

A HUGE PLANT

The Canadian Pacific's Smelter at Trail.

THE NEW LEAD STACK

Will Treat About Two Hundred Tons Per Day.

ARE SPENDING \$150,000

The Works Being Put in Position to Handle 700 Tons of Ore Daily—An Immense New Copper Blast Furnace—The Smelting Situation—Half a Million Tied Up in Ore on Hand.

(From Friday's Daily.)

The extensive improvements at the Trail smelter, recently undertaken by the Canadian Pacific Railway company, are nearly completed. They represent an expenditure of about \$150,000, and make the total value of the plant between \$300,000 and \$400,000.

When the present additions to the plant are finished the capacity of the works will be 500 tons of copper ore daily, while the lead stack will handle between 150 and 200 tons. The total capacity of the smelter, therefore, will be represented by between 650 and 700 tons of ore every day.

The precise name of the plant since it was acquired by the C. P. R. is the Canadian Smelter works. It is operated under the charter of the British Columbia Southern Railway company, which was acquired some time ago by the Canadian Pacific Railway company. Since the present management took charge of the smelter, a few months ago, the whole works have been completely overhauled, and practically complete reduction plants in the west. Everything is of the most modern type, and in the way of labor-saving and automatic appliances for lowering the price of handling and reducing ores it is especially well equipped.

The Whole Smelter Renovated. The improvements recently completed and those under way have completely changed the appearance of the smelter. New buildings have been added, others have been torn down, huge smokestacks have been constructed, hills have been cut away and ground has been built up, until now all that remains one of the old works is the blue Columbia rolling along at the foot of the smelter hill. It is a remarkable change.

In the Furnace Room. It is in the furnace room that the most extensive alterations have taken place. There the two blast furnaces for copper ores have been completely overhauled, until now they are practically new. One of the blasts has been in operation for several weeks, and its handling 200 tons daily. The other was blown in yesterday and will be used in reducing still further the matte coming from the No. 1 furnace. To the east of these an immense new copper blast furnace will probably be erected, capable of handling alone between 300 and 500 tons per day. When it is in place, all the ore coming from the Roseland camp will first be passed through this furnace, and the matte thus produced will be afterwards run through the two present furnaces to be reduced to a still higher copper percentage.

Two of the old reverberatory furnaces are to be rebuilt at once. They are used in concentrating the matte turned out by the blasts and its produce blast copper. In accordance with its policy of treating the ores of the whole Kootenay country, the company is building a new lead stack with which to handle the galena ores of the Sloan and the Ainsworth divisions. The foundations for the stack are already in place, and the construction of the furnace itself will be completed immediately. The furnace jackets and a good many of the metal parts have already arrived. The stack will have a capacity of between 150 and 200 tons per day. In connection with it the company is building six mechanical roasters for the purpose of accomplishing the lead ores, while a new sampling works for handling the same class of ores are to be erected alongside the present sampler.

\$500,000 Worth of Ore.

One of the interesting features of the smelter is the huge roast heaps, burning incessantly on the flat north of the main buildings. Here is over 20,000 tons of ore, valued at half a million dollars, thrown up in seven long piles, each of which burns for two months and a half in order to rid itself as much as possible from the sulphur. All the ore coming to the works is roasted in this manner, although with the Le Roi product it was necessary to roast only a part of the shipments.

The sulphur gas rising from these open roast heaps is one of the disagreeable things in connection with the smelter under the present circumstances, and in order to do away with this nuisance a new set of roasting stalls is being built, where it will be possible to handle between 150 and 200 tons of raw ore daily. The gas will be drawn away through a tall brick stack some 120 feet high, and about eight feet square inside. The foundations for the stalls are already in place, and three carloads of iron, for use in connection with them, have arrived. The stack is half way up, and the new stalls will be completed in three or four months. The brick side of three of the roasting stalls is being made by the way, are being made at the smelter. With the new roasting stalls completed, not only will the sulphur nuisance be done away with in a large measure, but it will be possible to roast the ore on a much better and more thorough scale than heretofore.

