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THE CANAL CONVENTION

Document Drawn up by Lord Pauncefote and Mr. Hay.

It is Now Submitted to the Senate for its Approval.

WASHINGTON, Dec. 5.—The canal treaty between Great Britain and the United States was sent to the senate by the president today.

Article I.—The high contracting parties agree that the present treaty shall supersede the aforementioned convention of the 19th April, 1850.

Article II.—It is agreed that the canal may be constructed under the auspices of the government of the United States, either directly at its own cost or by gift or loan of money to individuals or corporations, or through subscription to or purchase of stock or shares.

Article III.—Adopts as the basis of the neutralization of such ship canal the following rules, substantially as embodied in the convention of Constantinople, signed the 28th October, 1858, for the free navigation of the Suez Canal, that is to say:

1. The canal shall be free and open to the vessels of commerce and of war of all nations observing those, on terms of entire equality, so that there shall be no discrimination against any such nation or its citizens or subjects in respect to the conditions or charges of traffic or otherwise.

2. The canal shall never be blockaded, nor shall any right of war be exercised nor any act of hostility be committed within it.

3. Vessels of war of a belligerent shall not revictual nor take any stores in the canal except so far as may be strictly necessary.

4. No belligerent shall embark or disembark troops, munitions of war, or warlike materials used in the canal, except in case of accidental hindrance of the transit, and in such case the transit shall be resumed with all possible despatch.

5. The provisions of this article shall apply to waters adjacent to the canal, within three marine miles of either end, or otherwise.

6. The plant, establishments, buildings and all works necessary to the construction, maintenance and operation of the canal shall be parts thereof for the purpose of this treaty, and in time of war, as in time of peace, shall enjoy complete immunity from attack or injury by belligerents and from acts calculated to impair their usefulness as part of the canal.

7. It is agreed that no exchange of territorial sovereignty or of international relations of countries traversed by the aforementioned canal shall effect any change in the neutralization or the obligation of the high contracting parties under the present treaty.

8. The present treaty shall be ratified by the President of the United States, by and with the advice and consent of the Senate thereof, and by His Britannic Majesty, and the ratifications shall be exchanged at Washington or at London at the earliest possible time within six months from the date hereof.

9. In faith whereof, the respective plenipotentiaries have signed this treaty and hereunto affixed their seals. Done in duplicate at Washington the 18th day of November, in the year of Our Lord One Thousand Nine Hundred and One.

JOHN HAY, (seal). PAUNCEFOTE, (seal). Following is the letter of President Roosevelt transmitting the treaty to the Senate:

To the Senate: I transmit for the advice and consent of the Senate to its ratification, a convention signed Nov. 18, 1901, by the representative plenipotentiaries of the United States and Great Britain to facilitate the construction of a ship canal to connect the Atlantic and Pacific oceans by whatever route may be considered expedient, and to that end to remove any objection which may arise out of the convention of April 19, 1850, commonly called the Clayton-Bulwer Treaty, by the construction of such canal under the auspices of the government of the United States without impairing the "general principles" of neutralization established in Article VII of that convention.

I also enclose a report from the secretary of state submitting the convention for my consideration.

(Signed) THEODORE ROOSEVELT, White House, Washington, D. C., Dec. 4, 1901.

The text of Secretary Hay's report upon the treaty as made to the president also was transmitted to the Senate, but the language is practically the same as that in the President's letter of transmittal.

WEST FORK MINES. Preparations Made to Ship Ore During the Winter.

GREENWOOD, Dec. 5.—James Dale, manager of the Butcher Boy mine, 60 miles from here up the West Fork of Kettle river, states that seven temporary bridges crossing the stream are completed.

Fire completely destroyed the Palace hotel at Anacoda shortly after 4 o'clock this morning. Hooper & Bell, the proprietors, estimate the loss on contents at \$2,500, insurance \$1,000. Thomas Hardy, of Phoenix, owner of the building, valued it at \$5,000 and he has \$2,800 insurance.

GREENWOOD, Dec. 3.—(Special.)—Mrs. James D. Sward and child have gone to Portland for a few weeks' visit. Mr. Sward accompanied them as far as Rossland.

E. J. Wilson, manager of the Standard Pyritic Smelting company, is in Spokane.

W. Hart-McHarg, barrister, of Rossland, is here.

Mr. E. B. Madden, owner of the Pacific hotel, is arranging to have considerable improvement made on the premises. Mr. Madden will afterwards rent the hotel and with Mrs. Madden reside in Spokane.

Mrs. R. Greiger is in Rossland visiting friends. She will return home before the end of the week.

