

Weekly Rossland Miner.

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TWO DAYS SLOWER.

THE MINER drew attention some weeks ago to the fact that the American railways, through the courtesy of the postal authorities of the United States, were now carrying the mail matter from Eastern Canada to Rossland. The advantage to our citizens under this arrangement will readily be seen by a comparison of the service we now enjoy with the service we would be compelled to put up with if we had to depend on the Canadian Pacific company for the carriage of our mails. By the existing arrangement we receive matter posted at any point in Ontario just two days earlier than we would if it came over the C. P. R. This fact naturally raises the question of transcontinental travel, together with a consideration of the advantages which we are supposed to enjoy through the possession of a national highway. It disturbs our minds with a doubt as to the immense value of an institution for which we have paid so much money and for which we are still called upon, by a clique of "nation-builders," who are operated as stool pigeons by the wily gentlemen at the head of the C. P. R., to pledge our national credit, and to assist through our Boards of Trade, our Parliamentary railway committees and our popular assemblies, in crushing out competitive enterprise in fields which it has marked for its own. When the Canadian Pacific railway asks that it may be given a monopoly of the railroad business of this western country, it should surely give ample and substantial reasons why its request should be granted. It should be able to show, not that it can squeeze the commercial life out of a community by high tariff rates, by an insufficient and imperfect service, and by a general disregard of the interest of the public; but that it has really grasped the idea that it is a partner of the people in the development and up-building of the country, that it has a true and generous conception of the duty it owes, not to its management and stockholders, but to the citizens who support it, and that this conception teaches it that low freight rates are not only better for the people, but in the long run are better for itself, and that its service should be equal in all particulars, if not superior, to any other similar institution on the continent. It should be able to make it absolutely clear when, it is continually asking for "more," that its intentions towards the public are honest, and that, in skill and ability in the conduct of its road, it will not allow any rival corporation to surpass it.

The people of Rossland have had sufficient experience of the C. P. R. to understand what its promises are worth and to know that they are not to expect justice in regard to transportation rates, and now they are learning that for rapid traveling, a matter of prime importance in this age, our national highway does not compare favorably with American roads, which have not had the backing which the C. P. R. has had during the whole period of its existence.

Taking Toronto as a starting point in the east we find that coming by way of Chicago, St. Paul and Spokane, over the Northern Pacific to Rossland, the distance covered is over 2,600 miles; coming from the same point over the C. P. R. the distance is at least 50 miles less. Yet over the American line the trip occupies two days less than over the Canadian road. Why this should be so, none, probably, but the C. P. R. management thoroughly understand. Why, for example, should the trains which are capable of running at from 40 to 50 miles an hour drag over the 840 miles between Winnipeg and Calgary at the rate of 22 miles an hour. There, at least, if on any part of the road speed can be made without the slightest danger and yet, where everything favors them their schedule running time is under that made over what might be fairly regarded as perilous portions of the line.

But this is in agreement with the whole policy of this corporation and behind it, there undoubtedly is a well defined object. Sir William Van Horne is practically master of the situation and from his victorious eminence he thinks he can defy a whole people.

WILL SIR WILLIAM BE RETAINED?

Sir William C. Van Horne, the eastern papers state, is about to step down from the presidency of the Canadian Pacific railway. There is considerable comment on the matter, and some of them are unfavorable. Sir William owes his position to his ability to lower the wages of his employees, and to make bargains which are advantageous to the companies which employed him. He has made his way to the head of the big

railway because he had the reputation of trampling on the rights of those with whom he had dealings, and of those who were in the employ of the roads over which he was temporarily lord and master. In this capacity he has been an enemy of his kind, and the world is that much the worse for his having lived and breathed in it. A short examination of his record will show this to be true. Mr. Van Horne began his real start and climbed into power by being merciless in his disregard for the rights of others. Early in his career it was found that he was a useful man to corporations that desired to reduce expenses. In this respect he was as relentless as Danton, as merciless as Robespierre and as selfish as Marat.