North of the main blast furnace room the company is building an immense new stack for use in connection with all the furnaces at the smelter. The stack, which will be 200 feet high and 12 feet square on the inside, will be one of the biggest fires in the province, and will create a tremendous draft. As the

smoke from the blast and the reverberatory furnaces contains much precious metal which would be carried away in the form of gas, a long flue is being constructed through which the smoke will pass between the furnaces and the stack. The flue will catch a large proportion of this dust and small particles of ore or matte, which otherwise would be lost.

Three Sources of Power. The plant requires between 200 and 300 horse power in order to keep it running, and the power is furnished by three separate sources, any of which would operate the works if either of the other two should fail. The first source is the smelter's own electrical plant, situated at the foot of the hill, and run by water power obtained from the neighboring creeks. At present the entire works are practically being operated by this means. The second source is the reserve battery of boilers, erected in a new brick building quite separate from the main works, so as to be secured from fire. The last source is the electrically furnished by the West Kootenay Power & Light company. The pole lines from the latter's wires to the plant is nearly completed, and in a few weeks the smelter will be receiving power from Bonington Falls. It is the intention to run the plant regularly with electricity furnished by the West Kootenay power company, but in case of an accident to that service the smelter will have both its own dynamo plant and its boiler battery from which to secure the needed motive force.

Some Extensive Improvements. Among the improvements either now under way or else to be undertaken soon is the construction of a new brick assay office, which in its equipment and appliances will compare with any in the west. The boiler room, also of brick, is nearly completed, and near it a new brick carpenter shop has been constructed. The blacksmith shop is to be moved out of the works into a new building to be put up for that purpose. As to railway facilities, narrow and double gauge tracks have been carried throughout the works wherever possible, so that there need be no needless handling of the ore. A new track has also been constructed along the river front for the special purpose of handling the fuel and fluxes needed by the smelter. The coke used comes from the Dunsmuir's Comox collieries. The limestone flux at present comes from Kootenay lake, although it is expected that before long a suitable grade of flux will be secured nearer the smelter. All management intends to keep on hand at all times enough of both fuel and flux to last for a month ahead.

Briefly summed up, the equipment of the smelter, either now in place or about to be erected, includes two reverberatory furnaces, a sampler for treating the copper ores of the Roseland camp; three copper furnaces, two of the capacity of 200 tons each and one of the capacity of from 300 to 500 tons daily; two reverberatory furnaces for reducing the matte produced by the blasts; one lead furnace of a capacity of from 150 to 200 tons daily; two mechanical roasting furnaces for copper ores; six mechanical roasting furnaces for lead ores; 48 large reduction furnaces for copper ores, and two hand stalls for copper class of mineral. In addition to these, it is the intention to put in complete refineries, where the lead bullion and the copper matte can be converted into virgin gold, silver, lead copper.

In the first place, the ore as it comes down from the mines at Roseland, is dumped in automatic cars with self-dumping bottoms. On reaching the smelter the ore trains are run upon a switch located directly above the cars are opened, and the ore goes rumbling down into the bins beneath. That is the first stage of the process which extracts the precious metals from the waste rock.

Elaborate Sampling Works. From the ore bins the ore is carried away in small tram cars to the sampling works, a separate building devoted entirely to determining the value of the ore, so that proper returns can be made to the mine shipping it.

First the rock is sent through a big 10x20 Blake crusher, a high pair of steel jaws that, crunching slowly together, with a ponderous roar that can be heard all over the town of Trail, crush the ore to the desired fineness. Thence it passes to automatic machines, which select an average sample of all the ore in the shipment. This sample will weigh 200 or 300 pounds from 100 to 150 tons of ore, but it is carefully divided down until a few ounces are secured. These few ounces, technically known as the pulp, represent the value of the ore, consisting of an entire train load. The mine owner takes a portion of the pulp, the smelter keeps another part, and a third portion, carefully sealed by representative of both the mine and the assayer, is saved for use in case of a dispute as to the value of the ore. The assayers of the smelter test their sample and on their findings the smelter pays for the whole shipment of ore. The mine owner has a check assay made from his sample of the pulp, to see that he gets all that his due him. In case of a disagreement as to the value of the ore, an umpire is selected, who assays the third portion of the pulp, and on his decision the settlement for the shipment is made.

