

RESS IN BOUNDARY

ed More Facilities e Shipment of Ore.

Smelter Nearly y for Extended perations.

B. C., July 13.—A few C. P. R. completed the tting in one sidetrack for oduction of the Oro Denoro Phoenix branch, and ship- started from that property smelter at Boundary Falls.

track is also being laid at ine to facilitate shipments arts of the quarries on that his all means the gradual the force employed there.

last week there has been ant by the mines on the ch because of the shortage power on the part of the is understood that neither mines, the Snowshoe nor could ship as much as that account. Superintendent of the Kootenay-Boundary the C. P. R., is expected on shortly, to better famil- with the requirements of

er, after which an improve- siness be effected, he hav- out one flying trip through e was appointed in charge. e seems to be every proba- there will be six furnaces at the Granby smelter in weeks, or by the first of

In fact, the two additional g being installed by the npany are expected to be n ready for placing in that date, making, for the complete battery of six fur-

er, of Grand Forks, assist- en making a visit of inspec- company's mines here, stat- the machinery of every kind npany's furnaces is now op- and the work of erection is way, so that there seems

out that in the course of ey will be ready for opera- Galer was also asked about le coke supply by that time

ent we have a good supply of rning the grain coming in ax Wash, and more is ar- y day, so that for the present

right for four furnaces. I Mr. Tonkin, manager of the est Pass Coal company, is

ave stated in Rossland a ough that by the first of Sep- will have a continuous supply all the smelters in the pro- will even have to look for market for the surplus. Should be the case, we will have no keeping all the six furnaces r an indefinite period, as we

get out ore enough for twice er at our mines, and we will the power we need. The only red is plenty of coke, about ally for the six furnaces. Of operation of these furnaces require a larger force of men ploy at both mines and smel-

PRINCE OF WALES.

isit to the U. S. Flagship at Portmouth.

FOURTH, July 13.—The Prince visited the United States Eu- adron this morning and break- Rear Admiral Cotton on ship Keersage. All the ships and the channel fleet dressed ship, manned ships a royal salute as the prince the American flagship.

ce was received on the quar- of the Keersage by Admiral his officers, and the party to the admiral's cabin for at which President Roosevelt Edward were toasted.

Cotton subsequently escorted e of Wales around the ship, the prince landed, with the ring another salute, and took

LUCK BY LIGHTNING.

ong Men Who Had Gathered in a Boat House.

INGTON, July 13.—During a under storm here yesterday struck a boat house near the river in which a dozen men refuge. One man was killed, o badly injured that he may ill another was severely hurt. man is Robert B. Smith,

ly injured: Charles Slaugh- ed, may die; William Lyons, r.

felt the effects of the thunder structure itself was wreck- Bannigan, the policeman on the beach, while hurrying to yency hospital for aid, was dered temporarily unconsci- the effects of lightning strik- near him. Physicians from al succeeded in restoring most who had been hurt to consci- and the remainder were taken

SPRING FOR COINAGE.

INGTON, July 13.—The direc- United States mint today 75,000 ounces of silver, for Philippine coinage at 53.85 ounce delivered in Philadel-

C. P. R. MEN COME HERE

Big Railroad Picnic (Will Be Held Here Next Month.

1000 Excursionists Figured on—Some Other Details.

The big excursion of Canadian Pacific employees on the Kootenay-Boundary division of the system will come to Rossland. This is the outcome of the conference held yesterday at Nelson between the Rossland deputation and the committee of the Brotherhood of Railway Trainmen, under whose auspices the excursion will take place. All the negotiations were conducted on a basis of 1000 picnickers participating in the outing. The number may be greater, but it is confidently expected that the figure given will be at least reached.

The civic deputation returned last night from Nelson well satisfied with the outcome of their mission.

The trainmen desire it to be distinctly understood that they did not put the picnic up at auction—from the start Rossland had the preference, and what it was known that citizens proposed celebrating, the committee of trainmen were unanimous in deciding that Rossland would be the objective point of their excursion. The exact date of the affair will be settled in the course of the next few days. It will eventuate between August 1 and 21, and the management of the division has taken the most complacent attitude in respect to raising and provision of equipment to handle the crowd.

