatic performances. It is, however, asking too much of the patrons of the drama and its producers to put up with the discomforts that have to be met with in the structure that is at present used. Its location, its construction and its conveniences are not what they should be for a theatre of the size and importance of Rossland. It is a makeshift that has served its purpose and should be succeeded by something better. A properly constructed stone or brick temple of the drama, with artistic interior and exterior finishing and provided with proper conveniences, and capable of seating from 1,200 to 1,500 could be constructed for a moderate sum. If the theatre is erected on the main street it should be so arranged that all the frontage, with the exception of a good sized lobby, could be devoted to stores and thus the capacity of the property for earning need not be cut down but very little by the presence of the theatre. On the other hand, if it is erected on a side street, this matter of storerooms need not be taken into consideration, as stores, in this case, would not rent for much. The location of the theatre should be central, so as to be easily accessible to all parts of the city. It should be so well constructed and so handsome that residents would point it out with pride as one of the features of the town to visitors. As the theatre is a semi-public institution it might be a good plan to have as many of the people of the city as possible interested in it. The more this is the case the greater the chances of its success, as the stockholders would feel that if they paid a fee for admission that they would simply be adding a mite to the profits, a portion of which would come back to them like bread cast upon the waters. Therefore, it seems that the best plan to follow would be to do as the Rossland Skating and Curling people did, form a joint stock company and put up a theatre that will be a credit to the city, and which will, as long as it stands, be a pleasure to the residents who are fond of dramatic and lyrical productions. It is certain that nearly every theatre-goer in Rossland, and their name is legion, will be willing to subscribe for a share or two, provided he or she is able. Anyhow, the matter is worth the trial, and it seems certain that a corporation of this kind would pay dividends.

THAT WAGON ROAD.

One hundred and fifty teams are engaged in transporting freight from Bessburg into the Boundary Creek country and the Republic camp. Perhaps 25 of these are occupied in freighting into the camps of the Kettle River valley and the country to the west of that section in British Columbia. As many as are the teams engaged in this work they do not come up to the current requirements. This is evidenced by the fact that there are 60 carloads of freight at Bessburg, consigned to points in the vicinity of Grand Forks, that have not been touched yet. This shows how the trade of the country to the west and northwest of Rossland is growing and the great necessity of a wagon road to connect Rossland with that section. If the road mentioned by THE MINER on many occasions, had been constructed to connect with the tote road built by the C. & W. contractors, it is certainly very probable that nearly a hundred of these teams, or others just like them, would be now freighting out of this city instead of Bessburg. The people of the Boundary country have often expressed a desire to trade with this city, and naturally would do so were the proper conveniences provided. A connection could be made with the tote road by simply widening the present trail which is made for 20 of the 25 miles over which it will be necessary to build to reach the tote road. For the remainder of the distance, five miles, there will have to be a wagon road there is no trail. A snow road will be constructed this winter. The merchants of Rossland can readily see from the enormous business that is now passing through Bessburg what an importance the trade of the country to the west of this city is assuming. It is worth a great deal and Rossland wants her share of it. A concentrated effort should be made to have this road provided. Something should be done immediately.

MINING NOMENCLATURE.

Commenting on THE MINER's weekly review of the local stock market the Financial, of London, Eng., has the following:

Some of the titles given to mines in British Columbia render a stock market report curious reading. It may surprise some people, for instance, to read that the "Sunset" is operated by the Canadian Gold Fields syndicate; also that "Evening Stars" are obtainable at 5 cents. And it will open the eyes of some of our showmen when they read that "Giants" have been changing hands at 7 cents! Mr. Ritchie, the enterprising manager of the Aquarium, will want to secure a few at once. "Wild Horses" appear to be in great demand locally; let us hope they are not for the purpose of carrying off "Sarah Lee"! "White Bears" and "Eagles" are also in request, the latter especially, though for our part we should prefer something more tame. "Dear Parks," we are told, have remained stationary during the week, which must be a satisfaction to their owners; it is not pleasant to have one's park dodging around the town.