The Big Roast Heaps. After passing through the sampling works, the raw ore is trammed to the roast heaps, and thrown up in huge piles, where it burns in the open air for two months and a half to free itself as much as possible from its sulphur content. The only fuel required for this task is merely enough wood to start the fire burning. After that the sulphur burns itself.

The ore, after leaving the roast heaps, is trammed at once to high bunkers, where it is weighed and carted to the blast furnace. Into them a powerful blast of air is constantly being forced in order to aid in the combustion of the ores. On the upper floor stand the feeders, experienced smelter men, who shovel the ore through huge doors ways into the furnace below. At the same time they throw in coke to be used as fuel in melting the ore, and they also add the right proportion of lime rock, which by some chemical process makes it suitable for the mineral to be melted at a lower temperature than would be possible without the use of the flux. From the bottom of the furnace the molten mineral is drawn into a vat known as a forehearth. The precious metals contained in the matte settle into the lower part of the vat, while the slag, or waste,

remains in the upper portion. The molten slag is allowed to run off into a stream of cold water, which instantly granulates it into a fine black powder, and carries it away to the waste dump. The matte is also drawn away, and is likewise granulated in cold water, after which it is collected and elevated to what is known as the O'Hara roaster. As it leaves the blast furnace the matte contains from 10 to 20 per cent copper and about 25 per cent sulphur. In the O'Hara roaster, a long furnace, which is slowly stirred by machinery, from half to three-fourths of the sulphur is burned away. From the roaster the matte is delivered to the No. 2 blast where it is smelted again just as the raw ore was in the first furnace. The ore was treated in this way, and the second smelting leaves the matte about 40 or 50 per cent copper. The remainder is largely iron which has succeeded in staying with the valuable metals through the treatment thus far.

The Reverberatory Furnace. From the second blast the matte is taken to the reverberatories, peculiarly shaped furnaces adapted to concentrate the product of the blast still further. In No. 1 reverberatory the matte loses enough of its dross to make 70 per cent of copper and the allied precious metals such as gold and silver. In the second reverberatory the bulk of the produced copper, about 95 per cent copper. The metals, however, are in one solid mass, and it is necessary to separate them. At present the high concentration matte will be shipped to the refineries either at New York, London, or New Orleans. In a short time, however, the reduction works at Trail will be equipped with their own refineries where all the ore treated at the smelter can be converted into pure gold, silver, copper or lead.

The Cost of Smelting. At present the regular commercial rate for treating the Roseland ores at the Trail plant is \$7.50 per ton, which includes a freight charge of 50 cents per ton. The interests of the mine owners are concerned by the fact that some of the prominent mining men of the camp will be on the smelter board, and as soon as the costs of treatment are reduced the charges for treatment will be correspondingly lowered.

At present the shipments to the smelter average between 250 and 260 tons per day. The principal shippers are the West Eagle, the Centre Star, the Iron Mask, the Sunset No. 2, the Deer Park, the Giant and the Monte Christo. It is expected that in a short time the rate will be increased to 400 or 500 tons per day. There are about 200 men employed around the works, and the payroll is close to \$15,000 per month.

As a consequence of the large operations at the smelter, Trail has become wonderfully, and the business men of the place are very hopeful of the future.

The Future Policy. As to the future policy of the Canadian Pacific with reference to the smelting situation in British Columbia, the company will continue on the present lines, and as soon as the development of Kootenay and of the Boundary country will warrant it, large reduction works will be erected in each of those districts. There will also be a big refinery at some central point where the matte and lead bullion produced at the outside smelters can be converted into the precious metals.