Colin C. Brown, of Rossland, representing a hardware house, is taking in the towns of the district.

Among the Greenwoodites who expect to spend the winter in sunny California are Elmer Miller, J. Paton and James Gladden.

At the Auditorium on the 19th inst. the Greenwood City Band will give a concert and ball.

MINE OWNERS MEET

QUESTIONS RELATING TO SILVER-LEAD AND REFINING DISCUSSED.

CONCLUSIONS REACHED BY THE ASSOCIATION NOT MADE KNOWN.

NELSON, Dec. 5.—The annual meeting of the British Columbia Mining Association was held in this city today.

The meetings were held behind closed doors, and as usual practically no information is available for publication.

It was learned, however, that amongst the questions discussed were the silver-lead situation and the refinery.

Regarding the latter all the information given to the press by the Association was the statement by the president that the Association was pleased to record the prospect for the erection of a refinery at an early date.

The meeting did not adjourn until midnight.

UP THE WEST FORK. Preparations for Winter Traffic—Amusement Notes.

GREENWOOD, Dec. 5.—(Special.)—W. T. Smith left today for Spokane.

Dr. C. J. Fagan, provincial health officer, is making a visit of inspection through the towns of the district.

James Dale, "mayor" of the City of Carmi, one of the future towns of the West Fork district, is here.

Superintendent Longley of the Carmi mine, at Carmi, is also in town.

E. J. Carpenter's scenic production of Quo Vadis was accorded one of the largest houses the Auditorium has yet seen.

DROWNED IN THE OTTAWA COAL STRIKE PROBABLE

Miss Blair, Daughter of the Minister of Railways.

Mr. Harper of the Labor Gazette is Also a Victim.

OTTAWA, Dec. 6.—The capital was shocked tonight by the news that Bessie Blair, fourth daughter of Hon. A. G. Blair, minister of railways, and Henry A. Harper, assistant editor of the Labor Gazette, had been drowned in the Ottawa river about a mile from the city.

The accident took place about dusk in the channel of the Ottawa river, where the current is very swift and the river about 35 feet deep.

A party consisting of Misses May and Bessie Blair, Miss Snowball, daughter of Senator Snowball, Harper, A. W. T. C. Tredgold of Dawson City, and Alex Creelman, of the Imperial Bank, had gone out on the river skating and proceeded several miles down the river.

Blair and Creelman, who were skating ahead, suddenly pitched into an air hole. Harper, who was behind, at once threw off his coat and made for the party. He dove into the water to help Miss Blair, and that was the last seen of him.

Creelman tried to lift Miss Blair out upon the ice, and in doing so sank himself. When he came up his head struck the ice and he broke his way through to clear air. Miss Blair in the meantime had disappeared.

Tredgold and Miss Snowball hurried to shore and secured assistance. Creelman was rescued after some difficulty, but there were no traces of either Miss Blair or Harper, and the bodies will probably not be found till next spring.

Harper was a native of Barrie, about 27 years old. He had been in newspaper work in Montreal, Toronto and Ottawa until his appointment as assistant editor of the Labor Gazette.

Hon. Mr. and Mrs. Blair, who are at Clifton Springs, New York, have been notified of the terrible event.

KILLED ON THE ROAD

TWO KAMLOOPS RAILWAY MEN LOST THEIR LIVES YESTERDAY.

ACTION TO RECOVER MONEY FROM THE WHITE PASS COMPANY.

VICTORIA, Dec. 6.—Engineer Randall and Fireman Potruff of Kamloops were killed today near Lytton.

The freight locomotive on which they were being struck a rock slide and went over the embankment. The other men were uninjured. The express was delayed.

Action is to be taken by local shippers against the White Pass and Yukon railway for the return of freight and passenger rates paid to the company, on the ground that the rates were not approved by the governor general in council, as required by the Canadian Railway Act.

Mayor Hayward announces himself as a candidate for re-election.

DUNCAN'S WHISKEY. It Went to Enrich the Water of the Yukon.

VANCOUVER, Dec. 6.—The Northwest Mounted Police have destroyed whiskey valued at \$3,500. The stock was at Cariboo crossing, at the foot of Lake Bennett and across the border from British Columbia, in Yukon territory.

Duncan Anderson had had a stock of liquor at Bennett, B.C., and secretly moved it down the lake by scow to Cariboo crossing. He sank the scow to the bottom of the lake and built a house with false walls, hiding the stock of liquors in the apartments. The Mounted Police tore down the walls and emptied the liquor into the Yukon.

The story was told in the court, and when it was heard by the Yukon commissioner last week Anderson was fined \$400.