He began his checked career as a railway telegraph operator in Illinois. After awhile he went with the Southern Minnesota railway, where he made his reputation which in time placed him at the head of Canada's largest railway. When the Chicago, Milwaukee & St. Paul purchased the Southern Minnesota, one of the conditions of the purchase was that the then Mr. Van Horne should act as the general superintendent. As soon as he was firmly in the saddle as general superintendent, he endeavored to carry out the dominant idea of his policy in railroad management and began his wage-cutting tactics. Fortunately for the employees of the line S. S. Merrill, the then general manager of the road, was built on more liberal lines. He fought the Sir William of the future and there was war to the knife between the two on the wage-cutting proposition. This continued till the Canadian Pacific Railway, which was then constructing its line, offered Mr. Van Horne a position which he accepted. When he came to this side of the line he brought a number of experienced railroad men with him whom he thought would act in harmony with his policy. From then on his rise was rapid, until now he is Sir William Van Horne, and the president of the Canadian Pacific railway. Railroad men, when asked how the salaries on the Canadian Pacific railway compare with those that prevail on other systems on this continent, laugh at the idea of such a question being asked. He has had full swing, and the unhappy employees of the Canadian Pacific railway can tell how liberal a man he is. Since he has grown in power he has become arrogant, and where other railways or other schemes threaten to secure business in what he is pleased to call "his territory," he says they will be ground out of existence through the power of Canada's greatest monopoly. If they compete with the C. P. R., they generally are ground out of existence. He seems to imagine that he is the king of the Dominion. People begin to wonder on what meat this Caesar of the railroad world doth feed that he is grown so great.

It is improbable that Sir William will voluntarily give up the power with which he is clothed. Perish the thought. It is, however, within the range of possibilities that the board of directors of the road see that Sir William, knight though he is and president of the C. P. R., has grown so unpopular that his weight is too great for even Canada's greatest monopoly to longer carry.

SMELTING RATES SHOULD BE LOWERED.

This paper pointed out some time since that a condition of affairs had been reached which justified a reduction by the Canadian Pacific Railway company of the charge of \$7.50 per ton for smelting the ores of this camp. It was promised when the Canadian Pacific purchased the smelter in March of last year, that when the Crow's Nest Pass railway was completed, so that access could be had to the cheap coke of the Crow's Nest Coal company, that there should be a material reduction in the smelter rate. Now that this coke is available the promised reduction should come, for it was shouted on the housetops and cried out on the street corners that the Canadian Pacific was not in the smelting business for the purpose of making money. It was willing to reduce ores for the cost thereof, and if there was any money to be made it could be out of the transportation. The fact remains, however, that at the present freight and treatment rates money is being made at the Trail smelter.

It will be claimed by the apologists for the Canadian Pacific railway that the present rate is lower than that which prevailed when the smelter was in the hands of F. Aug. Heinze. While this is true, a different condition of affairs obtained at that time. When Mr. Heinze operated the smelter he charged a rate of \$11 per ton for part of the ore treated and \$9 for the remainder. He paid during his ownership of the smelter for coke an average price of \$15.50 per ton. This heavy cost of coke was occasioned by the fact that the bulk of it had to be hauled from Sayward to Trail, a distance of seven miles. Coke was purchased by him from three points. From the Wilkinson Coal & Coke company on the Northern Pacific railway; he also bought coke on the line of the Great Northern railway at Fairhaven, we think, from the Fairhaven Land & Improvement company, and from the Union Colliery company on Vancouver Island. These three varieties of coke were about the same in quality. The

test of coke, and its value as a fuel, depends upon the percentage of ash found in it. This ash is composed of silica and is very refractory. The three varieties of fuel mentioned above contained 22 per cent of ash. During the last few months that Mr. Heinze operated the smelter he paid for coke from the Union Colliery company, \$11 per ton. When the Canadian Pacific railway first began to operate the smelter it was enabled to get this cost reduced to \$10.50 per ton, for the reason that a large barge, which was used to take the cars from the Island of Vancouver to the mainland, which the Union Colliery company had been building, was completed about the time the C. P. R. began to purchase the coke. The rate at present charged by the C. P. R., as before stated, is \$7.50 per ton. They are paying and will pay for Crow's Nest Pass coke, \$6 per ton, delivered at the smelter at Trail, and this coke will assay not to exceed 7 per cent ash. From this it will be seen that, as the coke used at the Trail smelter by the former management averaged 22 per cent ash and the coke now used there only averages 7 per cent ash, it formerly took almost three tons of coke to do what one ton will now do. Besides this there was the increased cost of handling three tons of coke where only one ton is handled now.

