

WEALTH FROM YUKON

Returning Klondikers Bring Out About \$800,000.

MR. JUSTICE IRVING IN ATLIN

Captain John Irving Brings Favorable Assayers' Reports on the Ore From the Ledges Recently Discovered Near Bennett—New Barristers and Solicitors Sworn In.

Victoria, July 3.—The steamer Tees, which completed another successful trip in the trade with the golden north, on her arrival today had 120 returning Klondikers, whose treasure is estimated at \$800,000. They left Dawson on June 17th and following days, and came up the Yukon on steamers. Ex-Police Sergeant Hayward of Vancouver, who left the steamer there brought down 180 pounds of verduperis of reddish gold in an old satchel bound with ropes. He and another man carried it aboard at Skagway on a pole. It was taken from Mr. Hayward's claim on Hunker creek. Others arriving on the Tees had from \$50,000 to \$1,500.

The Skagway-Atlin Budget of June 28th, received today, says: "A report reached Skagway yesterday to the effect that Atlin's new judge narrowly escaped a ride on a rail in that town a few nights ago. Judge Irving was addressing a large crowd of miners at an open meeting on one of the streets, the crowd being made up of all nationalities, with Canadians largely predominating. The story is that the judge informed the crowd that he had straightened out the purpose of straightening out all entanglements and controversies regarding the ownership of claims, which announcement the crowd cheered lustily. Further along in his remarks Judge Irving announced that in a case where the ownership of a claim is being contested, each claimant, no matter whether the two or 20, will be required to pay into the court the sum of \$25 before his case will be considered. Then it was that bedlam is said to have broken loose in fierce form. Some one yelled "Ride him out of town on a rail," and only the interference of cool-headed men prevented the carrying out of the suggestion.

Captain John Irving of the John Irving Navigation company, arrived at Bennett from Atlin on June 24th, bringing with him the assayer's report on the ore sent to the Bank of British North America at Atlin for report. The ore was from the recently discovered ledges, 10 miles from Bennett on the lake shore. Several samples of the same ore have been sent south for a further test. That taken to Atlin yielding \$13 in gold, \$53.90 in silver and 41 per cent lead. The great width of the ledges from which this ore was taken and the advantageous location of the properties insures a very lively boom in the Bennett mining section.

The following new barristers and solicitors were today sworn in before Mr. Justice Drake. Most of them members of the bar of other provinces, who have passed the examinations previously: H. C. Hannington, Nelson; S. Livingston, Vancouver; R. Armstrong, Grand Forks; F. W. Tiffin, Vancouver; C. Elliott, Victoria; H. J. Duncan, Vancouver; for admission—H. A. Stewart, Kamloops; T. O'Brien, Victoria.

CELEBRATION AT VANCOUVER.

The Result of the Various Events in the Holiday Sports.

Vancouver, B. C., July 3.—The usual number of war ships were in the harbor for the holidays, four in all, making every thing look very gay as they were trimmed with bunting, etc.

The regatta was a decided success. The James Bay crew from Victoria, winning the senior four-oared race by three lengths, Portland second, Vancouver third. In the senior doubles Victoria and Vancouver were represented. The result was hailed with the greatest satisfaction. E. E. Lloyd and J. J. Thompson were the Vancouver crew, while W. J. Scott and D. Sullivan rowed for the honor of Victoria. The most exciting event of the day was the four-paddle feather canoe race between Victoria and Vancouver. It was one of the finest exhibitions of canoeing ever witnessed on the inlet. Victoria won in fine style.

The rifle matches took place at the Central Park range on Saturday afternoon, the shooting was excellent. The team match for the challenge cup presented by the late David Oppenheimer, when mayor of Vancouver, was won again by the New Westminster team with a score of 492 against 490 for Vancouver.

The cricket match between Victoria and Vancouver was won by Vancouver by an innings and 48 runs. The horse races were well contested, some being very exciting.

In the lacrosse match between Victoria and Vancouver, Vancouver had it all their own way. The score was six to one. Vancouver outplayed the visitors at every point.

Police and License Commissioner.

The vacancy upon the police and license boards caused by the expiration of the term of Hon. T. Mayne Daly's appointment on the 30th ult., has not been filled. At present the mayor is the only member of the police board and His Worship and Alderman Clute comprise the license commission. The Official Gazette this week will probably contain the new appointment. The position is entirely an honorary one, no salary being attached to it. Rossland owes a vote of thanks to Mr. Daly for his gratuitous services in the past. Mr. Daly said laughingly yesterday that he thought he had done his share of public service and now that his term of office had expired he would be very glad to make room for his successor.

A Trophy.

The quadruple plated silver speaking trumpet won by the Rossland fire ladders in the hub and hub contest at Nelson on Friday last was on view in Mr. Spring's jeweler's window yesterday and attracted much attention. The trumpet was manufactured by the Meriden Silver Plate company of Hamilton, Ont., and is a very creditable piece of workmanship.

