

Rossland Weekly Miner.

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OUR COAL MEASURES.

It is generally conceded that the great
importance which Great Britain has at-
tained in manufacturing, in commerce
and on the high seas is largely due to
the immense deposits of coal which have
been found there. The plentifulness and
cheapness of this fuel has made it pos-
sible to found and maintain many man-
ufacturing industries. These have been
the backbone of the commercial activity
that prevails there, and the greatest mer-
chant marine extent is sustained largely
by bringing in the raw materials for the
factories and transporting the manufac-
tured products all over the world. The
presence of fuel in large quantities, we
believe, is one of the main reasons why
"Britain rules the wave." Besides all
of this the coal mined in Great Britain
and sold in other countries has brought
many millions into the United Kingdom.
It may therefore, be said that coal is
one of the most important bases of British
prosperity.

If coal has played so important a part
in Great Britain why should not its pres-
ence in this province be of great bene-
fit. It exists in almost every section
and is of a superior quality, in most in-
stances. The coals of Vancouver and
Queen Charlotte Islands are preferred
in the markets along the coast to the
product of the Washington Collieries. On
the mainland it is to be found on both
sides of the Cascade mountains, includ-
ing the deposits of the upper Skeena, the
Peace river country, in the Westminster
district and the Nicola valley. The Com-
ox, the Nanaimo and the Crow's Nest
deposits, however, so far as known, are
the most important in the province, but
future explorations may develop others of
equal merit. The measures of the Crow's
Nest section are particularly valuable in
a mining section like this because the
coal found in them can be manufactured
into a coke of fine quality that is most
suitable for smelting our ores.

It can be realized, therefore, that, hav-
ing a much larger supply of coal than
Great Britain, we have an important ele-
ment of future wealth and greatness in
addition to many others. To this prov-
ince it will form one of the bases on
which we will be able to build great man-
ufacturing industries, maintain vast com-
mercial interests and put on the ocean
an immense merchant marine of which
the sea can justly feel proud.

REPAIRS AND IMPROVEMENTS.

The city engineer, Mr. W. E. Van Bus-
kirk, has submitted his report to the city
council on the repairs and improvements
which he considers should be undertaken
during the year. The engineer has gone
very carefully into the necessities of the
city in this respect and his report, while
brief and there, objections may be taken,
by individual citizens, to the small
amount which may seem to be allowed
for their particular section, will meet
the approval of everybody who takes a
fair view of the matter and realizes how
much more is to be done and how little
money there is to do it with. At the
present time, when the citizens are com-
plaining of the taxes, \$23,000 for repairs
and improvements seems a considerable
sum, and especially so when it is remem-
bered that a very large expenditure is
contemplated and is necessary for plac-
ing the water works system on a sound
and satisfactory basis. We are quite
well aware that to mention the water
works system to the citizens of Rossland
is like waving a red rag in front of a
bull. The disgraceful way in which the
whole matter of the purchase and patching
up of the present system was conducted,
is sufficient to arouse indignation in the
breast of every property holder; but
while this must be acknowledged it is use-
less, since the money they did vote has
been wasted, to register impotent pro-
tests, or say that they will not expend
any more money in this direction. The
water works system must be remodelled
and made thoroughly adequate in every
respect.

Although, then, as we say, the amount
which the city engineer considers neces-
sary for repairs and improvements
seems, in view of other absolutely neces-

sary expenditures, to be very large, the
citizens must remember that every dollar
they disburse in making their city present-
able will have a two-fold return. There are
so many streets, on which comfortable
dwellings have been erected at consider-
able cost, which need grading, that it is
impossible any longer to overlook the
necessity in this respect, and even if the
taxation should be increased pretty con-
siderably the citizens should not grumble
at it too greatly. The engineer de-
serves much credit for the care and con-
scientiousness which he has shown in pre-
paring his report.

AN APPEAL FROM CHINA.