This suggests to us a feature in the mining nomenclature of the West that is not desirable. There is a tendency on the part of prospectors to name claims after famous mines. This is apt to confuse those who are not closely in touch with the western mining world, and when time arrives for these properties to be listed and dealt in extensively on the stock exchanges of the East and Europe, the difficulty naturally will be increased. It would be more convenient and homelier to give distinctive names to mining claims.

EDITORIAL NOTES.

It is gratifying to note that all the leading financial journals of London now make British Columbia mining stock quotations a regular feature of their news columns.

The Rossland football team should start in forthwith to practice frequently so that the defeat they have just experienced may be wiped out on the return match with the Nelson players.

Says the Toronto Telegram: "A thoroughly subservient press hastened the downfall of the Conservatives, and so far as Ontario is concerned an equally subservient press is doing its best to hasten the downfall of the Liberals."

The recent sitting of the supreme court in Rossland is as good a demonstration as is required of the pressing need that exists for a resident supreme court judge in this city. The Provincial government should attend to this matter and immediately arrange for the permanent residence here of one of the five judges, who at present live at the Coast. Every day of delay to do this operates as a great injustice to the people of this section.

OF LATE THE MINER has been frequently asked what has become of the Rossland board of trade. There are many very important matters that require the attention and assistance of this institution, the more important of which are the proposed road via Murphy creek to the camps along the Robson-Pentlton railway, the school of mines and the sewage question. It is high time that the board recognized its responsibilities.

THE British Columbia Chamber of Mines has commenced the publication of a monthly bulletin of the principal features of the mining industry of this Province. The first number of the bulletin is a very fair attempt, but we cannot bring ourselves to commend this exhibition of enterprise on the part of the Chamber. The Chamber of Mines should not invade the publishing field. There are newspapers in the Province that may be relied upon to print the legitimate news of the mining industry. By the publication of its bulletin the British Columbia Chamber of Mines does not fill "a long felt want," neither can much be said in favor of the voluntary contributions of mining news with which the Chamber hopes to fill the columns of the bulletin. There could be no objection to the publication of the reports of the business transacted by the Chamber, and these would receive appropriate publicity if they were handed to the newspapers.

R. E. GONNELL, the Provincial Librarian, has issued a compendium of the Year Book of British Columbia. It is published for those who desire a handier and cheaper form than that afforded by the larger volumes of over 500 pages. As such it is intended to interest those outside rather than those inside the Province and, therefore, contains only those portions of the original which are of present and practical import. The Year Book is one of the most valuable publications concerning B. C. that was ever issued.

IN THE Engineering and Mining Journal of New York, British Columbia mining shares now receive more prominence than those of many of the most widely known mining regions of the United States. The quotations of Rossland and Grand Forks have long been a feature of the Journal's mining stock report. Now, however, this is supplemented by the publication of the Toronto prices for British Columbia mining shares. It is probably not too much to say that the time is near at hand when British Columbia mining shares will be bought and sold in the principal stock exchanges of the world.

RESIDENTS and business men in the vicinity complain of the condition of Washington street where it intersects

Columbia avenue. Only half the width of the street from Columbia avenue south is available for traffic, the east side of the street being railed off while the grade is being made uniform with the new grade of the avenue. The establishment of this grade has taken many weeks, but it still remains in an impassable condition to the great inconvenience of the traffic of south Washington street. This thoroughfare is extensively used, not only in the business hours, but at night by the large crowds of people who attend the performances at the Opera House. The city authorities should attend to this matter without delay. The work on the grade should be finished and the annoying obstruction removed. The city council is liable to become unpopular with a large section of the community if it does not complete with greater promptness the street improvements that have been commenced in several portions of the city.

A SNOW ROAD PROPOSED

Rossland and Gladstone Should Be Connected.

It is Claimed That a Highway for Use This Winter Can Be Made for a Nominal Sum.

