Argument For The Ralway

What "J. S. H." Thought of the Proposition Many Years Ago.

Advocated "Long Pull, Strong Pull, and Pull All Altogether."

Below are reproduced two more of the very excellent series of letters which were written some years ago by "J. S. H." in advocacy of the same scheme of island railway extension as is now engrossing the interest of Victorians and the people of Vancouver Island generally:

Victoria, Sept. 10, 1886.

To the Editor: Very good authority says that the railway running through the whole length of Vancouver Island to its end can be built at once, provided that a certain amount of interest per annum for a fixed number of years be guaranteed upon an amount of capital to be agreed upon. That when the earnings of the railway pay this amount of interest, the guaranteed interest shall cease; and in any case the guarantors shall not at any time be called upon to pay more than sufficient to make up the earnings of the railway to yield the agreed upon percentage upon the agreed upon capital.

The above is verbose, but it is hoped that readers may be able to grasp the principle.

Say, then, the capital required will be five million dollars. Say the interest shall be 2 per cent. per annum—and here let it be remarked that the greater the number of years guaranteed, the lower might be the rate of interest per annum. As the railway will be the property of the railroad company, they ought to share the risk, if any.

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The foregoing is only an ideal sketch of a plan to get the railroad built, but it may by many be considered too favorable a showing. Those who think so may add to the figures as much as they please. The principle will remain the same; a few thousands more will only stagger small-ideaed people. Fast traveling is expensive, but it pays; time well spent is money. How much has it cost during the past forty years to people the small extent now occupied of Vancouver Island? To settle an infinitely larger area of the island, with great accruing profits from this and other sources, will cost much less by the scheme proposed, and the time, instead of being forty more years, will be very, very much less. The railway can easily be built within the next five years; people will accompany it step by step, and business will be more than proportional.

What matters it if the province pays a million or so dollars, when by so doing the island can be quickly peopled, rapid communication had with the east and west coast, and, following this, as a matter of course, ships bringing trade to and from Alaska, from the coasts of the Mainland, and, as Mr. Moore states, from China and Japan, and naturally also from Queen Charlotte Islands and the various fisheries around about. Add to these the probability of a railway from the interior to Bute Inlet and a ferry across, or to Fort Simpson and Alaska with a steamboat connection, and it will at once be seen that the outlay will be profitable to British Columbia, and undoubtedly to the federal government, as they would receive a large additional income from a large, new and ever-increasing trade. It need scarcely be added that as a ferry is practicable between Burrard Inlet and Nanaimo, so it is equally practicable between Bute Inlet and Vancouver Island, or quite as easily between Puget Sound and Esquimalt. Look at the other side: Without this expenditure the province will walk with laggard step, and the advantages of trade and so forth fall into other hands, going ahead of the province and Canada. Additional prosperity can be achieved by additional outlay, and this can be achieved, not by apathy and inertness, but by a long pull, a strong pull, and a pull altogether. J. S. H.

P. S.—What relation will the Hudson's Bay railway bear to Bute Inlet and Fort Simpson?

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Victoria, Sept. 17, 1886.

To the Editor: WANTED, a bona fide proposal from a bona fide company to build, equip and maintain a railroad between Esquimalt and the northern end of Vancouver Island, the railway to be the property of the company. It must be understood that three-fourths of the subsidy required to assist in building the railroad, or guaranteeing interest upon a certain and fixed amount of capital for a definite period, will have to be procured from the government of Canada, and the remaining fourth from the government of British Columbia; but it is at the same time proposed that each party should consult the other, in order that a practicable scheme suitable to all may be tendered. Of course, it would simplify matters amazingly if the province would pay cash; but as the current revenue will not bear additional outlay burdens, and as the public, it is grievous to say, may be averse to any increase of taxation, even for this national, essential and remunerative work, it is proposed to give land in lieu of cash. The company, therefore, in their tender will have to state the amount of land or money required, and whether the latter be payable in a lump sum or annually, to guarantee a certain rate of interest upon a fixed amount of capital, the payment to cease at a definite period or when the earnings of the road become sufficient to pay interest (say 2 per cent.) on the fixed amount of capital.