Under the former management the freight rates were exorbitant. The Canadian Pacific charged \$2 per ton for hauling limestone to the smelter. This made the flux cost \$3 per ton, and then this was of poor quality. The Canadian Pacific is now getting limestone that costs it \$2 per ton, and it is of so good a quality that one ton of it is equal to two of that which was formerly used. In smelting operations it takes about one ton of coke to smelt five tons of ore, and it is necessary to use one ton of limestone for every five tons of ore smelted. From the foregoing it will be seen what great advantages the present smelter management has over the former. It is claimed by experienced smelter men that, with the present advantages enjoyed at Trail, the actual cost of smelting is not over \$4 per ton, and some place it at \$3.50. The ores of the Butte camp are in some respect of the same character as those of this camp. The wages at Butte are, on the whole, a little higher than at Trail, and the cost of fuel and fluxes is a shade higher. It is natural to presume, therefore, that the cost of smelting there would be larger than it is here, and yet the report of the Anaconda Mining company for the year ending June 30, 1898, reveals that the net cost of smelting the ore of the company was \$4.11.

Under the circumstance, the estimate of the higher cost of \$4 per ton is probably the actual cost of smelting at Trail. To this must be added the interest on the plant and also the interest on money paid for ores, which are sometimes kept for months before they are smelted. Taking these items into consideration, and, even then, allowing the company a fair profit, it seems to us that a rate of \$5.50 per ton would be about the right price for freight and treatment for Rossland ores. This would yield a fair profit, while \$6 per ton would yield a good profit. Therefore, if the Canadian Pacific railway is sincere in its promise to smelt ore for cost, it should come down at least to the \$5.50 per ton rate. It is only by doing this that it can keep faith with the people.

The coal industry of East Kootenay is growing rapidly, although it is but a few months old. The product is being consumed by the smelters, the railways, by the mines, in private families, and some of it is already being sent across the line to Washington. During the month of February the output of coke from the ovens of the company was 20,000 tons, and it is palpable that more ovens will have to be constructed to meet the increasing demand for the commodity which they put out. It is certain that fully 3,000 tons of coal were consumed in steam-making and for household purposes, and the use in this way will increase each succeeding month. Shipments of small quantities of coal were made to Washington, and there promises to be a demand from Montana, Idaho and other states to the south of us. This is because the coal is of superior quality to that produced in the states of the Pacific northwest. Washington, for instance, has coal measures in 14 of its counties, but in no instance has any been found that is equal to that encountered in the measures in East Kootenay. The state of Washington alone produced 1,700,000 tons of ore during the year that has just passed, and it will not be a great while, we hope, before East Kootenay will be able to do this, and this will be so because of the high quality of its coal and coke.

OUR COAL INDUSTRY.

Those who ask for justice should come into court with clean hands. This is an axiom of the law which is as old as jurisprudence itself. The Canadian Pacific railway when it asks the people of this country to deny the right to American railways to build into Canada should have first looked at its own record in regard to constructing and acquiring lines, to connect with its main road, in the United States. There is one road which is known as Sir William C. Van Horne's pet, about which something could be said in this direction. It debouches from the main line of the C. P. R. at Sudbury and runs from thence to Sault Ste. Marie. So far, so good, as it runs through Canadian territory. Then it crosses into American territory and meanders through the country that lies between Sault Ste. Marie and

SHOULD HAVE CLEAN HANDS.

EDITORIAL NOTES.

"There is no business quite so legitimate as mining," rightly says Judge Goodwin of the Salt Lake Tribune. "In other occupations when men obtain money they have to go down into the pockets of other men to get it. They may give full value for it, but after all it is only a 'swap.' When they take it from the 'ground it is a creation, and blesses not only him who receives it, but all the world."