Contract for Machinery Let. The machinery for the Deer Park is to be installed and in operation within 30 days. A contract for the machinery for the James signed by J. D. Swain for the James Cooper Manufacturing company. The plant will consist of a seven-horse air compressor, an 80-horse power boiler, an 80-horse power engine, seven Ingersoll-Sergeant drills, a pump and a 500-foot hoist. So Cameron has the contract for installing the machinery from the C. & W. depot to the mine has been let to the Roseland Warehouse & Transfer company. The contract specifically provides that the machinery will be in running order inside of the next 30 days.

Mold Nelson-Poorman. Hector Mold, one of the largest holders of Nelson-Poorman stock, yesterday sold 150,000 shares to C. O. Bennett of Vancouver. The price is with-holding but it may be inferred that a considerable amount of money changed hands, as the stock has been selling freely at from 25 to 50 cents since the vein was struck below the foot level. Mr. McRae, in this transaction, as his original investment was only a few thousand dollars.

RIVERSIDE PROPERTY IN ORE. Large Force of Miners Working—High Gold Assays. GRAND FORKS, Aug. 26.—[Special.]—Pay ore was struck yesterday in the Riverside property, near this place. The ore is in a solid ledge, nine feet in width, between the mine and the assay. It is gold and copper. The ore assayed here from Cascade City that the citizens are clamoring to have a resident provincial constable stationed there, as there is great need for such an official. At present the Provincial Constable Dimmore of this place, attends to police duty at Cascade City as well as Grand Forks.

Grand Forks is now experiencing a steady boom. The city is full of railroads and strangers. Added to this thousands of dollars are being spent on street improvements, making money plentiful and everybody happy.

Improvement in C. P. E. Service. P. G. Denison, local station agent for the C. & W., reports that freight is coming in at a rapid rate lately. The incoming shipments have averaged three carloads daily for the past three weeks, and this keeps the station agent and his assistants quite busy. The freight service has been greatly improved during the past summer, and consignments now come through in from 14 to 16 days from Toronto and Montreal. It is calculated as soon as the gauge of the C. & W. is widened that the time will be cut down at least one day. There will be a still greater reduction in the time on through freight when the Crow's Nest railway is finished. It is expected that it will then be common for freight to get through from Eastern Canadian points in from 10 to 12 days. Then it will be almost as fast as the passenger service. There was recently put into effect a reduction in the rates on first class freight of 30 cents per hundred. The first class rate was \$4.05 and has been reduced to \$3.75.

WORK TO BE RESUMED

Operations to Be Revived on the Alberta Property.

IT HAS TWO ORE VEINS

These Have Been Opened for a Considerable Distance—The Ore Will Average From \$12 to \$15 and Can Be Mined and Reduced at a Profit.

Encouraged by the excellent results that have been attained by the companies owning nearby properties, the Alberta Gold Mining company, limited, of Spokane, has decided to renew operations upon the Alberta property owned by the company. Jerome Drumbler of Spokane, one of the directors of the company, is in the city and has given directions that work be resumed at once under the direction of Roy H. Clarke, mining engineer. The property of the Alberta company is the Alberta claim located on Columbia-Kootenay mountain, a half mile northwest of this city, lying south of the Iron Col and Columbia claims. It was operated about two years since with the aid of Rand drills worked with power from the Columbia-Kootenay compressor. The tunnel has been driven a distance of 400 feet and two large leads were encountered at a depth of 225 feet below the surface. These veins have been drilled on for a distance of 200 feet.

The ore from these veins assays from \$7 to \$12 and will average from \$12 to \$15. Under the old freight and treatment rate of \$11 per ton it would not have paid to mine and reduce this ore. Now, however, with a smelting rate of \$7 to \$7.50 per ton it can be extracted and smelted and leave a fair margin of profit. There is considerable quantity of ore in the property and this can now be reduced for considerably less than the smelting rate. This has encouraged the company to develop the property has been raised by the management and work is to be prosecuted vigorously. As many men can be conveniently employed will be put to work and the result of a shipping mine will be attained as soon as possible.