Bishop Newman Is Dying.

Saratoga, N. Y., July 3.—Bishop Newman's friends have given up all hopes of his recovery. The bishop appears to be sinking rapidly.

IS A LARGE REAL ESTATE DEAL

FOUR COLUMBIA AVENUE LOTS SOLD YESTERDAY FOR \$38,000.

John R. Cook and R. M. Skidmore the Vendors, and the Purchase Was Made by A. B. Mackenzie for Clients.

The largest deal in Columbia avenue property that has yet taken place was put through Monday, the deeds being signed at 4 o'clock. By the terms of this deal lots 21, 22, 23 and 24, in block 42, were transferred to clients of Mr. A. B. Mackenzie, insurance and real estate broker and local agent of the Canadian Pacific railway. The vendors were Messrs. John R. Cook of this city, and R. W. Skidmore of Spokane. Mr. Cook owned all of lots 21, 23 and 24 and half of lot 22. The other half of lot 22 was owned by Mr. Skidmore. This property is covered by the postoffice block, a two-story structure, the Miner block of two stories, the one-story block occupied by the Sparta fruit store and the office of T. S. Gilmore, and the one and a half story block occupied by the McQuarrie tailor shop and the porcelain baths and barber shop. The consideration is said to have been \$38,000. The lots have a frontage of 120 feet on Columbia avenue, and 100 feet on Washington street.

This deal shows how rapidly business property in this city is advancing in value. Mr. John R. Cook bought lots 23 and 24 from Frank Hart in June, 1897 for \$11,000. Lot 21 was bought by Mr. Cook in 1895 for about \$300. Lot 22 was got in trade. Mr. Cook and R. W. Skidmore jointly owned some property in Trail, which they did not consider very valuable and they traded it for lot 22, and this is how they came to be joint owners of this property. It was not until long about the middle of 1896 that the Miner office was erected on lot 22. The three tenements on the four lots cost in the neighborhood of \$10,000, and the rentals from them when they are all occupied runs up close to \$1,000 per month. The deal is said to be a very profitable one for the buildings about \$21,000 since he has owned them. From this it will be seen that he has received a splendid return on his original investment. Mr. Cook is absent at the Hot Springs in Arkansas, and sent his power of attorney to his nephew, Logan Leavel, who resides at Roseburg, so that he might sign the deeds. He has been here for several days attending to the matter. The sale, however, was negotiated by Mr. John Jackson, Jr.

Mr. Mackenzie, who made the purchase is reticent as to who he bought for. There are a number of conjectures as to who purchased them. Some claim that it is the Bank of Toronto. Others think that it is the Canadian Pacific Railway company. By some it is claimed that the property has been bought by a syndicate, and that the intention is to erect an opera house and theatre. The tenants will know who the landlord is probably when the day for paying rents comes around.

STREET IMPROVEMENTS.

Betterments That Should Be Made Here and There.

The continuous rains of the past month has rendered it necessary to make some immediate improvements on the road-way of Columbia avenue. Just in front of the postoffice building there has been for the past week an offensive pool of green, slimy water. The street commissioner should see to it at once and either have the spot filled in or properly drained off.

The crossing on the south side of the avenue at Washington street needs looking to. The plank on the south side has already been the cause of three or four bad falls. A few loads of earth at, and immediately south of, the crossing would make it a less dangerous spot than it is at present. Any person falling there and sustaining any serious injury would probably have a good cause of action for damages against the city with the street in its present condition. Spokane street south of the Columbia & Western railway tracks is being properly graded and the sidewalk prepared for.

A broad sidewalk up the west side of north Spokane street from First avenue to the Nickel Plate flat has been completed. The cut at the west end of Columbia avenue has been left in an unfinished state. The city authorities should take action in the matter and if the contractor will not complete his job properly they should do it forthwith.

The grading of First avenue from Lincoln to Washington street has almost been completed. It will when it is finished constitute the easiest grade by which the upper portion of the city around the railway depot can be reached by heavily loaded wagons.

The improvement of Columbia avenue west of St. Paul street was commenced yesterday.

A Valuable Chicken.

Miss O'Connor, who lives at the Anacosta flats made a surprising find Monday. The lady had purchased a chicken at the B. C. Market and was preparing it for dinner when she discovered part of a breastpin sticking in the chicken's gizzard, later a small gold nugget, which had evidently adored the head of the pin, was found in the crop. Chickens that prefer gold breastpins to the ordinary bird food are valuable and should be looked after. Enquiry at the B. C. Market failed to place any others of this particular breed, and the proprietors were unable to say where this particular chicken had come from. The nugget contained about \$5 worth of gold.

Train Delayed.