The civic deputation included Mayor Dean, Michael P. Villeneuve, Alexander C. McArthur and Harry McIntosh. The committee of trainmen was represented by Messrs. Irving, McIntyre and Halkett. After Rossland's representatives had stated approximately what they could offer in the shape of entertainment, the railroad men's committee voted to bring the picnic to the Golden City. Conductor James Irving is a sub-committee to visit Boundary points immediately with a view to ascertaining the date that will best suit the company's employees on that section of the division. When his mission is finished the exact day of the picnic will be settled, and the committee of citizens charged with arranging for the celebration will be called together to commence active work.

The celebration will last two days. As an evidence of what the citizens propose putting on in the shape of entertainment for the celebration, the Rossland deputation submitted the following rough draft of events, subject to alteration or addition by the general committee:

Procession of organizations and industries, with prizes for best turnout.

Lacrosse match, Nelson-Rossland vs. Coast.

Baseball matches, selected B. C. mines vs. picked American mines.

Machine drilling contests, open to all comers.

Double hand drilling for men and boys.

Single hand drilling for men.

Foot racing—men, boys and girls.

Tugs of war between miners and smelters from Rossland, Nelson, Trail, Phoenix, Grand Forks, Greenwood and Ymb.

Horse races—Phoenix, Rossland, Grand Forks, Greenwood, Trail, Nelson and Ymb.

Ball on first night of celebration.

Caledonian sports, including bagpipe contest.

Boxing and wrestling contests.

Brass band tournament.

Tugs of war for railroad men only—Trainmen vs. Enginemen, etc.

Prizes for best single and double driving turnouts.

The foregoing was, of course, drafted for the purpose of giving the railway committee an idea of what might be expected here. In event any feature being eliminated it is proposed to substitute therefor a more attractive feature.

As soon as definite word is to hand in respect to the date of the excursion it is intended to call the general celebration committee together and organize the demonstration. The decision of the railway men's committee will be generally received, with gratification, and Rosslanders will be a unit in preparing the biggest and best demonstration that the Golden City has yet witnessed.

BUSY AND ALL WELL. Conditions at Northport Smelter in Satisfactory Shape.

E. J. Wilson, manager of the Northport smelter, returns home this morning, having concluded the business there, brought him to the city. Mr. Wilson states that matters at Northport are moving ahead smoothly, six furnaces are in operation steadily and the prospect is that this standard will be maintained. He has few doubts now as to the permanency of the coke supply.

The Northport smelter has now in its yards about 40,000 and 45,000 tons of ore, and this tonnage is being reduced steadily. It is apparent on the face of things that the output of the Le Roi mine must be increased substantially at an early date, in fact a step has already been taken in this direction by the shipment of the second class ore from the No. 1 dump.

BRITISH SUBJECTS NOW. List of Foreigners Legally Born Again as Britishers in Court.

Appended is the list of foreigners who duly took the oath of allegiance at the last sitting of the county court here and are now full-fledged British subjects:

- Nicolaus Thompson, Steve Barbara, Emil Johnson, Paul Marshall, John Edward Johnson, Frank Amanates, Francis Nichols, William Canyon, Amadas Lippe, Vincenzo Discuzzi, Dominico Ferraro, Sebastiane Lippe, Charles Notti, Peter Notti, Rafael Venilo, Tony Albo, Joseph Allegranzi, Charles William Cluett, Christine Ballo, Barney Gaddo, Pasquati Gualtieri, Frank Giacaco, Fellicio Zecchin, John Covello, Angelo Scerbo, Equazio Vittri, Frank DePonzo, Antonio Rouseil, Samuel John Beck, Antonio Spertafora, Giuseppe Pecoraro, Alphonzo Jacobelli, John Cassetto, Frank Bandiers, Motel Potestito, Axel E. Noran, Joseph Anselmo, Attilio Mondoli, Andrew Beckman, Mike Novosel, Frank Golshek, Samuel Lappano, Matt Mateos, Frederick William Stranger, Angelo Sutti, John Ruckins, Frank Leslie Johnson, Joseph Lardi, Paltunato Palecitta, John Eugene Miller, Luigi Caputo, Genaro Quida, Americo Petroni, John Rivers, Matt Myers, Sabatino Palogr, and Tony Lippe.