The railway will pass through fertile land sufficient to sustain 100,000 agriculturists. It will also traverse beds of coal, iron and minerals which will afford support to a large number of miners, artisans and laborers, who will, with other natural inducements, be the cause of creating new and populous towns, thus increasing very materially the population to say 200,000 people. In addition to these local people, their productions and necessary unavoidable travel, the railway will be likewise sustained and nourished by the products of fisheries, including the fur seal, and the ships and men employed in those pursuits. The railway will also become the highway to the northern American possession, viz., Alaska, and will, with other adjuncts, be the means of carrying freight and passengers to and from those regions. Coupled with this will be the intercourse with Queen Charlotte Islands and the Northwest coast, adding very greatly to the traffic and earnings of the railway, besides being the cause of an ever-increasing commerce and ever-enlarging population. The use of the railway will also probably be required for naval, military and other imperial purposes—such as rapid transit to places when Indian troubles may break out, and so forth—or the local government may require it for similar purposes. To enable the company to form some idea of the progress likely to be made in the near future, past history will be a guide. A dozen years or so ago two or three steamboats annually visited the northern coast, Alaska (Sitka) and Queen Charlotte Islands. Now the Americans have two steamers per month going to Alaska, well laden with passengers and merchandise. Formerly the Hudson's Bay Company and others sent their steamer to barter with the Indian population, exchanging one perishable article for another equally perishable; whereas now the trade, whether with whites or Indians, is conducted with imperishable gold or silver. Of late years the population and traffic have greatly increased, dozens of steamers, sailing vessels and schooners employed on the coast of various industries, having been established, fisheries vastly extended, mines of gold and minerals discovered and worked on the coast as well as in the interior, the latter having their communications with the northern coast. These mines and so forth are only the forerunners of greater industries. A dozen years ago but few settlements existed in Vancouver Island. Now they are becoming rapidly more numerous. A small steamer would visit Nanaimo once a week, and Comox twice a month; they carried but few passengers and but little freight. Now steamers almost daily run to and fro, well laden with passengers and merchandise. The coal mining industry has grown wonderfully, giving employment to a large number of ships and men. A similar statement may be made of the lumber trade, and sawmills in connection therewith. The gigantic trade in salmon has come into existence, as well south as north, and is ever on the increase. The west coast of Vancouver Island now shows signs of great vitality, whereas formerly it was only the home of Indians, missionaries and a few white traders. Within the past dozen years also the Northern Pacific and the Canadian Pacific railways, and only a little more anciently the Central Pacific railway, have been called into existence, bringing life, commerce, activity and people to places where few or none existed before. This history and enumeration of the past dozen years might be considerably, perhaps advantageously, extended; but sufficient has been related to show the great progress made within the past few years. At this rate of progress, what will ensue within the next dozen years? The country cannot go back—must go forward—by pressure and also attraction of British and American forces. How wonderfully, two, the traffic between San Francisco, Puget Sound and other places has increased is a matter astonishing. Their history will show that more facilities for more rapid communication, with increasing distances and new demands, necessitates the railroad to bring distances close to our gates. When it is considered that the geographical position of Vancouver Island renders it the most suitable and indeed the only terrestrial highway near the coast to Alaska and the British northern possessions, it follows that this necessary railway must pass through Vancouver Island from south to north, and that the sooner it is put through the more chance it will have of capturing the north and west trade. At the northern terminus there will be cities the same as south, having communication by steamships and sailing vessels with the ever-growing population and trade of the northern countries, whether they be British or American. Vancouver Island is practicable for a railway, and it must be plain from the above that it will, shortly after construction and by good management, be made to pay handsomely, because it can, with the aid of British Columbia merchants and Canadian enterprise, command the greater portion of the trade and passenger traffic, not only of Vancouver Island, but also of the northwest coast, and last, but not least, Alaska.

It will soon pay the Canadian government, i. e., Canada, because a growth of population to 5,000 families will increase the revenue of the Dominion $100,000 per annum, exclusive of that derived from additional commerce. It will pay the Canadians because it will afford them a larger market for their manufactures and productions, and by the same token pay Americans likewise. It will undoubtedly pay British Columbia largely; in fact, with her it will be merely placing her small capital, whether money or land, in a profitable business cheaply. Merchants lay out capital to make a business. British Columbia will do likewise. Nothing venture, nothing have!

For further particulars apply to the Federal and British Columbia governments.

Thanks to you, Mr. Editor, I have had my say. Whether the legacy will grow and bear fruit soon—for perish it cannot—must be left to the inhabitants and their representatives, the executive and members of the Dominion and local governments.

Now, gentlemen, send in your bids for the carrying trade of Vancouver Island, also that of the Northwest coast, and a highway to Alaska. The honor and glory of peopling the country will be thrown in. J. S. H.

A CONJECTURE

Why Napoleon May Have Lost the Battle of Waterloo.