Referring to the recent act of the Provincial Legislature cancelling certain subsidies granted to local railway companies, the Boundary Creek Times unites the V. V. & E. this way: "The Victoria, Vancouver & Eastern charter-

Duluth. This road was constructed out of the funds of the stockholders of the C. P. R., and it is, to all intents and purposes, a part and parcel of that road. What is practically its main line runs out of Canada into the state of Maine and back into Canada, so as to reach St. John by a short route. This line is marked on the maps issued by the company as "the Canadian Pacific railway" even where it is in the state of Maine. It has also connections with various leading cities in the United States over roads controlled by it. Its trains run every day in the week in and out of Seattle over the Seattle & International line, which it has a trackage agreement with. In fact, it pays no attention whatever to such a thing as the international boundary line, except where some other company endeavors to come in from the United States to become its competitor. Then there is a great fuss raised by it and its adherents in order to shut the alien corporation out. Like the boy in the fable it has raised the cry of "wolf" so often that it promises to be no longer effective.

In this connection it might be said that there is nothing that is harmful in the idea of the Canadian Pacific building branches into the United States any more than it is for American railways to have feeders in Canada. The people of the United States patronize the Canadian Pacific, even on the long transcontinental haul, whenever they find that it is advantageous for them to do so. On the other hand citizens of Canada do business with the American lines whenever they think that the C. P. R. rates are not what they should be.

Take the Northern Pacific as a case in point. This company has built over 300 miles of railway in the province of Manitoba. The Northern Pacific had to make a fight in order to do this, because the C. P. R. lifted up its hands in pretended horror and raised the old cry of "wolf" when the Northern Pacific first proposed to build in Manitoba. The people of Manitoba were not to be fooled, however, by its dissimulation. The Dominion parliament would have been willing to have shut the Northern Pacific out of Manitoba, as it is apparently dominated by and completely under the control of that corporation. Manitoba people wanted the competition afforded by a rival line to the Canadian Pacific and secured for it a charter, notwithstanding the shouting of the old cry that the "American wolf" was coming in on the part of Sir William Van Horne, the great wage cutter, Mr. Shaughnessy, the promise breaker, the rag-tag and bobtail of the railway clique and the yelping of the Trays, Blanches and Sweethearts of the subsidized press.

The people of British Columbia want the Kettle River Valley railway to be built into the Boundary country, and will have their wish carried if they will do as Manitoba did and pay no attention to the howling of the members of the C. P. R. ring. The building of 900 miles of Northern Pacific track in Manitoba has been helpful to that province, because it has given the people there the benefit of competition. Therefore, the construction of the Kettle River Valley railway will be of help to the residents of Southern British Columbia, and it must be given a charter.

OUR COAL INDUSTRY.

The coal industry of East Kootenay is growing rapidly, although it is but a few months old. The product is being consumed by the smelters, the railways, by the mines, in private families, and some of it is already being sent across the line to Washington. During the month of February the output of coke from the ovens of the company was 20,000 tons, and it is palpable that more ovens will have to be constructed to meet the increasing demand for the commodity which they put out. It is certain that fully 3,000 tons of coal were consumed in steam-making and for household purposes, and the use in this way will increase each succeeding month. Shipments of small quantities of coal were made to Washington, and there promises to be a demand from Montana, Idaho and other states to the south of us. This is because the coal is of superior quality to that produced in the states of the Pacific northwest. Washington, for instance, has coal measures in 14 of its counties, but in no instance has any been found that is equal to that encountered in the measures in East Kootenay. The state of Washington alone produced 1,700,000 tons of ore during the year that has just passed, and it will not be a great while, we hope, before East Kootenay will be able to do this, and this will be so because of the high quality of its coal and coke.

In view of the widespread interest manifested in Europe and America over the czar's proposal for a general disarmament, it is interesting to observe the feverish activity of the individual nations in supplementing their war establishments. In response to unremitting pressure from the naval authorities England has been adding extensively to her power and efficiency on the ocean, where the defense of her vast empire largely lies. Germany, with her jealous impetuosity of any superior, did for a time harbor an ambition of contesting the supremacy of the sea, but, abandoning a project which might have brought with it financial bankruptcy, she has fallen back on her natural field of operations and is devoting her attention to increasing and perfecting her establishment on land. With the example of Germany before them, the members of the French chamber of deputies have unanimously endorsed the additions to the land forces, and the nation looks on with approval, although the people feel keenly the burden they have already been bearing. The prospect for a peaceful disarmament never looked more hopeless.