Li Hung Chang has made an appeal
through the Christian Herald of New
York, for assistance to the province of
Shansi which, he cables, is threatened
with a famine that will affect 11,000,000
people. In response to his message the
Herald has announced its intention of
raising a fund for the relief of the suf-
ferers. It is singular, to put it mildly,
that no rumor of this serious condition
of affairs has until now reached America,
and it looks very much as if it were a
cry for mercy from a beaten people.
Shansi is not very far from the scene
of the late trouble and outrages, and
throughout its confines disaffection
against the Christian intruder was very
rampant. It would be rather amusing if
after doing their best to oust the hated
foreign from the sacred soil they should
now become the recipients of his bounty.
The message savors somewhat, however,
of Oriental craftiness and might be in-
tended as a plea on the part of Li Li
against too severe exactions on his coun-
try. It would be just as well, at any
rate, for the Christian people of the con-
tinent to be somewhat cautious in contri-
buting their money until they learn on
authoritative testimony that conditions
are as represented by the Chinese diplo-
mat.

Shansi is one of the richest mineral
provinces of China, containing immense
coal measures, great deposits of gold,
silver and tin, and many of the mines
have for untold centuries been operated
by native enterprise. If any consider-
able sum could be raised in America
and sent to this province the distributor
of the fund might take with him, as as-
sistants missionaries and mining experts,
who would be able to accomplish much
good work in their several departments.
The distributor of assistance would gain
the gratitude and good will of the peo-
ple, the missionary would spread the
Gospel and the mining experts would
corral the properties of the country.
Mark Twain would thus be furnished
with material for another excellent arti-
cle on "the man who sits in darkness."

INJURY BY THE X-RAYS.

The question as to whether the appli-
cation of the X-rays to the human body
causes any pain to the patient under-
going the treatment, has aroused wide
spread discussions, but, according to a
recent case, which happened in England,
it is evident that severe suffering is oc-
casionaly inflicted by their application.
A lady, 68 years of age, while cycling
met with an accident, which was sup-
posed to have fractured her thigh. Short-
ly afterward an eruption broke out in
her stomach, and to diagnose the case,
the Roentgen Ray apparatus was brought
into use. The lady eventually succumbed
to the malady, and at the inquest which
followed a letter was read in which she
stated that she had suffered un-
told agonies by the "cruel over-
exposure of the X-rays." The photo-
grapher stated that he had made two
exposures of 35 and 45 minutes, respec-
tively. The surgeon, who was present at
the exposures, and superintended the
operations, stated that death was due
to the exhaustion from shock produced
by the fracture of the thigh and the ap-
plication of the X-rays. Expert evidence
upon the subject was given by Dr.
Lewis Jones, the medical officer in
charge of the electrical department of
St. Bartholomew's Hospital, London, who
said he considered the exposures had
been normal. He had discovered in the
course of his investigations that some
people were sensible to the rays, while
others experienced an immunity from
their effects. This was believed to be
due to the condition of the skin at var-
ious times. There was always a risk of
skin-burn when the exposures were pro-
longed, but he had never heard of death
being attributable to the X-ray burn.
The jury, however, returned a verdict
that the woman died from shock and ex-
haustion following an accident and the
effects of X-rays upon a weakened sys-
tem. The photographer and surgeon were
exonerated from all responsibility.

THE GOVERNMENT'S INTENTION.

The Nelson Tribune is not being if not
rude, and one would think from reading
the paper for the past few days that
either Jimmie Burns or Charlie Goff was
in the editorial chair since the arrival
of these gladiators there. In the Tribune
of Friday it has the following concerning
Mr. Smith Curtis:
"Smith Curtis made a name for himself
during the last campaign as a word
painter, in the picture he drew of the
prosperity and happiness which would
come to the province as the fruit of his
ideal railway policy, which provided for
the building of the Coast-to-Kootenay

railway as a government work. Smith
Curtis has now shown himself to be a
political trickster by opposing in the
legislature the nearest approach which
the finances of the province will permit
to the state-owned railway he applauded
from the stump."