General Marbot said that he had fought in many battles, and had never understood a sentence of the published descriptions of any one of them. "No more do I," writes Mr. Andrew Lang, in Longman's. "Napoleon, according to Alexandre Dumas, 'knew each battles as he did lose because he wrote such a fiendish hand. His generals could not read his notes and letters; typewriting had not been invented, and the trembling marshals, afraid of disobeying, and trying to interpret the indecipherable commands, loitered, wandered and did not come up to the scratch, or not to the right scratch. Thus Waterloo was lost. Cannot you fancy Grouchy handing around Napoleon's notes on that sanguinary Sunday? 'I say,' cries the marshal to his aide-de-camp, 'is that word Gembloux or Wavre? Is this Blucher or Bulow? So probably Grouchy tossed up for it, and the real words may have been none of these at which he offered his conjectures. Meanwhile in the left and centre D'Erlon and Jerome and Ney were equally puzzled, and kept on sending cavalry to places where it was very uncomfortable (though our men seldom managed to hit any of the cavaliers, firing too high), and did no sort of good. Napoleon may never have been apprised of these circumstances. His old writing master was not on the scene of action. Nobody dared to say, 'Sire, what does this figure of a centipede mean, and how are we to construe these two thick strokes flanked by blots?' The imperial temper was peppery; the great man would have torn off his interrogator's epaulettes and danced upon them. Did he not once draw his pistol to shoot a little dog that barked at his horse? And when the pistol missed fire, the great soldier threw it at the dog, and did not hit him. The little dog retreated with the honors of war."

ROSSLAND OUTPUT.

Ore Shipments For the Week Just Closed.

Rossland, B. C., Jan. 31.—Ore shipments from this camp for the week ending tonight are as follows: Le Roi, 4,350 tons; Centre Star, 1,560 tons; War Eagle, 1,200 tons; Giant, 50 tons; Velvet, 150 tons; Le Roi, No. 2, 544 tons. Total for the week, 7,800 tons. For year to date, 29,631 tons. The snow fell in unprecented quantities this week, and has interfered seriously with transportation. The Canadian Pacific succeeded in keeping its line open by utilizing a rotary snow plow and 50 men in extra gangs. The Great Northern also worked a considerable force in keeping the road open. The War Eagle and Centre Star closed down for a couple of days owing to shortage in fuel supplies for the compressor plant, but this only temporary, and will be remedied at once. The tonnage in February should be substantially larger than in January.

DISASTERS.

Hongkong—Jan. 30, bk Alex. McNeil, from Manila for Port Townsend, was wrecked on Pratas reef; ship's boats arrived here.

Sydney—Arrived, Jan. 30, Br. ship Celtic from Tacoma, with sundry losses and damages sustained in heavy weather; will have to undergo repairs.

Our idea of an impossible feat is to walk past a crowd of boys with snowballs in their hands and look dignified.—Aitchison (Kan.) Globe.

Mining In Mid-Winter

Work On Atlin Creeks Proceeds Steadily With Good Results.

Boulder Creek Claims Produces $32 Per Day Per Man.

Vancouver, Jan. 29.—(Special)—A. C. Hirschfield has received word from Atlin that Messrs. Lambert and Jackson have several men at work on Dominion creek, and are trying to prove that the gold on Spruce creek came down Dominion—a theory which Mr. Lambert has always held. The first shaft, about 20 feet deep, gives gravel with very excellent results. From an open cut, driven parallel to the creek, coarse gold as high as a pennyweight each was recovered. Sluicing has been and will be carried on without intermission all this winter.

Boulder creek is showing up richer than ever. La Societe Miniere is working in ground that yields an average of 12 ounces to the set. Two nuggets, respectively nine and five ounces, were in the last clean-up. Tim Rayl, with six men, took out 72 ounces for one week.

Mr. Hirschfield remarks that it is no wonder that Atlin sustains its reputation as the banner camp of British Columbia; $32 to the man per day sluicing in midwinter does not happen in many camps in the world.

The hydraulic plant is now on Otter creek. The flume boxes and pipes are all laid in position and ready for work in the early spring. The Otter Creek Hydraulic Company is to be congratulated for the energetic way in which it has started to work, and it is expected that it will add considerably to the output for this year.

On the Coronation group, on Pine creek, owned by Joseph Palmer, two drifts are being run into Willow from Pine. The valuable dump is steadily growing, and it is understood that the gravel runs no less, and sometimes more, than $1.50 to the pan.

On Upper Pine, Loup, Green & Co. are drifting from a shaft 75 feet back from the creek, and have encountered very rich ground, yielding as high as $1.40 to the pan. Barry Davis and associates are doing similar work a little below them, and both are turning out big dumps.

Below discovery on the south benches of Pine a number of drifts are being run, all on good pay, on the high bench channel adjoining Stevendyke. Principal among these are R. W. Wilson and partners, Cochrane and Sam Smith, Taylor and Lytle, Simpson and McLaughlin, etc.

On Gold Run, Charles Kent is sinking a new shaft, and has erected an engine house. Stukey & Co. are now on good pay and will have a large dump. Ruffner & Co., Daniels & Co., Clark and associates, Cameron & Co., Dewey, and Small & Co. are all doing well. Ruffner's ground is yielding $3 to the bucket.

Dawson Charlie, of Cariboo, has bought out W. A. Anderson's hotel at Cariboo. Dawson Charlie is an Indian who made a big lot of money in Dawson.