NEWS FROM THE EAST

MONTREAL, July 10.—The Star's London cable says: Andrew Carnegie has been compelled by the editor of the Ironmonger to admit that the Ironmonger interview belittling Canada was quite accurate. Carnegie's recent disavowal in the Canadian papers referred to another interview. Therefore Carnegie stands as declaring that Canada has no future except as a part of the United States.

MONTREAL, July 10.—A New York special says Ernest Kennedy, formerly a resident of Rossland, wanted by the management of the Holland Hotel, New York, for passing bad drafts to a large amount a year ago, was located in Chicago yesterday. Upon being located by detectives, Kennedy immediately offered in settlement three hundred shares of stock in the Milwaukee Traders' Co-operative company, and also packages said to contain jewelry ornaments for women's wear.

TORONTO, July 10.—The News' London cable says: The team to represent Canada in the Palma trophy contest has been chosen as follows: Hayhurst, Jules, King, O'Brien, Peddie, Simpson, Stuart and Whyte. The Palma trophy contest is exciting even greater enthusiasm than the King's prize contest. The commandant of the American team said he hoped the trophy would be taken to North America, either to Canada or the United States. So far the Americans have shown the best form at practice.

OTTAWA, July 10.—Redistribution was commenced this morning in the re-arranging of electoral districts of Ontario. Seats are practically the same in Ottawa as before.

WINNIPEG, July 10.—The Galt football team defeated the Manitou team at Manitou, 4 to 0.

The estimated value of the building operations in this city for the present year is six million dollars. This is the first estimate given by the official building inspector and is based on the early part of the season as compared with that of last year.

An Edmonton, N. W. T., dispatch says excellent progress is being made with the grading for the Canadian Northern at Edmonton. The weather has been cloudy the last few days, with occasional light showers of rain. Crops are well advanced on the country has a fine appearance.

William Stewart, aged 45, was tried at the police court and sentenced to five years' imprisonment for incest.

The safes in the G. T. R. station at Waterloo were wrecked by nitro-glycerine, but the burglar got no money. Sixty-three new postoffices were opened in Canada in June, four were closed, and the names of six were changed.

It is said that Hon. H. T. Duffy, late treasurer of Quebec, left an estate valued at \$75,000 or \$80,000. The cabinet attended the funeral.

John McDonald, a young stonemason who had recently arrived from Scotland, was drowned while bathing in the Red River at West Selkirk.

Mr. Kirk Cameron has been appointed principal of Galt Central school at a salary of \$800, in succession to Mr. R. Alexander, who recently resigned.

MUCH OBLIGED, MR. GALLIHER!

The Rossland board of trade has forwarded the following telegraphic message to William A. Galliher, M. P., who is at present at Ottawa. The telegram bears the date of the 8th inst. and reads as follows: "The Rossland board of trade highly appreciates your efforts on behalf of the silver-lead miners, and congratulates you on the measure of success you have attained. (Signed) "A. B. MACKENZIE, Secy."

TREAT ZINC AND LEAD

What the Trail Smelter Is Understood to Be Doing.

Experimenting With Zinc and Erecting Lead Refinery.

Reports to hand daily indicate that the passage of the bounty on Canadian lead promises to do all that was expected of it in the direction of stimulating the production of lead ores, and thereby regenerating the various important silver-lead producing camps of the country. In some quarters it is feared that the effect of the bounty may be to "bear" the lead market in London, but the statistics as to supply and demand seem to indicate that the danger for this for a considerable period is slight. The Trail smelter will share in the prosperity that is inaugurated in the silver-lead mining camps.