Angus Cameron is here as the representative of the new town of Gladstone, on the extension of the C. & W., for the purpose of endeavoring to induce the citizens of Rossland to connect this city with Gladstone by means of a snow road. This road will answer the requirements during the winter and can be made into a wagon road, with the help of the government, in the spring. In speaking of the matter yesterday Mr. Cameron said: "I know that whenever we have any business to transact we are compelled to come to Rossland in order to transact it. This is why we want direct connection with this city. If the Rossland people will only take this matter up we of Gladstone are willing to share our just portion of the cost."

The plan, as proposed by Mr. Cameron, is to put 20 men to work on the Murphy creek trail, and widen it out as far as Grand Forks cabin, which is 20 miles from here. From there a snow road will have to be built for five miles to Gladstone. He thinks that this work could be done for about \$1,000, and that the task could be completed in about three weeks' time. In the spring, with the assistance that could be secured from the government, the road could be gone over and put in condition for the passage of teams.

At present the teaming and staging to Gladstone is done over the tote road built by the railway contractors from Brooklyn, 23 miles away, or Cascade City over the same high road, a distance of 18 miles. Teamsters charge two cents per pound from Brooklyn and even at these rates the service is poor and inadequate. There is a five-mile uphill haul out from Brooklyn. If the road was made from here to Gladstone there would not be any heavy grades or long uphill hauls for the reason that Rossland is at about the same altitude as Gladstone.

Once on the tote road at Gladstone supplies could be had from here to Gladstone, and even to Grand Forks over an excellent road. From Marcus to Cascade City is 31 miles and from here to Cascade City, over this proposed road, is only 40 miles. Once communication lines could be established and most of the traffic that goes via Marcus and Bessburg would go this way.

There seems to be great possibilities in the plan if it can be present employed on the railroad within two miles of Gladstone. They will be so kept at work for the next eight months. In addition to this there is the trade of the miners in the Burnt Basin section and of those who come the route between here and Burnt Basin and further along the shores of Christina lake. It looks as though it is worth the attention of Rossland merchants to endeavor to secure this trade by aiding the constructing this highway.

A BOOMING SECTION.

There Are 150 Teams Freighting Into the Boundary Country.

John E. Reavis has returned from a visit to the Boundary country and reports that business is rushing there. There are 150 teams hauling supplies into the Boundary country and into the Republic camp. Even with this number of teams at work they are not sufficient to carry the freight, and there are some 60 loaded cars consigned to these places on the tracks at Bessburg. On the road from Bessburg to Cascade City teams are more numerous than further along the road. A large force is at work on the C. & W. extension between Cascade City and Grand Forks. Some of the supplies that are being hauled into the country are for the contractors who are constructing the railway. The building of the road is acting as a stimulus to the mining industry of that section, and there will be plenty of ore to ship to the smelters when it is finished. Mining properties are being rapidly developed and the country is on the eve of a period of activity such as has been seldom witnessed in the Kootenays.

"While I was in the Boundary country I visited the Ironsides and the Knob Hill mines. In the Knob Hill they have prosecuted the pay chute 83 feet at a depth of 200 feet. The ore averages \$20 to the ton. In the Ironsides the ore body has been pierced for a distance of 370 feet, and the last 100 feet is in pay ore that will average \$23 to the ton. The remaining 270 feet is ore that it will pay to concentrate. These mines have the same ore chute and are practically sister properties, and I think they are as big as any mines in the world, and I am sure that I never saw such enormous ore bodies before," concluded Mr. Reavis.

The Rossland barbers have perfected their organization and are now established on a strong basis. Under the rules of the associations there is a fixed charge of 25 cents for any service, and this tariff will be rigidly enforced. The association has elected delegates to the

COMPAIES ACT, 1897.

Certificate of the Incorporation of the "The War Eagle Hotel Company, Limited."

Capital, \$25,000. I hereby certify that "The War Eagle Hotel Company, Limited," has this day been incorporated under the "Companies Act, 1897," as a limited company, with a capital of twenty-five thousand dollars, divided into two hundred and fifty shares of one hundred dollars each, and registered office of the company will be situated in Rossland, British Columbia.