AS OTHERS SEE US.

British Columbia Mining Resources Recognized by "Mining."

"Mining," the journal of the Northwest Mining Association, published at Spokane, pays the following tribute to British Columbia as a mining field:

British Columbia now ranks as the most important province in all Canada as a mineral-producer. The coal mines of the province on the coast are too well known to require special mention, but those in the Crow's Nest country of Southeast Kootenay have so far developed and their production has become such an important factor in the fuel market of the Pacific Northwest that they have commanded a most healthy attention from both the Great Northern and Canadian Pacific railways, who are contending for the tonnage of the mines and coke ovens. The great smelters of Nelson, Trail and Boundary sections all require a large tonnage of the coke, and the smelters of Montana and other states in the United States are equally eager for the superior coke produced from the mines of the Crow's Nest region.

While some of the mining districts of the province have been rather quiet during the year, owing to unfavorable market conditions, the districts in which copper sulphides occur have been especially active. Of these, the Boundary country has by far exceeded all others in its growth of production, where the three smelters have found themselves entirely unable to handle all the ore which would otherwise be mined, and the tonnage has increased to astonishing proportions. Rossland, at the end of the year, shows marked signs of improvement, and the copper mines on Vancouver and other islands on the West Coast supply the smelters at Everett and Tacoma (Wash.)* as well as local plants recently constructed. In one decade British Columbia has climbed from the bottom round in the ladder of the Canadian provinces to the top one, and by the actual mineral production, the ore and coal in sight, future prospects and possibilities, is justly entitled to be termed the Treasury of Canada.

In this Pacific Northwest we have the greatest copper and the greatest lead camps on earth. We have smelters which are reducing their ores at a less cost than anywhere now known. We have one camp wherein within the year that the railroad was completed into it had three smelters in operation on ore which is quarried from the mines at a cost of less than 50 cents per ton. We have one district where there are over 50 stamp mills, about half of which were erected or started during the last twelvemonth. We have more local capital and less capital from the East or foreign countries interested than in any known area of the same magnitude and state of development. The country throbs with enterprise, the banks are full of money, the people are prosperous and happy. And yet we invite those who are seeking investments to look into the resources and conditions of this particular section of the Western Hemisphere, for withal the people of a new country, however enterprising, however wealthy, however willing, are not able to themselves and alone develop the latent mineral resources of a country of such scope and magnitude.

ORWELL CUT IN TWO.

Torpedo Boat Destroyer Wrecked and Fifteen Men Lost.

Corfu, Island of Corfu, Jan. 31.—The British cruiser Pioneer, ran into the torpedo boat destroyer Orwell near the channel of Corfu.

The Orwell was cut through at the conning tower during the night naval operations, and her forepart sank in deep water, taking down fifteen men. Only two bodies have been recovered. The after part of the Orwell has been towed here.

ALBERTA TELEPHONES.

Calgary, N. W. T., Jan. 31.—(Special.)—A man named Donald, from British Columbia, is organizing a telephone company for Alberta. Calgary merchants are taking stock in it. It will commence with Cardston, Pincher Creek, MacLeod, Calgary, and the far North.

FAVORS HIGH TARIFF.

A Canadian Manufacturer Tells Seattle What This country Needs.

W. T. Sampson, a wealthy steel manufacturer of Gananoque, Canada, is in the city, accompanied by his wife, and is registered a guest at the Butler, says the Seattle Post-Intelligencer. He is on a pleasure trip and is visiting Seattle for the first time. He says that so far as commerce is concerned Canada does not look upon Great Britain as a competitor in her home markets, but does view the United States in that light. In an interview he said:

"We have come through Western Canada and have paid a great deal of attention to the development that is going on there. West of Winnipeg it has been phenomenal. However, while they are getting a very large number of new settlers they are altogether too optimistic. They think that nothing can develop that will do them harm, but they will soon get over that when their country is settled up and it is time for the manufacturers of the United States to invade their territories. At the present time, owing to the Northwest Territories being new, the United States is not paying much attention to them. But down in Canada, where the country is settled up, we know what the Americans are capable of doing.

"England is not a competitor of Canada in her products, but the United States is, and the trouble is that the aggressiveness of the manufacturers in this country is making us put on our thinking caps. I can speak more particularly of the business in which I am interested, the steel manufacturing trade. However, the same rules that I give you apply to every commodity in the Canadian market.

"American manufacturers put up steel in the shape that it is wanted in Canada. England makes her steel altogether too heavy for the Canadian trade. Manufacturers in Canada manufacture very much after the same style as the Americans. We have a population that contains many Americans, and besides this most of our millionaires are interested in American manufactories, more so, I might say, than at home. Now this is the basis we start on.