As is generally known, the Canadian Smelting works has for some months had the matter of zinc smelting in close contemplation, and a more or less active campaign has been conducted having in view the compilation of information that would affect the installation of an addition to the works for the purpose of treating zinc-blende. The excessive cost of erecting such works is the principal drawback to its adoption, when coupled with the uncertainty as to the supply of zinc-blende obtainable in the Kootenays, and the wide variation in the ores with respect to their zinc contents. At the present time the smelter has its field force at work on the problem, while at the plant continuous investigation is being carried on with a magnetic separator. The result of these investigations is that the properties of the country are being catalogued, with a statement of the average zinc production so far as can be obtained from the tests now under way. The matter of inaugurating zinc smelting is claimed to involve more issues than even the average mining man conceives of, on the same ratio that smelting on a zinc basis is several times more costly than smelting on a lead basis and many times more expensive than copper-base smelting.

The construction of the refining department at the Trail smelter is proceeding steadily. It is understood to be the company's intention to provide for the refining of all the lead required for local consumption in Canada, which is in the neighborhood of 13,000 to 15,000 tons annually. Lead matte produced in excess of the amount required to constitute this tonnage of refined lead will probably be handled along the lines at present followed. The \$5 bounty on refined lead has been cancelled in view of the larger bonus on lead in ore to mine owners.

The officers elected and installed last night at the initial meeting of the lodge were as follows:

- J. Stillwell—Clute-Commander. Charles V. Jenkins—Vice-commander. J. Binns Johnson—Past commander. Archibald B. Barker—Chaplain. George A. Mitchell—Marshal. Charles E. Barrett—Recorder. Lorne A. Campbell—Treasurer. Harry Daniel—Guide. Donald Guthrie—Aide. James H. Young—Watchman. Frank D. Fortin—Inside guard. William Thompson—Trustee. T. Russell Morrow—Trustee. Hollis F. Brown—Trustee. The lodge will probably meet on alternate Mondays at Masonic Temple, but this and other details are in the hands of committees to be disposed of at subsequent meetings of the new lodge.

STRAIGHT TO POINT

BOARD OF TRADE TAKES UP THE QUESTION OF POOR PASSENGER SERVICE. DOESN'T EVADE THE ISSUE BUT GOES DIRECT TO THE POINT.

The Rossland board of trade has taken up the question of inadequate, inconvenient and uncomfortable passenger service in and out of the Golden City on both lines of railroad. In its communications to the railroad people, the board goes straight to the point without mincing matters, and the hope is expressed that if the protest is well grounded the companies will take action to remedy the matters in complaint.

The railway committee has addressed letters to the railroads as follows: To A. B. Ross, Superintendent Canadian Pacific: The passenger accommodation between Robson and Rossland has been gradually growing worse instead of better. We would indeed be pleased to hear from you advising us what you intend doing in connection with the discrimination in the Rossland train and, in fact, what the respect of passengers from the Coast and other points en route to the Boundary country. The complaints we have in connection with the passenger service are as follows: The train leaving here at 6:15 in the evening is a mixed train with exceedingly poor coach accommodation, and we do not consider that it is safe to haul passenger coaches behind freight cars on account of the excessive grade between Rossland and Trail. We also consider that we are entitled to one up-to-date coach on each train. The train leaving Nelson at 6:40 in the evening, and which is supposed to arrive in Rossland at 10:15, is simply a cattle train, as invariably a cattle car is picked up at Robson and hauled to Trail. During the time that said cattle car is attached to the passenger train it is an impossibility for a person to stand the odor, provided the windows of the coach are open. This same train is sidetracked at Robson almost every evening. The Nelson train comes in from the Boundary and is given a preference over the Rossland train and, in fact, when the bat is late a special train is very often made up which carries the passengers to Nelson and the Rossland passengers are compelled to wait from five to six hours until the boat arrives, and then, after all kinds of shunting and other delays, the Rossland train proceeds on its journey and reaches Rossland at all hours. Another great delay is caused

on account of the power not being sufficient to haul the train from Trail to Rossland. It is quite a common occurrence for engines to stop five or six times to steam up between the two points given above. There are several other grievances which we might mention, but if the above are rectified we will be satisfied for a while. To R. C. Morgan, Superintendent Spokane Falls & Northern: The inadequate and unsatisfactory passenger service provided by your railway system in and out of Rossland has been discussed by the Rossland board of trade, and I was instructed to ask if you would not treat this city better. Complaints are made that the one coach from Northport into Rossland is invariably filthy, and all classes of passengers are mixed up together, much to the discomfort and inconvenience of ladies who wish to keep clean. Again, the train is often late on account of freights being included. One remedy that suggests itself is to run the buffet car into Rossland, and I can assure you that any improvements you may make in the passenger service will be much appreciated.