ADVANTAGE is to be taken by the Nelson & Bedlington company of a clause in the charter granted to the Crow's Nest Pass railway, whereby running powers must be conceded over that line to other railway companies applying for the privilege. The outcome of this application is awaited with some degree of interest. The Canadian Pacific will doubtless resist as long as it possibly can the application, and when the right is finally wrung from it, it will probably be hampered and cramped with so many conditions that it will be next door to useless to the Nelson & Bedlington company.

IT USED to be thought that there was a limit to the distance over which electric energy could be transmitted. The distances over which it is being carried grows with each succeeding year, and there is every reason to believe that if

mongers received the treatment they deserved from the Provincial Legislature last week. The worst enemies Boundary creek and the coast cities ever had were Messrs. Maxwell and McInnes, M. P.'s, and McLagan, Milne et al. They used their influence in parliament and out of parliament to keep Heinze from building into the district. They used the same influence to prevent Corbin from building. They hawked the rights accorded them by the legislature, and bonded their charter and their influence, accepting a small cash consideration, with the hope of receiving the balance as a reward for services, not in the public interests, but in the interests of a few individuals. The legislature punished them for their selfish, unpatriotic actions. The subsidies for a road from Point Roberts to Boundary Creek district, which these chartermongers treated as an asset which they could dispose of to the highest bidder, has been cancelled.

The Nelson Tribune explains one of the grants passed by the last parliament as follows: "The vote of \$6,000 for constitutional legislation and general law costs called forth an important statement from Hon. Mr. Martin. He said that the government intends to aid the people who are oppressed by rich and powerful corporations, as, for instance, the settlers along the line of the Canadian Pacific railway, who were being denied the right of using water, and the prospectors on the Esquimalt & Nanaimo railway lands. It was proposed to fight all such powerful corporations who, by reason of their wealth, were taking advantage of the men without money, and to fight them at the cost of the province. There might not be need of \$6,000, but it was thought well to make what seemed ample provision." If the government proposes to fight for the rights of the "oppressed" as against "rich and powerful corporations" the amount mentioned will not be large enough to tackle the C. P. R., to say nothing of "others."

The facts contained in the communication which appears in another column regarding the wretched arrangements at present supplied at Rossland by the C. P. R. for the convenience of the traveling public are too well known and too keenly felt by the residents of the city to need any emphasizing. It is too bad that such utter neglect should be paid by the company to the interests of a community to which such glowing promises were made at such a comparatively recent date. Out of mere shame the corporation ought to do something for the comfort of its patrons.

The Nelson Miner says: "The Miner offers sincere congratulations to its namesake of Rossland on the announcement that in a few days it will begin the setting of its type by machinery. The approaching occasion sends it off into a reminiscent mood, in which it speaks most gratefully and appreciatively of the success which has attended its publication. The public of Rossland deserve praise. They are a pushing, energetic people, out early in the mornings, busy all day, and keenly alive to the importance of keeping themselves prominently to the front. They know the value of a live newspaper, and the value of using it, with the result that THE MINER is loaded up with 17 or 18 columns of advertising. A town of that kind is bound to prosper, and its newspapers will prosper with it."

There was a fair amount of business done and for such stocks as Rathmullen, Novelty and Evening Star, the supply was not equal to the demand. The general tone is quiet, but steady. We offer the following stocks, subject to previous sale: Waterloo 13, Tamarac (treasury) 25, Alberta 47, Sara Lee 18, Dardanelles 18 1/2, Agnes 5, Dundee 49, Fairmont 10, Victory-Triumph 10, Rathmullen 4 1/2, Evening Star 10 1/2, Canadian Gold 10 1/2, Morrison 18, Smuggler 9, Winnipeg 11, Butte, Boston 11. Confidential reports on mines a specialty. P. O. Box 64, Rossland, E. C. AND YMIR, B. C. Harold Girwood, assistant resident engineer and assayer, in charge of Ymir office.

ROSSLAND STOCKS.