There is considerable ore on the dump and this will be looked into to ascertain and how much of it can be sent to the smelter and to the reduction works at Silica. The management feels with the work that has been done and the ore in sight that it will not be long before a property can be placed on at least a self-sustaining basis. The Alberta company was incorporated on October 1st, 1896, with a capital stock of \$1,000,000 in shares of \$1 each.

A BOOKING SECTION.

There is a Great Stir Along the Line of the C. & W.

D. A. Good is in the city from Gladstone, which is the new metropolis of the Burnt Basin country. There is a great demand for lots in the new town-site, he says, and they are selling like hot cakes. Two stores and a number of log houses are being constructed. A \$2,000 stock of goods is now at the landing at Gladstone for a store there in a few days over the tote road. The tote road, being built by the contractors who are constructing the extension of the C. & W. railway, is completed to a point four miles from the lake. Gladstone is located about 10 miles east of the lake and about a mile from the Burnt Basin river. There is a mining section in the region all around the lake, and it is expected that a town when it will be considerable in size. The railway is completed and the mines are in full swing. In a few days a sawmill will be turning out lumber in the vicinity of Gladstone, and it is anticipated that there will be plenty of work for carpenters.

Mr. Good had an interview with Gold Commissioner Kirkup yesterday, and said that he had agreed to extend the Sheep Creek trail from its present terminus to a point some three miles east from Gladstone. Mr. Kirkup says he will give the extension of this trail his immediate attention. When this trail is completed the extension of the Burnt Basin section of the C. & W. can be reached in about 25 miles away. In connection with trails and roads Mr. Good is still of the opinion that a highway over which waggons could pass should be constructed between Roseland and Cascade City. Over such a road the distance would be but 30 miles, while when the C. & W. is completed the distance will be about 100 miles. This wagon road is a necessity, as the C. & W. is not yet in operation. Mr. Good says that it is impossible to get a bed unless one applies early in the day and many have to seek lodgings in the hay now.

Mr. Good and associates have a property, the Jumbo, close to Gladstone for which they a few days since refused an offer of \$40,000. The sum of \$2,000 was to be paid down and the balance was to be in payment, but they refused the offer, considering that the property is worth much more than that figure.

Christina Lake and Burnt Basin. Thomas Keller is in the city from the Burnt Basin. He is considerably elated over the fact that the ore body on the Ennismore is widening out to such dimensions as depth is attained that he is satisfied that he has a mine. The ore of the Ennismore is a galena that carries 50 per cent lead and 40 ounces in silver to the ton.

There has been a great rush recently to Canyon creek, where free gold ledges of value have been discovered. The banks and bluffs on the side of the creek have all been staked.

H. A. Denton has struck a ledge of \$24 quartz on the Red Chief, one of a group of claims, which he owns on a hot lake creek, at a point two miles west of Gladstone.

Out the Discount in Two.

The banks at Spokane, which recently agreed to accept Canadian money only at a two per cent discount, have reduced the discount to one per cent, and there is a strong sentiment in favor of doing away with it altogether.

Harris, Kennedy & Co.

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MINES AND MINING.

Mines Examined and Reported On. Special Attention Given to the Placing of Mining Properties and the Management of Mines. Box 64. Rossland, British Columbia

IN THE SUPREME COURT, IN THE MATTER OF

O. K. GOLD MINING COMPANY

Limited Liability, (Foreign). In Liquidation. The Undersigned Official Liquidator Will Sell by Private Treaty Subject to Ratification by the Court

IN ONE LOT

The property known as the O. K. Mine and the buildings belonging to the said company. Also the entire mining and milling plant of said company, the whole situated on the south slope of O. K. mountain, in the Trail Creek Mining Division of West Kootenay, Province of British Columbia. The claim is surveyed and crown granted and known as the O. K. mineral claim, official number 698. The property is about two and one-half miles west of the City of Rossland and close to the main wagon road and Red Mountain railroad, both leading from the City of Rossland to Northport, in the State of Washington.