The object for which the company has been established are: The acquisition or erection, maintenance and carrying out of an hotel or boarding house, or hotels and boarding houses, in the City of Rossland, or the vicinity thereof, or elsewhere in the Province of British Columbia, and the doing of all such things as are incidental or conducive to the attainment of the above objects. Given under my hand and seal of office at Victoria, Province of British Columbia, this 28th day of June one thousand eight hundred and ninety-eight.

S. Y. WOOTTON, Registrar of Joint Stock Companies.

Certificate of Improvements.

NOTICE. New Orleans, Canada and Wallaroo mineral claims, situated in the Trail Creek Mining division of Kootenay district. Where located: On north slope of Sophie mountain. Take notice that I, J. A. Kirk, acting as agent for George C. Parker, free miner's certificate No. 13,904, intend 60 days from the date hereof, to apply to the mining recorder for a certificate of improvements for the purpose of obtaining a crown grant of the above claim.

And further take notice that action, under section 37, must be commenced before the issuance of such certificate of improvements. Dated this 20th day of September, 1896. J. A. KIRK. 9-22-96.

Certificate of Improvements.

NOTICE. Helena No. 2 Mineral claim, situated in the Trail Creek Mining division of Kootenay district. Where located: On the west fork of Sheep creek, two miles north of the boundary line. Take notice that I, J. A. Kirk, acting as agent for George C. Parker, free miner's certificate No. 13,904, intend 60 days from the date hereof, to apply to the mining recorder for a certificate of improvements for the purpose of obtaining a crown grant of the above claim.

And further take notice that action, under section 37, must be commenced before the issuance of such certificate of improvements. Dated this 19th day of September, 1896. J. A. KIRK. 9-22-96.

Certificate of Improvements.

NOTICE. Concordia mineral claim, situated in the Trail Creek Mining division of West Kootenay district. Where located: Adjoining the Atlantic Cable, Dominion and Bureau mineral claims. Take notice that I, F. A. Wilkin, acting as agent for Adelia Stussli, free miner's certificate No. 7,874, intend 60 days from the date hereof, to apply to the mining recorder for a certificate of improvements for the purpose of obtaining a crown grant of the above claim.

And further take notice that action, under section 37, must be commenced before the issuance of such certificate of improvements. Dated this 14th day of September, 1896. F. A. WILKIN. 9-15-96.

Certificate of Improvements.

NOTICE. Wide West Mineral claim, situated in the Trail Creek Mining division of West Kootenay district. Where located: About 1 1/2 miles south of the city of Rossland. Take notice that I, N. F. Townsend, acting as agent for Ross Thompson, No. 6,674, and D. J. Burke, No. 8,930 intend, 60 days from the date hereof, to apply to the mining recorder for a certificate of improvements for the purpose of obtaining a crown grant of the above claim.

And further take notice that action, under section 37, must be commenced before the issuance of such certificate of improvements. Dated this 4th day of October, 1896. N. F. TOWNSEND. 10-6-96.

Application to Purchase.

Notice is hereby given that I will, sixty days after date, apply to the Chief Commissioner of Lands and Works to purchase the crown land hereinafter described, that is to say: Commencing at a post marked "Anthony John McMillan, S. E. Corner," and planted on the west bank of the Columbia river, about two miles north of the international boundary line, thence west 40 chains, thence north 40 chains, thence east 40 chains to the west bank of the said river, thence south following the meandering of the said river to the said post, containing 46 acres, and being situated in the Trail Creek Mining Division of West Kootenay district, and being abandoned pre-emption of one Pontlan. Dated this 15th day of October, 1896. ANTHONY J. McMILLAN. 10-27-96.

NOTICE.

Notice is hereby given, that the maps or plans, and books of reference, covering the additional bis & Western Railway between Trail, B. C. and Rossland, B. C., as well as branches to various mines, has been deposited in the office of the Registrar at Victoria, as required by Sub-section 2, Section 10 of the British Columbia Railway Act, and Section 12 of the Railway Act of Canada. F. P. GUTIELLUS, Superintendent. 10-27-96.