Mr. Curtis now just as much as when
he was on the stump favors the govern-
ment ownership of railways, but, as he
has often told the public, when he found
that the present government was opposed
to the system, he advocates what he
considers the next best policy, the build-
ing of competitive lines. For this reason
he has favored the construction of the
Coast-Kootenay railway by an indepen-
dent company. It is not Mr. Smith Cur-
tis who has gone back on his principles,
but it is the men who profess the same
views as he did, and whom he trusted,
who have attempted to use him for the
advantage of a company whose aim was
to obtain the transportation monopoly
of the province, who have done so.

The fact of the matter is that the
whole trend of government manipulation
has been for the purpose of preventing
not only railway competition in West
Kootenay and Yale, but of so clouding
the issue, which is now before the legis-
lature, that the people, while they may
imagine that they are getting what they
desire, are really duped. The whole in-
tent of the government's railway bill is
to deceive the people of the province
and especially the people of the Kooten-
ay district. The fact that Mr. Joseph
Martin has abandoned every principle
which he professed and has thrown him-
self, not only in with Premier, Bums-
mur, but with the C.P.R., must impress
upon the electorate, not so much the
fact that he is utterly dishonest, for
this is a secondary consideration, but
that they must in the future see that
they do not trust men of this stamp and
send to the legislature those who will
look after the public interest as opposed
to private gains. We repeat that we think
there is nothing that the province should
so heartily applaud as the complete over-
turn of the government and the suc-
cession of a company of men who have
nothing to gain beyond that which will
be of benefit to every individual resident
of the country. It has been clearly shown
that neither monopolists, whether they
be coal barons, or railway magnates, or
their hangers-on, should be allowed to
manipulate the interests of a great prov-
ince and tamper with the future pros-
perity of the country.

THE NEXT B. C. BOOM.

In another column in this issue will be
found an account of the stupendous
task of taking up coal lands in the Similkameen
country. The existence of these coal
lands has been known for many years,
but as they were considered valueless
on account of their remoteness from
transportation they were not taken up.
Just as soon, however, as a railway was
promised they assumed importance in
the eyes of those who knew their value
and about 50 square miles have been lo-
cated by enterprising capitalists. The coal
will play an important part in the devel-
opment of the section in which it has
been found, as that region contains
more natural resources than any other
portion of the province. There they
may be found the largest copper deposits
in the province and gold, silver and lead
properties. The soil is fruitful, the climate
mild and the winters short, and as a
consequence nearly all the hardier
cereals, fruits and vegetables are grown.
There is no section of the province
where cattle can be raised to greater ad-
vantage.

With opportunities almost unlimited
for the metalliferous and the coal miner,
for the farmer, stock raiser, fruit grower
and lumberman it is easy to see that once
the railway is constructed into that sec-
tion it will come rapidly to the front and
become one of the most important in the
province. Nothing then can keep it back.

When it gets a start it is certain that
the coast cities will take a deep interest
in it because it will be as close to them
as Rossland is to Spokane, and they
will consider it in the light of being a
tributary suburb, and hence will assist
materially in its upbuilding by investing
their surplus money in its mining and
other ventures. The section around Rossland
was neglected to a very large extent
because of the long distance and round-
about roads which had to be traversed in
order to reach it, but we are certain
they will take a very active part in de-
veloping the resources of the Similkameen
section.

They will not, however, have a monopoly
there for the Rossland and Boundary
people are already interested and
Toronto and Spokane capitalists have
also acquired coal and mineral prop-
erties there, and each will contribute
something toward its development. With
so many sources working in one direction
the country should be rapidly developed.

Then, too, with such a wealth of re-
sources and the possibilities presented in
the way of mining, farming and manu-
facturing there is certain to spring up
one of the largest interior towns in the
province. There will be nothing ephe-
meral in such a city because even if the
metalliferous mines are worked out in
time there are other resources in the
country sufficient to maintain a very
large population.

The outlook, therefore, is that the
next boom in this province will be in the
Similkameen country.

A CENTURY OF COPPER.