THE GILDED SMITHS

NEW ORDER FORMALLY AND SUCCESSFULLY INSTITUTED HERE. GOLDEN HORSESHOE FORMED. (From Saturday's Daily.) Last night saw a brand new fraternal and social order instituted in the Golden City, when Rossland Lodge No. 11, Knights of the Golden Horseshoe, was formally and successfully organized at Masonic Temple. The lodge starts out with a substantial membership roll, and admirable prospects of success in its special sphere. The objects of the fraternity are similar to those of the Elks, and the ritual is described as decidedly spectacular. The social feature is much to the front in the order. Similar lodges exist at Nelson, Victoria, Vancouver and New Westminster in British Columbia and in scores of towns and cities in the east. J. W. Husted of Toronto, deputy supreme organizer of the order, has been working on the proposition here for several weeks, with the result that a most promising lodge has been instituted. The charter members are as follows: Dr. D. Campbell, Dr. A. W. Kenning, Charles E. Barrett, W. Ray Wilson, J. Stephen Deschamps, J. Stillwell, J. Binns Johnson, Eric W. L. Couthard, William Thompson, Frank D. Fortin, John D. Macdonald, Harry Daniel, T. Russell Morrow, Lorne A. Campbell, James H. Young, Robert S. McKibbin, Alexander C. McArthur, Frank A. Empey, Donald Guthrie, Hollis F. Brown, Neville F. Townsend, James M. Jordan, Dalby B. Morkill, Emil A. Ewert, George A. Mitchell, George W. Urquhart, H. Hayman, Claudet, Charles V. Jenkins, John P. Cosgro, Roland A. Laird, Archibald N. Patterson, Archibald B. Barker and J. K. Cram.

GOOD REPORT FOR LONDON

Director Dealty of Le Roi Two Is Much Pleased. Talks of Company's Situation and Bright Future.

"I found the affairs of the Le Roi Two company in much better shape than I or the other directors expected, and will return home with a bright report of the company's property. It is difficult to speak of 'ore in sight,' but I am confident that an immense tonnage of payable ore will be mined on the company's properties here, and look forward to a prosperous period." So says A. B. Dealty, director of the Le Roi Two company, who left last night per Canadian Pacific for the coast en route home. Mr. Dealty will go south to San Francisco, thence east and across the Atlantic. "It is too early to speak of our new arrangements for treatment of ores," remarked Mr. Dealty in reply to a social exercise afforded entertainment up to a late hour. Rev. William J. Wood, locum tenens, was much in evidence and assisted the ladies gallantly in promoting the success of the affair.

IT WAS SUCCESSFUL

THE ENTERTAINMENT BY ST. GEORGE'S CHURCH LADIES DREW BIG CROWD. FUNCTION WAS PLEASANT AND PROFITABLE—HANDSOME DECORATIONS.

Emminently successful and pleasant from every point of view was the ice cream social and hop at Union hall last night under the auspices of the Ladies' Association of St. George's church. The unsparring efforts of the ladies to promote the success of the function were amply rewarded by the very large attendance and general eclat with which the affair proceeded.

A substantial sum will be realized for the church funds as the result of the social.

In respect to the decoration and arrangement of the hall, the function was noteworthy. The ladies had devoted a couple of days to this feature, and the interior of the building was quite metamorphosed. In one part was a delightfully inviting cosy corner, where refreshments were served. Opposite was the ice cream department, tastefully arranged in spotless linen with a snow effect overhanging. Another corner was devoted to a specialty called "Rebecca at the Well"; this was a cairn of stones surrounding a receptacle filled with lemonade, dispensed by a lady clad in Oriental costume. Tea and light refreshments were dispensed from another booth occupying the fourth corner, while

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YMIR NOTES.