BUILDINGS.—The principal buildings include the following: The new mill building containing stamp mill, but designed and built to accommodate 25 stamps; engine and boiler house. The development consists of three main tunnels, with one winze and numerous drifts, together aggregating over 1,500 feet of work.

The property is open to inspection, but an order for that purpose must be obtained at the office of the liquidator, 3 Imperial Block, Rossland, B. C., where further information can be obtained. Under an order of the court heretofore issued the undersigned is authorized to give a short option or working bond on the mine.

Telegraphic and cable address, Plewman, Rossland. RICHARD PLEWMAN Official Liquidator Bedford McNeill's Code.

THE FAVORITE WITH YOUNG AND OLD. CRUSADER CIGAR. J. RATTRAY & CO. MONTREAL. E. J. MacKAY, Winnipeg, Agent.

Burlington Route

NEW SHORT LINE FROM MONTANA, IDAHO AND PUGET SOUND

A. C. SHELDON, General Agent, 250 Washington St., PORTLAND, ORE.

Columbia & Western Ry. Canadian Pacific Nav. Co.

(LIMITED.) Time Table No. 32, taking effect Jan. 1st, 1898

VANCOUVER ROUTE. Victoria to Vancouver—Daily, except Monday at 1 o'clock. Vancouver to Victoria—Daily, except Monday at 11:35 o'clock, or on arrival of C. P. R. No. 1 train.

NEW WESTMINSTER ROUTE. Leading and Lulu Island—Sunday at 2:30 o'clock; Wednesday and Friday at 11:35 o'clock; and on arrival of C. P. R. No. 1 train. For Plumper Pass—Wednesdays and Fridays at 7 o'clock. For Moresby and Pender Islands—Friday at 7 o'clock. Leave New Westminster to Victoria Monday at 12:15 o'clock; Thursdays and Saturdays at 7 o'clock. For Plumper Pass—Thursdays and Saturdays at 7 o'clock. For Pender and Moresby Islands—Thursday at 7 o'clock.

NORTHERN ROUTE. Steamships of this Company will leave for Fort St. James and intermediate ports via Vancouver, the 1st and 15th of each month at 8 o'clock. And for Skidegate on 1st of each month.

BARCLAY SOUND ROUTE. Steamer Teas leaves Victoria for Alberni and Sound ports the 15th and 30th of each month.

KLONDIKE ROUTE. Steamers leave weekly for Wrangell, Juneau, Dyea and Skagway. JOHN IRVING, Manager. G. A. CARLETON, General Agent.

Kaslo & Slokan Railway

Subject to change without notice. Trains run on Pacific Standard time.

GOING WEST. Kaslo Daily. Arrive 1:30 P.M. South Fork " 3:15 " Sprague " 4:15 " Whitewater " 5:15 " Best Lake " 6:15 " McLaughlin " 7:15 " Cody Junction " 8:15 " Sandon " 9:15 " Arr. 10:30 " Sandon " 11:45 A.M. LEAV. 11:00 " Cody " LEAV. 11:25 " G. O. F. COPELAND, Superintendent.

Will Soon Have Enough Men. During the past week between 300 and 400 additional men have been secured by Messrs. Mann, Foley Bros. & Larson, and put to work on the Robson-Penticton branch of the Columbia & Western railway. The agents of the contractors in Victoria, Vancouver, San Francisco, Boston, New York and elsewhere, report great success in securing men for the work, and in a comparatively short time they expect to get all the laborers needed. The price offered is the uniform one of \$2 per day, and the contractors advance transportation to Brooklyn. One agent, located at Boston, wired that he had just sent forward 300 men, and more will doubtless follow.

C. J. WALKER,

108 Bishopsgate Street (Within). LONDON, E. C.

London Agent for the Rossland "Miner." Receives advertisements of all kinds for Barren prices. Rates quoted. Contracts at special rates.

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