The production of copper has under-
gone a wonderful change during the cen-
tury just closed. In 1799 England, Ger-
many, Austria-Hungary, Sweden, Nor-
way, Italy, Russia, Japan and China
were the chief producers, and their total
annual product, so far as the records
show, was only 15,145 tons of refined
copper, of which the Anglesea and Corn-
ish mines of Great Britain contributed
6,823 tons, Russia 3,800 tons and Japan
2,900 tons. The total copper production
of these countries now is 64,386 tons,
of which Germany contributes 20,785 tons
and Japan 27,500, while Great Britain
yields less than 600 tons.

The United States was not a producer
of copper at the opening of the nine-
teenth century, and only a vague knowl-
edge existed in the Old World of Califor-
nia and the region in which the cop-
per producing states and territories of
the Pacific coast have since been created.
But the United States is, at the close
of the century, contributing 265,156 tons,
or over one-half of the total world's
production of copper, which aggregated
in 1899 473,818 tons. A German publica-
tion, entitled "A Century in Copper,"
shows that the United States during the
years 1891-1900 has produced more than
one-half of the copper of the world,
although in the previous decade it yielded
only one-sixth.

The growth of the industry of copper
production is best shown, perhaps, in
decades than by any other method of
comparison. In the first decade of the
century the total production was 91,000
tons. In the fifth decade it rose to 201,
000 tons. The last decade of the century
notes a production of 3,643,000 tons,
of which 1,963,000 tons have been supplied
by the mines of this continent. Over
nine-tenths of the present copper produc-
tion of the United States comes from
Montana, Michigan and Arizona. The
first decade of the coming century will
doubtless shift the scene of major pro-
duction to the Pacific coast entirely, as
the copper properties of the Pacific
states and territories will, before the de-
cade closes, be fully developed. By that
time California will assume a much more
conspicuous position in the industry
than it does now. In fact, before the
close of the year 1901 the state will be
probably trebling if not quadrupling its
present output of copper, as several new
large smelters will soon be in operation.

Almost as much of a change has taken
place in the cost of mining and smelting
copper during the century as there has
been in the production, although the
depth of the mine workings has increased
immensely. In 1799 the Dolcoath mine,
in Cornwall, was only 60 feet. In 1900, un-
der the stimulus which mining has re-
ceived through the use of steam power
for hoisting and the introduction of high
explosives for blasting the rock, the Dol-
coath mine has reached a depth of 2,882
feet, while the Calumet and Hecla, in
Michigan—a development of the last half
of the nineteenth century—has attained a
depth of 4,900 feet. In 1822 it cost
\$380 to produce a ton of refined copper
after the ore was delivered at the smel-
ter from the mine. The cost of mining,
delivery at smelter, concentration, calcin-
ing, smelting, converting and refining
one ton of refined copper from sulphide
ores is today only \$172.50, and from mines
producing metallic ores, \$160.75.

While the cost of mining, smelting and
refining has been thus decreased, lower
grade copper ores are now being handled
with profit. In 1877 the copper ore ex-
tracted from the Atlantic mine yielded
.97 per cent of fine copper per ton of ore;
in 1899 the grade was reduced to .82 per
cent per ton; the Calumet and Hecla in
1877 worked ores averaging 4.55 per cent
of fine copper per ton of ore, and it has
since averaged 3.10 per cent. It took, in
1877, 103 tons of Atlantic ore to produce
one ton of refined copper, and at the
present time it takes 161 tons. A ton
of refined copper was obtained from 22
tons of Calumet and Hecla ore in 1877,
whereas it has since worked on an aver-
age of 38 tons of ore to produce the same
result in refined metal. The cheapening
of methods in mining and smelting has
enabled the copper miners to handle in-
ferior ore at a greater profit than they
could have handled an ore of superior
grade twenty-three years ago. Processes
are still undergoing improvement, and the
field of the copper miner is expanding
through them, because ore which was too
poor to take out of the vein a quarter
of a century ago yields a big profit in
mining and smelting today. The revolu-
tion in smelting methods is best illustrat-
ed by the statement that a leading Swan-
sea smelter in the beginning of the cen-
tury turned out only 900 tons of copper a
year, whereas the Keswick smelter is
turning out annually over 10,000 tons
of copper matte. Smelting
everywhere has undergone a similar
change.