Black Tail 14, Rebate 18, Jim Blaine 45, Mountain Lion 83 1/2, Ben Hur 29, Butte Boston 12, Tom Thumb 25, North San Paul 12, Lone Pine 38, Princess Maud 75, San Paul 75. We have the following bargains subject to sale: London Con. (wanted) 2000 Evening Star 11, 500 Virginia 51, 2000 Rambler-Car. 47 1/2, Rathmullen 5, 2000 Morrison 17 1/2, 2000 Dardanelles 17, 1500 Iron Coll. 20 1/2. List your stocks with us, and we will advertise them for you for nothing. We buy and sell stocks on commission only. necessary in a few years that energy generated at Bonington Falls could be utilized at Vancouver or at Winnipeg, in case such a course became necessary. When the Standard Electric company of California completes its project of bringing electric energy from Elue lakes to Oakland, California, the transmission wire will be the longest in existence—125 miles. The project is deemed to be entirely feasible. In Southern California high voltage is carried 80 miles. If electric energy can be carried 125 miles, why not 200, 500, or even 1,000 miles? "Camp McKinney

Rossland Mining Stocks

Corrected by the Reddin-Jackson Company Limited, Columbia Avenue, P. O. Box 498. Cable address, "Tantling," Code, Clough, Lieber, Bedford McNeill and Moring & Neal.

MARKET FEATURES.

The market was strong yesterday, with a good demand for standard stocks. Rathmullen were in good demand at from 4 1/2 to 4 3/4. Considerable buying and selling took place in the near future. We think it a good buy at present prices. Novelty was wanted at 10. There is a deal on for the control with Montreal people, and if it goes through work will be resumed at once. Okanagan were being bought up by people who own control. They show good faith in the property by purchasing at present prices. Virginia sold during the day at 50 1/2, Iron Horse at 18 1/2, Canadian Gold Fields at 8 1/2, Morrisons at 17 1/2, and Rambler-Cariboo at 40 1/2.

Table listing various mining stocks and their prices, including Athabasca, Big Three, Brandon & G. C., Ben Hur, Butte & Boston, Cariboo (Camp MCK), Canadian Gold Fields, Commander, Dardanelles, Deer Park, Dundee, Evening Star, Fern, Fourteen G. M. Con., Gertrude, Giant, Gopher, Good Hope, Grand Prize, Homestake, Iron Coll., Iron Horse, Iron Mask, Jumbo, Jim Blaine, Knob Hill, Lone Pine, Minnehaha, Monte Christo, Montreal Red Mt., Morning Glory, Mill Creek, Montreal Gold F., Mugwump, Noble Five, Nelson-Poorman, Noble Five, Novelty, North Star, Okanagan, Omineca, Princess Maud, Quill, Rambler-Cariboo, Rathmullen, Rosland Red Mt., R. L. Lee, Republic, Republic No. 1, San Paul, Smuggler, St. Elmo, Sullivan, Tamarac, Tom Thumb, Victory-Triumph, White Bear, Waterloo, Winnipeg M. & S., War Eagle.

Snaps for Today.

Table listing stock prices for today, including 3000 Deer Park, 1000 Virginia, 2000 Rambler-Car., 2000 Morrison, 5000 Rathmullen, 2000 Sullivan, 1500 Jim Blaine, 2000 Waterloo, 1000 Dardanelles, 1500 Pathfinder, 2000 Novelty, 4000 Rambler-Cariboo.

Agents for Columbia Townsite.

Established May, 1895. Incorporated October, 1896. Agents for N. & F. S. Railway addition.

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C. E. BENN, Mining Broker. J. L. PARKER, Mining Engineer.

J.L. Parker & Co

Mining Engineers and Brokers

Holders of stock will find it to their advantage to forward same to us for sale.

CORRESPONDENCE SOLICITED.

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Rolt & Grogan

THE STOCK MARKET.

There was a lull in the stock market yesterday, and buying orders were not so numerous. Rathmullen is in good demand at 4 cents, and orders for this stock were numerous. We have buyers for Anaconda, Rathmullen and London Consolidated, Deer Park sold at 8 cents and Big Three at 32 1-2.

QUOTATIONS ROSSLAND STOCKS.