"When Canadian manufacturers ask parliament to put on a duty that will be protective to Canadian interests we are met with the statement that if this is done, then the United Staes Congress will retaliate on some of the Canadian products. There is a market in the United States for many things that we make in Canada that take away a large surplus and this market cannot be found anywhere else. Therefore it is that the duties on American imports into Canada are not high enough to protect us and Americans can pay them and enter into competition with us. Just so long as we have so many Canadians interested in American industries then we may never expect to have a protective duty as high as it should be.

"The condition at the present time is that there is nearly as much American manufactured product entering Canada today as there is manufactured at home, while the imports from England are nothing, comparatively speaking. Now when Western Canada fills up with a thriving population, as it surely will within the next few years, the manufacturers who are establishing plants there will find themselves in the same position that we are at the present time."

CLERGUE RAILWAYS

Constructed Without a Dollar of Bonded Indebtedness.

A despatch from Sault Ste. Marie says: "The construction of the railways owned by the syndicate represented by Mr. Clergue forms an interesting variation from the usual railway history of Canada, inasmuch as with an expenditure so far of over $8,000,000 there is not a dollar of bonded indebtedness. On the work of construction alone there have been laid out $7,243,000, and on the equipment $864,698, making together $8,107,698. This is the synopsis of a statement just prepared by Mr. O. C. Search, of Philadelphia, treasurer of the Consolidated Lake Superior Co., for submission to Philadelphia banking houses in connection with the recent negotiations. The detail of the railway construction work shows 28 miles on the Michipicoten division, fully equipped with 80-pound rails, stone culverts and the very best standard of bridge work. On the Algoma Central main line 65 miles of steel have been laid, all 80-pound rails; and on the Manitoulin & North Shore railway 13 miles have been constructed according to the best modern standard of railway construction. In addition to these sections, all of which are in operation, there are graded on the Algoma Central 99 miles, the bridge work on which has yet to be done. No such railway construction has ever been made in Canada before without a bonded indebtedness.

OBSERVATORY INLET.

Copper Properties Bonded to British Mining Men.

Vancouver, Jan. 29.—(Special)—British capital is reported to be investing heavily in spruce limits and copper properties in the Far North, near Observatory Inlet. Options have been secured on the copper properties, and all the waterpower available has been taken up.

The claims run high in copper, and the extent of the operations of the British exploiters may be judged when it is stated by the owner that the British company has already spent $20,000.

The options on these two claims expire in June and September respectively of this year. The operations of the British capitalists will be watched with great interest, for if these Observatory Inlet properties show good development there is every indication of the northern mining fields early reaching a conspicuous position in the mining world.

THE LARGEST SALMON.

Prof. Prince Points Out That B. C. Has Record.

In reply to the statement made that the largest salmon on record had been captured in Norway, weighing fifty-two lbs., the commissioner of fisheries for Canada, Professor Prince, of the Department of Fisheries, Ottawa, states that he himself saw the capture of a specimen in British Columbia weighing eighty-four lbs. The largest spring salmon every caught, however, was on the Skeena, in British Columbia. It weighed a hundred and four lbs. The commissioner says that even in the Eastern provinces of Canada, where the salmon do not reach to these gigantic proportions, fish have been caught as large as that which earned the Norway fisheries their recent attention in the press. The Fisheries Department has, by computing the reports of its officers throughout Canada, discovered that the total value of the 1901 catch was $25,000,000.

THE BUTLER'S REASON.

From M. A. P.

Many and various and most weird are the reasons given by servants for wanting a change of place. Here is a tale told by George Grossmith, which adds a rare and wondrous instance to the long and eccentric list. His butler who had been with him for nearly twenty years, went to him one day and said: "If you please sir, I want to leave." Mr. Grossmith was sorry, and asked the man his reason. "I would rather not say, sir," was the mysterious reply. This was uncomfortable, and Mr. Grossmith pressed the question again. "Come," he said, "you have been with me for so long, and have never complained before. Surely I almost have a right to know why you wish to leave. Your secrecy is unpleasant, and I must really beg of you to tell me your reasons for leaving my service." The butler thought a moment and then said: "Well sir, as you insist, I must. I tell you. But I don't want to. (A pause.) The fact is sir, I've been with you now for close upon twenty years, and I'm sick of the sight of you and all of your family."

The six British workmen who were refused permission to land at Sydney, New South Wales, turn out to be hatters. At first it was not known why they were so mad at their exclusion.—Punch.

Smelters May Close Down

A Likelihood That Ten Thousand Men Will Now Be Idle.

Montana Business Shaken By Rumors of Such Contemplated Action.

Mining men in British Columbia will read with intense interest the announcement that the closing of the smelting plants of the state of Montana, owned by the Amalgamated Copper Company at Anaconda, Butte and Great Falls, is hanging in the balance. At a meeting of the directors of the company to be held shortly after the first of the month in New York, positive action will be taken, and, if it is decided to close, 10,000 men will be thrown out of employment. This corporation is the largest copper smelting company in the world, and action, such as it is said every indication points to, will have an effect on every copper state in the United States. The lowest wage paid is $3 per day.