ANTARCTIC EXPEDITIONS.

Four Antarctic expeditions are sche-
duled for a start this year. In harmony
with the general spirit of the time, they
have arranged a plan of co-operation,
so that the aim and work of one outfit
will not clash with the others. By this
program just published of their different

routes, the British expedition will work
toward the land areas at the south of
Australia and New Zealand. That from
Scotland goes southeast of Cape Horn
in the vicinity of Graham's Land. Sweden
sends her explorers to the mainland di-
rectly south of the Cape. Germany's op-
erations will be centralized on the area
between Australia and the Cape. Each
party has its own landing point and will
work forward from that to the south and
interior. German has thoroughly equip-
ped her expedition. The others are not
so fortunate, as they depend upon private
and voluntary contributions party.
The time for sailing extends from Au-
gust until November; the Scotch expedi-
tion, which starts in September, de-
votes itself to oceanography, and Ger-
many and England to magnetic researches.
Considering that there are also three
expeditions in search of the north pole,
which are to start the coming season,
something of scientific value ought to re-
sult.

VANCOUVER'S PROGRESS.

Vancouver is rapidly coming to the
front, and as rapidly as its progress has
been in the past it will be as nothing
to what it will be in the future. The
following figures, culled from the recent
annual report of the Vancouver Board
of Trade, will give an idea of the grow-
ing importance of the metropolis of
British Columbia: The imports in 1899
were valued at \$3,373,966, and in 1900 at
\$4,264,385, an increase of \$890,419. The
bank clearings at Vancouver in 1899 were
\$42,333,975, and in 1900 \$46,644,098,
the increase last year being \$4,310,123. The
new buildings erected last year cost \$1,
500,000; the assessed value of property is
\$15,210,000, and the population is from
30,000 to 35,000 souls.

The report of the Board of Trade gives
the value of the gold received at Seattle
from the Canadian Yukon district as \$16,
374,448, and from Athin, \$493,116. Van-
couver desires a government assay office
to be established in the city for the pur-
pose of gold, instead of its being shipped
to the United States.

STATISTICS OF REPUTED WEALTH.

The statistics of reputed wealth are so
varying, and unreliable, that comparisons
formed upon them are dubious. When a
writer in Chambers' Journal says that
one-half of the millionaires in the world
are Americans it is probably relatively
true, however. He gives a list of noted
rich men reputed to be worth \$25,000,000,
or more. Li Hung Chang and Beit, the
diamond prince of South Africa, are
credited with \$500,000,000, making them
the richest men in the world. Rockefeller
ranks fourth at \$250,000,000, and
another South African, Robinson, has the
third place, being supposed to have \$400,
000,000. Fifty-four other Americans have
\$25,000,000 or more.

THE GLASGOW EXPOSITION.

The date for the opening of the Glas-
gow Exhibition is rapidly drawing near
and nothing has yet been done by the
Provincial Government for a special
mineral display from British Columbia. It
is evident now that nothing will be done
and that the great mining region of Can-
ada will be represented only by the ex-
hibit which was sent to Paris, the spec-
imens for which were collected under
instructions by the Dominion Govern-
ment. While this exhibit is a fairly good
one, it will not be put prominently to
the front among the industrial products
of the country.

We think that the Provincial govern-
ment has been extremely lax in this
matter and negligent of the true inter-
ests of the country. It is beyond question
that a good display at Glasgow would
be much more valuable to us than one
at Paris or even at any American city.
The Scotch capitalist has so far taken
little notice of British Columbia as a
field for investment and yet we know
that he is not averse to putting his
money in mineral properties if he receives
any reasonable assurance that they are
as represented. He has sent much capital
to West Australia and Africa for this
purpose. If such testimony were produced
as would convince him of the value of
this country there is little doubt that it
would be of the greatest advantage to
the Province as well as to the investor.
The project which was outlined last
fall by the late Mr. A. W. Ross was a
capital one and should have received the
strongest endorsement and assistance of
the Provincial Government. For such an
exhibit as he proposed a competent man
would then have been appointed to go
over the whole mining area of British
Columbia and collect specimens from all
the various properties in the different
districts and arrange and classify them.
Such a display placed in charge of a
competent man would have been an idea
adventurous for the district, and it is
a matter for regret that the government
were unable to perceive this.