Table listing various mining stocks and their prices, including Athabasca, Big Three, Brandon & G. C., Ben Hur, Butte & Boston, Cariboo (Camp MCK), Canadian Gold Fields, Commander, Dardanelles, Deer Park, Dundee, Evening Star, Fern, Fourteen G. M. Con., Gertrude, Giant, Gopher, Good Hope, Grand Prize, Homestake, Iron Coll., Iron Horse, Iron Mask, Jumbo, Jim Blaine, Knob Hill, Lone Pine, Minnehaha, Monte Christo, Montreal Red Mt., Morning Glory, Mill Creek, Montreal Gold F., Mugwump, Noble Five, Nelson-Poorman, Noble Five, Novelty, North Star, Okanagan, Omineca, Princess Maud, Quill, Rambler-Cariboo, Rathmullen, Rosland Red Mt., R. L. Lee, Republic, Republic No. 1, San Paul, Smuggler, St. Elmo, Sullivan, Tamarac, Tom Thumb, Victory-Triumph, White Bear, Waterloo, Winnipeg M. & S., War Eagle.

EUREKA STOCKS.

Table listing Eureka stocks, including Black Tail, Rebate, Jim Blaine, Mountain Lion, Ben Hur, Butte Boston, Tom Thumb, North San Paul, Lone Pine, Princess Maud, San Paul.

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A TRIP TO

Boundary County Roads Which

MANY GRO

Greenwood and C. Enjoying a Bo... Prevailed in B... Since-Promisin

"No one can b... pression of how... country is progress... it is filling up with... comparison is poss... conditions that exist... and those which p... B. Bogle yesterday... "The first eviden... met with at Bessie... present the travel... Forke, Greenwood... is enormous, and b... about on account of... camps to engage in... an air of liveliness... "Through the res... City several little... started and a numb... which people are b... about on account of... other side of the li... "Cascade City is... few houses to quit... almost wholly at p... struction, but it i... and more of an air... it than its count... lakes. And doubtl... tina lake section i... main an important... between the C. P... Kettle River Valley... A Hard 'Bo

"The road all th... burg is bad, but th... to Grand Forks is... travelers breathe a... when they arrive in... out broken noses in... country are put dow... setting. Whether... quired is another... features of the road... five one, is the vast... wagons plying over... with freighters from... accumulation of... diminishing as the r... increasing.

"Grand Forks is... full of people. Th... hard work getting... have the opinion of... ing the relaxations... and solo in company... of the town. Many... being put up in Gran... appearances they a... provide accommodat... A Promoter Se

"The stage leave... Greenwood between... morning and m... Greenwood till 3 i... much quicker servic... than that, and the... kicking among trav... arrangements also a... ifaction at Greenwo... with reference to m... Rossland and Nelo... quite usual for mail... over for 24 hours, a... sent back to where i... is a matter the bus... country would do w... business relative to... country depend ver... quate mail servic... camp tapped by the... Wellington camp, a... from Grand Forks... is here that the Win... Golden Crown are si... eries are apparentl... didly. The Brandon... now universally sp... mine, and very cons... express the opinion... big mines of the cou... "About half way... camp and Greenwo... camp, where the to... ready being built... bearers of this cam... and Old Ironsides... one-tenth as good a... that from reliable... why then, they are... a brisk town in the... the gold production... From Phoenix to G... hill pull, and prob... some part of the jou

A Boom... "In Greenwood... whole country is at... ted, the town is b... going up in all dire... is no room for the p... ing in it. The co... land in 1896. One o... by the enthusiasm... people. A casual vi... glimpse of the vast... important interests... there. In all dir... camps opening up... the happy condition... of their town, the... wealth and prosper... May all these hope... road from Greenwo... the boundary lin... River valley are t... time, lies down Bo... fortunately for ple... way will run down... The road is cut all... brig... travel over it. Al... swarthy Italians... rocks upon the uns... head.

"Midway is the... on earth. It occup... as the point of junct... British Columbia... side is the feverish... speculation and rail... other a peaceful, vall... fertile ranches, and... of the old plain day... total repose. But i... so. Mining men ar... out after the riches... and numbers are a... that part of the cou... pects and to look fo... "Camp McKinney