This word is brought to the city by a Butte man who is connected with the company, and is confirmed by local men representing companies directly interested in the action to be taken, and who have just returned from Montana after making an investigation, says the Seattle Post-Intelligencer.

In the city of Butte, it is stated that business is paralyzed. Merchants who formerly, at this season of the year, placed large orders with traveling men, are not buying a dollar's worth of new goods, and many of the commercial travelers have been advised not to make the trip through the state by their houses. The banks of Butte, it is said, have cut down credits until they are barely enough to conduct the routine business of the city, and while the situation in Butte is probably worse than in any other part of the state, Great Falls and Anaconda merchants are acting likewise, and there is a general feeling of unrest.

The Great Northern and Northern Pacific railways, which do a very great share of the smelter hauling, are preparing to reduce their crews engaged in the smelter work, and whatever is the retrenchment in this line will add to the army of unemployed.

And rumor passed throughout Montana regarding the closing of the smelters causes a ripple of excitement which grows with the reports. However, it is said that at this time the apprehension is greater than it has ever been, owing to the fact that there are many causes leading up to the proposed closing.

In the first place, there has been a reduction in the price of copper in the market of 5 cents a pound. In the second place, there is a greater fight on than ever between the Amalgamated Company and F. Augustus Heinze for the control of the copper product of the state.

Added to these causes the labor unions of the state have increased their strength more than double within the past year. Wages for every class of mechanics, connected directly or indirectly with the copper trade, have been put up to a schedule, which, it is said, the smelters cannot pay under the existing circumstances. Certain classes of skilled labor about the smelters at the present time are receiving $10 a day, while the common laborer on the dump makes $3.

The movement on the part of the labor unions began at the time the copper trust began bulling the market and placing copper at 17 cents a pound. Now that there has been a lull in the trade the market is falling and the smelters find themselves in a position from which it will be hard to extricate themselves unless relief comes from the open market, which at this time is not expected.

During the past two years there has been a phenomenal demand for copper, at home and abroad. With this demand and the high price, the production increased from Michigan, and all the Western states have been working copper properties which in other times had been passed over. The demand for producing copper mines was as great as for gold, and in a majority of instances they have proven better. However, the increase was so great that when a lull came in the market, there was an over production, and at the present time there are in store millions of pounds of copper owned by the large corporations for which there is no demand.

While the effect of the closing, should it be done, will be felt principally in Montana and Michigan, where the greatest properties working at the present time are located, every state in the West will feel it, and it is not improbable that some of the small mines in the West, which have depended on immediate sale of their product to make ends meet, will be obliged to close down.

In the three cities mentioned it is stated that since the first of the year there has been a fall in real estate, which is indicative that the reports that are in circulation are at least credited as possible.

AUSTEN CHAMBERLAIN

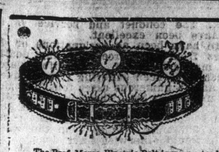
Talks on Venezuela at a Birmingham Banquet.

London, Jan. 31.—Austen Chamberlain, postmaster-general, representing his father, the colonial secretary, at the annual dinner of the jewelers and silversmiths in Birmingham tonight, replied to the toast, "His Majesty's Ministers," and devoted the greater part of his speech to Venezuela. He said that after the British government had decided to seek satisfaction for Venezuelan outrages, and to demand guarantees against their repetition, it had been approached by Germany and requested to co-operate with that country. Courtesy made it impossible for the British government to decline, said Mr. Chamberlain, and now it would be dishonorable to withdraw. The government is fully aware of its liability; the details were arranged before the action commenced. Replying to a suggestion that the present course might jeopardize the good relations between Great Britain and the United States, Mr. Chamberlain said that if that were so, he would regard it as a calamity to the civilized world. There was no nation whose good opinion Great Britain valued so as that of the United States. The speaker stated that he thought it increditable that the United States should take umbrage, as if knew that no nation so loyally supported the Monroe doctrine as did Great Britain. The present course did not menace the Monroe doctrine, said Mr. Chamberlain, which, although it might be evoked to protect the weak, was never intended by United States statesmen to shield the evil-doer. In conclusion, the postmaster-general said he was confident that the United States would look in a friendly manner on efforts to secure that redress for British subjects which it was felt to be its first duty to obtain for United States citizens.

PROMOTED.

H. W. Brodie, Assistant G. P .A. of Western Division.

Winnipeg, Feb. 2.—A circular was issued today by the C. P. R. passenger department giving notice of the appointment of H. W. Brodie as assistant general passenger agent of the Western division. A more popular appointment could not very well be made. Mr. Brodie has been in the employ of the road for eight years, entering Mr. C. E. McPherson's office as junior clerk, when that gentleman was assistant general passenger agent of the Atlantic division, with headquarters at St. John, N. B.