HARDY MOUNTAIN TUNNEL.

Mr. Kehoe's Project for Crosscutting
Veins at Depth.

Mr. W. R. McPherson, the well-known
Grand Forks architect, is at the Allan.
He reports that the Gateway city is en-
joying the first fruits of an impending
boom as a result of the early construc-

tion of a railway from Marcus, Wash.
Quite a large number of stores and resi-
dences have been erected this spring and
other buildings are contemplated. Com-
modore Bieden, who is an optimist respect-
ing the future of Grand Forks, has or-
dered plans for three additional business
blocks and has succeeded in interesting
Chicago and St. Louis capital in a num-
ber of local mining and industrial pro-
jects. The project for tunneling Hardy
mountain, Mr. McPherson stated, will be
carried out. The idea is to tap and pen-
etrate the mountain at a depth of 1,200
feet, thus crosscutting all the veins
which trend in a northerly direction. A
beginning has been made. The chief
promoter, Mr. John A. Kehoe, after a
series of surveys, had three men driving
the tunnel during the past winter from
the Fourth of July creek side. Although
a distance of only 110 feet has been gained
one ledge was encountered. Mr. Kehoe
now feels confident that he has suc-
ceeded in interesting outside capital in
the project. The proposed tunnel will be
two miles long and will tap at depth
all the leading claims on Hardy moun-
tain. The citizens of Grand Forks
heartily endorse the project. Some of
the local subscribers include Tony Dun-
ham, Hugh Cannon, R. F. Pettie, E. A.
Kane, Commodore Bieden, Charles
Vahney, S. Muir, G. A. Fraser, J. R. Raley,
W. Mack, Al Trauweisner, Colin Cam-
bell, R. A. Brown, C. C. Tilley, F. A.
Sindelar, R. Gilpin, Fred Whitaker and
Colonel W. C. Hayward. Negotiations
for the sale of a large block of treasury
stock to Chicago parties are now in pro-
gress. If the deal goes through a plant
will be installed. Mr. McPherson thinks
that the project will be of great con-
sequence and has made a paying proposition
long before the tunnel is completed. Mr.
Kehoe is an expert, having been asso-
ciated with Marcus Falls for many years.

ELI GROUP A SHIPPER.

Mr. T. J. Smith on Slocan and Okanagan
Properties.

Mr. T. J. Smith, a Vancouver min-
ing broker, who resided here four years
ago, was in town yesterday. He had
just returned from Slocan City, where
the V. & M. Mining Company (of which
he is secretary), is developing the Eli
group. Six tunnels have been driven,
the highest being five hundred feet above
the lowest. The ledge has been strip-
ped for a distance of one thousand feet
and is in ore all the way. The ore is
dry, the values being in silver and gold.
A carload shipment was made this week
to the Trail smelter. Mr. Smith stated
that the group is now on a permanent
shipping basis, and it promises to be one
of the largest producers in the district.
Mr. M. Costello of Vancouver, is the
president. Mr. Smith also fills the duties
of secretary of the Canadian-American
company, which owns properties in the
Burnt Basin and in the Okanagan val-
ley. The Silver King has been develop-
ing the contentions of Al
Robertson camp, sixteen miles from
Peaschland. For nine miles of this dis-
tance a good road has been built and
the remaining trail will be improved this
summer. The recent estimates brought
down by the government contain an ap-
propriation of \$3,000 for this purpose.
The company also owns the Gladstone
Camp. Mr. Smith added that the
Peaschland, a thriving point on the west
side of Okanagan lake, twenty miles
south of Kelowna, has a promising future.
The townsite company has converted one
thousand acres into ten-acre lots, and
the demand for them is very marked.
All the small fruits and peaches grow
in abundance owing to the mild climate.
One grower last season sold his fruit at
the landing for six and one half cents
per pound. Each tree yielded about two
hundred pounds of fruit.