PRICE OF LEAD. The Arrangement Arrived at by the New York Conference.

SALT LAKE, Utah, Dec. 7.—A special to the Tribune from New York says: The miners of lead and representatives of the American Smelting & Refining company who have been holding conferences in this city for the past two weeks to consider the question of production and price of lead for the coming year, have reached a satisfactory agreement as to price at 3 1/2 cents a pound and to produce only such an amount as is necessary to meet the demand for consumption.

This does not necessarily mean that there will be a reduction in the present output of lead. The situation at present is such that the consumption about equals the output. Should the demand lessen, however, the miners will at once reduce their output proportionately.

A BOUNDARY VISITOR SAVED FROM THE SEA

The Bark Nelson Towed Into Port Townsend Yesterday.

In Bad Shape When Rescued by the Steamer Walla Walla.

VICTORIA, Dec. 5.—The steamer Walla Walla, Captain Hall, which picked up the British bark Nelson off Cape Flattery at 3 o'clock on Wednesday, and towed her to Port Townsend, arrived here this evening.

The Nelson is the ship which was reported in dispatches from Astoria to have turned turtle off the Columbia river after she had broken away from the tug Tootoosh.

When sighted about 40 miles southeast of Cape Flattery by the Walla Walla, the big ship was in a dilapidated condition, and was laboring heavily in the big sea which was piling up under the effects of a southwest gale which was blowing.

The ship had a heavy list, her bulwarks were gone and her head gear had been carried away. She was flying a signal which the officers of the Walla Walla read "can you take me in tow?"

Thinking there must be some mistake about this, as the ship seemed to be going along all right, Captain Hall passed under the stern of that vessel and asked the captain what he wanted. He then learned from the captain's own lips that he wanted to be taken in tow, and Captain Hall says he asked him to tow him to Seattle.

Captain Hall replied that he could not do that, but would take him into the Straits, where he could secure a tug.

There was a heavy sea running and a boat could not have lived in it, so Captain Hall steamed to within 200 yards of the ship and rigging a derrick threw it onto the ship. By this means a steel hawser was stretched between the two vessels. The steamer proceeded all night under slow steam, and when morning broke they had reached smooth water and better time was made.

Captain Hall says he was afraid to drop his tow when they got inside the Cape, as she had a decided list, her cargo having shifted, and her crew were exhausted from trying to straighten out the cargo and afterwards working at the pumps when the vessel was taking water, there being three inches of water in her hold.

The captain of the Nelson expressed himself as being much dissatisfied at the action of the captain of the Tootoosh in leaving him off the Columbia river. He says the weather was rough, but the night was clear. The hawser wore away, as it passed under the ship's cutter. Upon his arrival in Seattle this morning Captain Hall will libel the Nelson for a large amount as salvage for the company and crew.

The steamer City of Seattle, out from Skegway, reports the steamer Discovery missing. The Discovery plies between Valdez and Juneau.

The sealing schooner City of San Diego, the first of this year's fleet, sailed this evening for the South to follow the seal herds northward.

RIOTS IN SCRANTON RAILWAY AID FOR B. C.

REPORT THAT HON. MR. WELLS HAS EFFECTED AN ARRANGEMENT.

DOMINION AID TO BE GIVEN FOR BUILDING OF FOUR LINES.

MONTREAL, Dec. 5.—Mr. Wells of the British Columbia cabinet left this afternoon for Ottawa after successfully completing negotiations respecting certain railway matters.

It is understood that arrangements have been reached by which the Ottawa and British Columbia governments will jointly assist in the building of four lines of railway in British Columbia, the Canadian Northern from the eastern frontier to the Pacific coast, the Coast-Kootenay line, the Atlin railway and the Vancouver Island railway.

SLOSSON DEFEATED. Sutton of Chicago Won From Him by a Big Score.

NEW YORK, Dec. 9.—The surprise of the international billiard tournament was sprung today in the afternoon, when George Sutton of Chicago defeated Slosson of New York by a score of 400 to 136.

Slosson opened and failed to score. Sutton gathered in 30 in the first inning. At the conclusion of the seventh inning the score stood 230 to 25 in Sutton's favor.

From this point to the end of the game Slosson never had a chance of winning. Sutton won out in an unfinished run of 34 in his twenty-ninth inning.

The evening billiard game between Schaefer of Chicago and Baruta of France was won by Schaefer, 400 to 203.

A CRUISER FOR TURKEY. CONSTANTINOPLE, Dec. 9.—The Gramp Shipbuilding company has notified the Porte that it is ready to commence building a cruiser for the Turkish government and has asked the government to send officers to supervise the vessel's construction.

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