Electric Belts in the Reach of All.

We are Selling the Best Electric Belt in the World at a Price within the Reach of The Poorest Sufferer.

A $20.00 BELT FOR $5.00

The Prof. Morse Electric Belt is guaranteed to possess more power, more current, more equal distribution of current better quality and finish than any other Electric Belt made, regardless of price.

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SITUATIONS VACANT.

WANTED—Ladies and gentlemen, do our work at home, spare time, $5 to $6 per week. Address with two cent stamp, Box 249, London, Ont. dg

DR. J COLLIS BROWNE'S CHLORODYNE

Vice Chancellor Sir W. Page Wood stated publicly in court that Dr. J. Collis Browne was undoubtedly the inventor of Chlorodyne, that the whole story of the defendant Freeman was literally untrue, and he regretted to say it had been sworn to.—Times, July 13, 1864.

Dr. J. Collis Browne's Chlorodyne is the best and most certain remedy in Coughs, Colds, Asthma, Consumption, Neuralgia, Rheumatism, etc.

Dr. J. Collis Browne's Chlorodyne is prescribed by scores of Orthodox practitioners. Of course it would not be thus singularly popular if it did not "supply a want and fill a place."—Medical Times, January 12, 1885.

Dr. J. Collis Browne's Chlorodyne is a certain cure for Cholera, Dysentery, Diarrhoea, Colics, etc.

Caution—None genuine without the words "Dr. J. Collis Browne's Chlorodyne" on the stamp. Overwhelming medical testimony accompanies each bottle. Sold at 1s. 1½d., 2s. 9d., 4s. Sole manufacturers, J. T. Davenport, Ltd., London.

THE MOST NUTRITIOUS

EPPS'S COCOA

An admirable food, with all its natural qualities intact, fitted to build up and maintain robust health, and to resist winter's extreme cold. Sold in ½ lb. tins, labelled JAMES EPPS & Co., Ld., Homœopathic Chemists, London, England.

EPPS'S COCOA

GIVING STRENGTH & VIGOUR.

Certificate of Improvements. Notice.—"Bella," "Victor," "Coeur D'Alene," "Coeur D'Alene No. 1," "Coeur D'Alene No. 2," "Coeur D'Alene No. 4," and "Coeur D'Alene Fraction" Mineral Claims, situate in the Alberni Mining Division of Clayoquot District. Where located: Effingham Inlet, Barclay Sound, Alberni. Take notice that I, Geo. A. Smith, P. L. S., acting as agent for Wm. Watkins, Free Miner's Certificate No. B62,888, intend, sixty days from the date here of, 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 26th day of November. A. D., 1902. Geo. A. Smith.

CERTIFICATE OF IMPROVEMENTS.

NOTICE.

"Mountain Queen," "Mountain King," "Elva," "Mew Comstock," "Ass Thor," "N. S." Fractional, "Yreka" Fractional and "Edith" Fractional Mineral Claims, situate in the Quatsino Mining Division of Rupert District. Located West of the S. E. Arm, Quatsino Sound.

Take notice that I, Livingston Thompson, agent for the Yreka Copper Company, and for the Quatsino Mining and Reduction Company, Limited, and also for Messrs. A. F. Gwin and Rowland Lea and also for W. H. Forder, Trustee, Free Miner's Certificate No. B70467, intend sixty days from the date hereof, to apply to the Mining Recorder for Certificates of Improvements, for the purpose of obtaining a Crown Grant of the above claims.

And further take notice that action, under Section 37, must be commenced before the issuance of such Certificates of Improvements.

Dated this 6 day of Jan., A. D. 1903
LIVINGSTON THOMPSON.

NOTICE.

"Superior," "Pocohontas," "Tuscarora," "Quatsino Chief," "Mohican" Fractional, "Hiawatha" Fractional, "Ready Cash" Fractional, and "Omega" Fractional Mineral Claims, situate in the Quatsino Mining Division of Rupert District. Located West of the S. E. Arm, Quatsino Sound.

Take notice that I, Livingston Thompson, agent for W. H. Forder, Trustee of the Superior Group, and for the Quatsino Mining and Reduction Company, Limited, and for the Yreka Copper Co., and also for Messrs. A. F. Gwin and Rowland Lea, Free Miner's Certificate No. B70467, intend, 60 days from the date hereof, to apply to the Mining Recorder for Certificates of Improvements, for the purpose of obtaining a Crown Grant of the above claims.

And further take notice that action, under Section 37, must be commenced before the issuance of such Certificate of Improvements.

Dated this 6 day of Jan., A. D. 1903
LIVINGSTON THOMPSON.