Mr. R. Grieger of the Thomas &
Grieger Co., limited, is in the city on a
business visit.

CERTIFICATE OF IMPROVEMENTS.

Notice.
"Tailor Boys" mineral claim, situate in
the Trail Creek Mining Division of West
Kootenay district. Where located: On
Malde mountain, south of and adjoining
the Gold Bar mineral claim.
Take notice that I, N. S. Townsend,
acting as agent for S. G. Thompson, free
miner's certificate No. B. 3102, intend to
apply to the mining recorder for a certi-
ficate 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 2nd day of May, A. D. 1901.
N. F. TOWNSEND.

CERTIFICATE OF INCORPORATION.

I hereby certify that the "St. Louis
Miner, Limited," "Non-Personal Liab-
ility," has this day been incorporated un-
der the "Companies Act, 1897," as a
Limited Company, with a capital of one
million five hundred thousand dollars,
divided into one million five hundred
thousand shares of one dollar each.
The time of the existence of the com-
pany is fifty years.
The company is specially limited under
section 56 of the said Act.
Given under my hand and seal of office
at Victoria, province of British Colum-
bia, this 2nd day of April, one thousand
nine hundred and one.
(L.S.)
S. Y. WOOTTON,
Registrar of Joint Stock Companies.
The following are the objects for which
the company has been incorporated:
To work, operate, buy, sell, lease, lo-
cate, acquire, procure, hold, run, lease,
improve, and develop all kinds of min-
eral claims and descriptions within the prov-
ince of British Columbia; to carry on and
conduct a general mining, smelting and
reduction business; to purchase, acquire,
hold, erect and operate electric light and
power plants for the purpose of furnishing
lights and heating power; to bond,
buy, lease, locate and hold ditches,
tunnels and water rights; to construct,
lease, buy, sell, build or operate tram-
ways or other means of transportation
for transportation of ore, mining and
other materials; to own, bond, buy, sell,
lease and locate timber and other land
claims; and finally to do everything con-
sistent, proper and requisite for the
carrying out of the objects and purposes
aforesaid, in their fullest and broadest
sense, within the territory named.

HORSES ARE

Alderman McDonald's
gest Equines

ONE IS OF THE

The Other Two Were Rejected
partment—Allan House
Hard Refuses to Accept
Professional Services.

Alderman Clute pre-
sented at the meeting
last night on the re-
committee over two
for horses purchased
Donald in Calgary for
ment and \$100 for the
by calling for an exam-
the horses were not su-
pose intended.

This brought Alder-
man Clute to his feet
and he stated that he
was regretted that he
was not the Northwest
purpose of purchasing
matter of fact, the
been made and horses
but had there been a
size he would have paid
as high as \$800 for
them, but as it was
which were much
was taken at the
As to his expe-
trip, he promised to
them into the city of
Guthrie had told him
weighed 1,250 pounds
enough. He had been
weeks, and though he
went search he had
just what he wanted,
ever, the horses
would turn out all
would weigh more
put in better condition
opinion that those
fault had axes to grind.

Chief Guthrie was
his opinion as to the
ses purchased, and
suitable and
for another already
partment. The other
The hills to be climb-
in this city are steep,
are needed to haul
with speed. A horse
pounds was too small.
weights 1,040 and the
Alderman Hamilton,
said that the danger
proper team was too
with by waiting. Sub-
be procured and the
rid of Alderman Mc-
that two of the horse
Alderman McKenzie
the board of works and
the writer of the two
for the fire department
other could be sold. It
could be used in the
Alderman Hamilton
assertion that it would
fully to wait. A team
hook and ladder truck
be secured at once.

Mayor Lalonde then
bade and poured oil
troubled waters. It was
matter, he said, to pre-
sented in this vicinity.
Increased demand for
able supply had been
quiries had been made
Walla Walla. Anasoo-
to the south, but con-
sured for the depart-
secured. A wire was
quiring if animals of
could be secured there
reply to the effect that
bought there had been
was why Alderman Mc-
thither, and he had
he possibly could not
stated.