Important Deal on the Gold Cup Group.—The Foghorn's Progress. YMIR, July 8.—Yesterday there was an important deal put through in the Ymir camp, when Messrs. Conrad Wolfe and J. F. Davault of Spokane took a bond on the Gold Cup group, comprising the Ryan, Donnelly and Gold Cup mineral claims, situated about two and a half miles north of Ymir and within two miles of the Nelson & Fort Sheppard railroad. This property is considered one of the best free milling propositions in the Ymir camp, and the property has undoubtedly an exceptionally great future. By the terms of the bond a force of men are to be kept at work continuously during the life of the bond. Men are being sent up today to commence operations. A steam hoist and drill plant are here in town and will be taken to the property at once, in fact it is a red letter day in the history of this camp for the way this deal has gone ahead and work commenced. The ledge on the property is a strong quartz ledge four feet in width that carries free gold and will average across the ledge and the whole depth of the shaft \$21 in gold, with some additional values in silver and copper. The ledge lies in a porphyry formation and becomes stronger as it goes down. The walls are free and the ledge well defined. The situation is an excellent one; the property can be worked very cheaply and the ore can be shipped without much cost. Conrad Wolfe is well known in Spokane. He is manager of the Foghorn mine here, and it is due to his experience and enterprise that this property is looking up so well. In conversation with him yesterday your correspondent found out that the big tunnel on the Foghorn is in 1000 feet, the big ledge is expected to be struck at any time, and from indications already noted is going to be something extraordinary. He further reports that the drift on ledge No. 1 is showing up splendidly. This drift is in 100 feet. A large force of men are employed on the property and the manager is sending up additional help.

ANCIENT AND TRAVELLED.

Is the Dominion Express "Happy Hooligan" Derby. (From Saturday's Daily.) Very much disfigured but very much in the ring is the "Happy Hooligan" that brought into the city yesterday by the Dominion Express company and placed on exhibition at the company's Columbia avenue office. The legend in connection with the hat is that it started on the road in 1883 at Richmond, Cal., and that it has been travelling steadily ever since. It is asserted that the hat has circled the globe, but this seems to be incorrect. However, there is little doubt that the headpiece has seen Cuba, Mexico, Japan and China as well as every province and state in Canada and United States. The battered and disreputable relic of what was once a derby hat bears a hundred or more tags from various points on the continent, most of which are endorsed with remarks humorous and otherwise. One of the most original of the lot is from Mesenger Choate at Ehol, who appends his photograph with the hat at arm's length. The Grand Forks people certainly got busy when the "Happy Hooligan" hat struck the Gateway City, for half a dozen tags are required to carry the sentiments of Grand Forks people who handled the headpiece. Hal Smith, of the Dominion Express, brought the hat into Rossland, and before it departed there were fresh tags affixed to demonstrate that the ancient headgear in its unending travels had not passed up the Golden City, which shows that even a "Happy Hooligan" hat may have more discernment than the Montreal magnates who are arranging the Commerce Congress delegates' trip in British Columbia.

A TRAIN COLLISION.

Missouri Pacific Fast Express Dashed Into Excursion Train. KANSAS CITY, July 13.—The Missouri Pacific fast mail, No. 7, which left St. Louis at 3 o'clock yesterday morning, dashed into an excursion train southbound from Kansas City that had become stalled at "Dead Man's curve," between Little Knob and Lee Summit. Three persons were killed, two of them tramps, and 50 others were injured. With the exception of one or two of the crew on the fast mail all the injured were on the excursion train. Most of them were Kansas City negroes. Eighteen were seriously hurt. The injuries of the others consisted of cuts and bruises. None of the passengers on the mail train were hurt. The engine, the mail and baggage cars on the fast mail went down an embankment, but the rest of that train remained upright, as did the excursion train. The dead: Roy Swain, Kansas City, stealer a ride; Willie-man, 3912 Russell avenue, St. Louis; unknown man.

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