Notice is hereby given that 60 days after date I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase 640 acres, situated on the West Arm of Quatsino Sound, described as follows: Commencing at a post placed on the north shore of the West Arm, thence west 80 chains; thence north 80 chains; thence east 80 chains; thence south 80 chains to point of commencement.

Dated at Victoria, B. C., December 2nd, 1902.

H. E. NEWTON.

MINERAL ACT.
(Form F.)

Certificate of Improvements. Notice. Two Deer Mineral Claim, situate in the Chemainus Mining Division of Victoria Mining District. Where located: On Sugar Loaf Mountain on the District line between Somenos and Chemainus Districts. Take notice that We, Henry Fry and James Strickland Bevan, Free Miner's Certificate No. B72555, intend, sixty 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 15th day of January, A. D. 1903.

Notice is hereby given that application will be made to the Legislative Assembly of British Columbia for an Act to incorporate a company having the following powers:

1. To build, equip, maintain and operate a line or lines or railway of standard or other guage from a point at or near Hardy Bay or Fort Rupert, Vaancouver Island, thence by the most feasible route to a point on West Arm or Rupert Arm of Quatsino Sound, and to construct, equip and maintain branch lines.

2. To construct, acquire, equip and maintain steam and other vessels, and to operate the same.

3. To construct, acquire and maintain docks and wharves in connection with the said railway or any of its branches.

4. To connect with or enter into traffic or other arrangements with railway, steamboat or other companies.

5. To construct, acquire, operate and maintain telegraph and telephone lines along the routes of the said railway and its branches for the connection therewith, and to transmit messages for commercial purposes and collect tolls therefor.

6. To acquire from any government, municipality or person, any bonus, subsidy, grant or privilege.

7. And having all rights, powers and privileges necessary usual or incidental to any of the aforesaid powers.

Dated this 20th day of January, A. D., 1903.

C. A. BURY,
On behalf of the Applicants.

Notice is hereby given that an application will be made to the Parliament of Canada at its next session, for an Act to incorporate a company to be known as "The Grand Trunk Pacific Railway Company" to construct and operate a line or lines of railway from a point at or near either Gravenhurst or North Bay in the Province of Ontario; thence in a Northwesterly and Westerly direction through the Provinces, Districts and Territories of Ontario, Keewatin, Manitoba, Saskatchewan, Alberta, Athabasca and British Columbia, or any other Province or Territory of British North America, to the Pacific Ocean, at or near Port Simpson, or at or near Bute Inlet, or such other port as may be hereafter determined, by way of the Peace River or Pine River Pass, or such other pass as may be found most convenient, or by such other more feasible route as may be hereafter more clearly defined; with power to construct, equip and operate branch lines to Winnipeg, Regina, Calgary, Dawson City, in the Yukon Territory, and any other point or points in the said Provinces, Districts or Territories, and to acquire, lease, amalgamate or connect with, or otherwise make arrangement for the use of the lines of any railway company in Canada, with power to build, purchase, or otherwise acquire and operate upon any navigable waters in any of the said Provinces, Districts or Territories, or from any point in the Dominion of Canada to any other point or points in or beyond the same, steam or other vessels and ferries for the purpose of the company; to engage in and to carry on an express and forwarding business on the company's railway and vessels; to purchase, lease or otherwise acquire land and water lots and thereon erect, maintain and use wharfs, docks, dock yards, elevators, warehouses, bridges, hotels, restaurants, houses and other buildings, terminals and properties, and collect wharfage, storage and other dues and charges for the use thereof; to acquire and utilize any property, water powers, etc., for the purposes of the company, and for the production and supply of electricity for any use, and to sell and dispose of such water and electric power; to locate, acquire, work, develop and dispose of mines, and mineral lands, timber and timber lands, to crush, smelt and otherwise treat and dispose of the ore and products of any mine, and to construct and use any buildings and works necessary therefor; to construct and operate tramways and other ways and expropriate any lands required therefore; to construct and operate telegraph and telephone lines for the purposes of the company's business and for public use, and to connect the same with any such lines already constructed; to acquire and dispose of any rights in letters patent, franchises or patent rights for the purposes of the company's undertaking; to acquire land for, and to lay out, establish and control parks and pleasure resorts; to acquire and utilize lands in Canada or elsewhere for the purpose of the company's undertakings and to dispose thereof when not required; to aid settlers upon lands served by the company's railway; to mortgage, pledge or charge any of the assets and property of the company; to issue, sell, pledge or otherwise dispose of from time to time, bonds, common and preferred stock, debentures or other securities of the company; to receive from any government, corporation, company or individual, lands, loans, gifts of money or securities for money or other benefit of any kind in aid of the company's undertakings, and dispose thereof, to make arrangements with any government or municipality respecting exemptions from taxation; to acquire, guarantee, pledge, sell, or