

LD FOR \$275,000.

British America Corporation Gets the Columbia-Kootenay—Deal Closed Monday.

Announced at a Special Meeting of the Trail Mining Company in Chicago.

(Rossland Miner, Feb. 8th.)

Columbia-Kootenay group passed the hands of the British America Corporation yesterday. The purchase price was \$275,000, and outside of the Eagle deal it was the biggest transaction yet made in the camp.

The group was owned by the Trail Mining Company, which held a special meeting in Chicago yesterday to consider the British America Corporation's offer for the mine.

Mr. Howell, assistant secretary of the company, who has the matter in charge, as to Canada's right. He said an answer could not be given now, as the treasury department had the matter under consideration and had not reached a conclusion.

It is a most important question. He could not say when the decision would be reached, as it was possible that congress might take some action which would defer a decision.

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Mr. Davitt promptly replied, "Yes, I myself."

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YANKEE INSOLENCE

Washington Authorities Likely to Compromise that Canada Can't Transship Goods at Wrangell.

May Also Object to the Sending in of Mounted Police by the Stikine Route.

Montreal, Feb. 12.—A dispatch from Washington to the local papers says:

The question of Canada's right to transship and land goods at Fort Wrangell is under the authority of the treasury department, and for that reason a request was made to-day for a statement from Mr. Howell, assistant secretary of the treasury, who has the matter in charge, as to Canada's right. He said an answer could not be given now, as the treasury department had the matter under consideration and had not reached a conclusion.

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LORDS' DAY ALLIANCE

To Stop Work on Sunday in St. Catharines.

St. Catharines, Feb. 10.—Sixteen employees of the Wilson-Carlisle company, of Merriton, as well as the president of the company, Thomas L. Wilson, are being proceeded against before the police magistrate by the Lord's Day Alliance for desecration of the Sabbath day for running their works on Sunday. The defence insists that Sunday work is necessary to avoid waste and for purposes of economy. This contest marks the beginning of a struggle between the Lord's Day Alliance and the manufacturers, which will determine a matter of much importance to the latter.

GOSSIP OF LONDON

A Rather Sensational Scene at Thursday's Session of the Imperial Parliament.

Remarkably Mild Weather in London—Movements in Fashionable Circles.

London, Feb. 12.—Parliament is without the hope of a great session, but there is a general feeling on both sides of the house that matters may take a livelier turn later.

Most prophets are of the opinion that it will be a "foreign policy session" the position of the government depending very largely upon the extent to which they can justify their relations with the powers.

The general tone of lobby conversation conveys dissatisfaction with the action of the Marquis of Salisbury, which is widespread among his supporters, particularly in regard to the Chinese loan and West Africa.

The parliamentary secretary for foreign office, Mr. Geo. N. Curzon, started the session badly by making enemies. All parties resent his brutal taunt to Michael Davitt during Thursday's discussion over the question of slavery in Zululand.

Mr. Davitt asked if some of the female prisoners were kept in irons.

"Possibly they were," responded Mr. Curzon, "and perhaps the honorable gentleman knows that there are people in this country who are not acquainted with handcuffs."

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FROM THE CAPITAL

Officers Elected at the Annual Meeting of the Press Gallery Association.

Engineer Jennings' Report on the Stikine Railway Presented to Parliament.

Ottawa, Feb. 12.—At the annual meeting of the press gallery association to-day, P. M. Cote, of La Patrie, was elected president. An executive committee was elected as follows: W. Mackenzie, R. Hartley, Stewart, J. A. Phillip and George Simpson.

Mr. Jennings' report on the Stikine route was presented to parliament yesterday. He suggests two routes. One is for an electric railway from Glenora to Teslin, 135 miles, at a cost of \$2,500,000 including equipment. Then to overcome the difficulties in navigation above Little Canon he suggests a railway to start from this point, and to follow the course of the river for thirty miles, then crossing the Stikine, a total distance, including sidings, of 208 miles, at an average cost of \$19,000 per mile. The total estimate is \$3,957,000. The estimated cost of operating the line, including depreciation and interest, is \$90,000, and freight \$450,000, giving a total profit of \$208,000. If the terminus of the road is made at the mouth of the Stikine, the present intention, the cost of the road would be \$700,000 less, or \$3,300,000. Turning to the route from Glenora to the Chilkoot pass, 245 miles, at \$5,038,000, and by the White pass, 123 miles, \$3,250,000, by the Taku route, 123 miles, \$3,238,000.

Senator Macdonald will move to exclude Japanese from the Yukon.

The tariff will be amended this session to confine preferential tariff privileges to Great Britain and the United States. The provisional boundary crosses the Stikine about fifteen miles from its mouth. The All parties resent his brutal taunt to Michael Davitt during Thursday's discussion over the question of slavery in Zululand.

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A Vast Amount of Business Being Done by Outfitting and Steamship Companies.

The Busy Waterfront—The Rush for Mining Licenses—Steamers Filled With Freight.

Those employed in the various shipping offices and in the stores and warehouses engaged in the outfitting trade, say nothing of the officials of the custom's house, are being worked very hard these days. They were particularly busy this morning, necessarily packing and marking the supplies of the gold fields on the steamers about to leave. All day crowds of miners and intending miners together with the incidental sightseers have thronged Wharf street, and their presence gave that usually quiet business street quite a picturesque appearance. The corduroy-suited people with the wide sombreros seemed to predominate, but there were also some little groups with furs and mackinaws, as well as several short-skirted, heavily gaitered ladies who formed a portion of the party from Chicago—the Gypsy Queen Mining Company—who will go up on the steamer Paskhan. The scene was made more picturesque by the presence of energetic miners who—although mud-trailing their dog teams to pull the sleds laden with stores in lieu of provisions. Others walked about with dogs in chains; two or three small boys, endeavoring to improve the shabby appearance of their parents, were seen in particular, being "only dog" to intending miners, each impressing on his audience the necessity of getting their dogs ready to go to work to pay no duty on them.

On the wharves there were so many drays bringing freight to the sheds that for a time there was a congestion, and the procession had to wait until a place in the line was made for the four hundred tons of general freight, supplies, sleds, stores and all kinds of things necessary to the miners awaiting the departure of the steamer, which already much freight has accumulated at the outer wharf for the Paskhan and the other steamer, which will go to Esquimaux. The Tockpa will also have a full cargo.