The Peoria Mining & Milling Company, Ltd. Laying.

Take notice that a special meeting of the Peoria Mining & Milling Company, limited liability, will be held at the company's office, Columbia avenue, Rossland, B. C., on the 16th day of November, 1896, at the hour of 7:30 o'clock, p. m., for the purpose of considering, and if deemed advisable, passing a resolution authorizing the sale of the whole or any part of the company's assets, rights, powers, privileges and franchises to such person or company and upon such terms and conditions as the shareholders may deem advisable, and to transact such other business as may be lawfully brought before the meeting. Dated 11th day of October, 1896. J. FYFE, Secretary. 10-27-96.

THE DREYFUS CASE.

Court of Cession Decides to Reopen the Case.

PARIS, Oct. 29.—The decision of the court in the Dreyfus case textually is as follows: "In view of the facts of the case, and in view of the arguments of the public prosecutor denouncing the first court martial of the military government of Paris on December 20, 1894, against Alfred Dreyfus, then a captain of artillery attached to the general staff, in view of all the documents in the case, and in view of articles 443 to 446 of the code of criminal procedure, amended by the law of June 10, 1895, relative to the admission of an application in the proper form for revision, whereas the matter has been brought before the court by the public prosecutor in virtue of an express order of the minister of justice, whereas, the application comes within the category of the cases contemplated in article 443 and has been introduced within the period fixed by article 444, whereas the judgment, a revision of which is demanded has the force of 'chose jugée,' whereas the documents produced do not place the court in a position to decide all the merits of the case and there are grounds for making a supplementary inquiry. For these reasons the court declares the application to be in proper form and legally admissible and states that it will institute a supplementary inquiry, and further declares that there is no ground, at the present moment, for deciding on the public prosecutor's application for a suspension of the penalty. The judges of the court were occupied for three hours and a half in considering the judgment of the court, and the admission to the court was regulated with the greatest care, awaited the decision with marked calmness. During the session of business the public crowded into the hall, and there was an evident desire to hear the result. There was no demonstration when the court rose."

The Case Friendly to Dreyfus.

LONDON, Oct. 29.—An article in the National Review, written by I. J. Max, who has previously shown himself well informed in the Dreyfus affair, has caused some stir. He affirms that the case has now become convincing; that Dreyfus is innocent and is taking a sympathetic interest in the prisoner of Devil's Island.

Send a copy of THE MINER to your friends in the east.

Beer, Cream, Purposes, Milk Co., ANKER BEER, KING, COO, AY & CO, ALCAN, Winnipeg, Agent, RANKIN, ers, Etc., Rossland companies, Money to loan, Moring & Neal, Clough, A. MACNISH, MacNISH, Notaries Public, etc, Rossland, B. C., TURNEY, Notary Public, Ave. Rossland, E. LINDSAY PHILLIPS, NEWTON, and Agents, Columbia, D. LONDON, & Neal's, McNeill, High's, Lane, Lombard St., E. C., WALKER, Street (Within), ON, E. C., the Rossland "Miner," agents of all kinds for Euro-noted. Contracts at special, Pacific Nav. Co. (LIMITED), taking effect Jan. 1st, 1896, OVER ROUTE, Daily, except Monday at 10 a.m., Daily, except Monday at 10 a.m. on arrival of C. P. R. No. 1, WINSTER ROUTE, New Westminster, Ladner's, Ulu Island-Sunday at 7:30 day and Friday at 7 o'clock, R. train No. 2 going east, Wednesdays and Fridays at Pender Islands-Friday at 7 p.m., to Victoria Monday at Thursdays and Saturdays at Pender Islands-Thursdays at 9 a.m., HERNY ROUTE, Company will leave for Fort Vermilion and Port Alberni, etc., at each month at 8 o'clock, on 1st of each month, OVER ROUTE, Victoria for Alberni and back, the 15th and 30th of each month, DIKE ROUTE, weekly for Wrangell, June-berly, serving the right of changing any time without notification, JOHN IRVING, Manager, General Agent.