The Spokane train due in Rossland at 8:30 p. m. did not get in until 6:30 yesterday. This time the delay was occasioned not by the addition of freight cars to the passenger train, but by an accident to the train from Nelson to Northport, the Rossland train waiting at Northport to make the connection. The train and the heavy thunder storm arrived at the same moment and the passengers and mail had a damp time getting down town.

City Taxes.

Mr. William Harp, city assessor and collector, is busy getting out the civic tax papers for the year. The rate has been fixed at 10 mills for general purposes and six mills to meet the debenture indebtedness. A discount of one-sixth will be allowed off the 10 mills assessment if paid on or before the 31st of August next.

KILLED BY GIANT POWDER GAS

JOHN CUMMINGS MEETS DEATH IN THE DRIFT OF THE VELVET.

He Went in to Spit a Blast and Was Overcome—A Rescue That Proved Too Late.

A fatal accident occurred in the Velvet mine at 5:30 o'clock Saturday morning. The victim was John Cummings, a pumpman. There are two shifts working in the mine on the 250-foot level. The last shift went off duty at 12 o'clock midnight, and Cummings' duties compelled him to go on at 12 o'clock. A round of blasts had been fired, and one of the shots failed to go off. It was not a part of his duty to do it, but he went in the drift for the purpose of spitting a hole. The end of the drift is about 85 feet from the bottom of the shaft. He rang the bells to the engine at 5 o'clock for the purpose of notifying him that a blast was about to be fired. The engine waited for 15 minutes for the one bell, which is the signal for him to hoist. Then suspecting that something was wrong, he summoned the mine foreman. The latter went down the shaft and into the drift in search of Cummings. The latter was found in an unconscious condition, lying on his face on a pile of debris about 85 feet from the face of the drift. From the fact that the blast had not been spitted, it is evident that he went in to the face of the drift and found the gas so thick that he realized to stay longer was dangerous, and started to return and fell unconscious when half way out. The foreman, who was beginning to be affected by the gas, lifted Cummings and carried him out to the shaft. Water was dashed by the foreman into Cummings' face in an effort to revive him. By this time the foreman felt that he would soon be overcome by the gas, and so came to the surface.

Two of the miners sleeping in the bunk house were aroused, and they hurriedly descended to the 250-foot level, and brought the unfortunate man to the surface. It is thought that Cummings was virtually dead when he was first found in the drift by the foreman, as he manifested no signs of life from that time. Mr. J. N. Morrish, superintendent of the Velvet, made a sleigh, and transported the body as far as Barney's ranch. Here Undertaker Beatty was in waiting, and brought the body to the city, and it is now at his undertaking parlors on the corner of Bowes was formerly a resident of Northport, where he has lived for a couple of years past. He has worked at the Velvet for two months past. He was the owner of some claims near the Douglas, on Sophie mountain. His relatives reside at Quincy, Ills. An endeavor will be made to communicate with the relatives of the unfortunate man before the arrangements for his funeral are made.

Coroner Bowes was in Nelson attending the Dominion Day celebration, and he was communicated with by telephone and the circumstances of the accident explained to him, and he decided that an inquest was unnecessary.

George G. Day, the mining man and one of the proprietors of the Cardiff hotel, has known Cummings for the past 10 years. He says he was one of the best hill men, prospectors and trappers he ever knew. He first met him eight or nine years ago during the construction of the Great Northern railway, in the Pend d'Oreille section. Since then he has followed prospecting principally, and has a number of claims and mining interests in different parts of the Kootenays. Cummings' partner is Leslie Bellow, who is now in the Copper mountain section.

The Duncan River Valley.

Mr. George N. Taylor has returned from an inspection of the properties of already been the cause of three or four bad falls. A few loads of earth at, and immediately south of, the crossing would make it a less dangerous spot than it is at present. Any person falling there and sustaining any serious injury would probably have a good cause of action for damages against the city with the street in its present condition. Spokane street south of the Columbia & Western railway tracks is being properly graded and the sidewalk prepared for.

WERE WELL TREATED.

Rossland People Were Shown Every Attention at Nelson.

When the Rossland men arrived back from Nelson early Sunday morning they expressed themselves as pleased with the reception they received from the people of that place. That they could not have been better treated than they were was the verdict of all. The mayor and council had made special arrangements for the reception of the visitors. An invitation had been sent to the mayor and council of Rossland and this had been accepted in an official letter by City Clerk Messers. Head and Astley with the mayor and four members of the council to receive them at the depot, but, to the regret of the Nelson people, not one of either the council or city officials appeared. A fine lunch had been prepared for visitors and this was kept open all Saturday afternoon and everyone was made welcome.

On a Business Trip.

Mr. Stanley Henderson, of Vancouver, manager for the mainland in British Columbia for the New York Mutual Life Insurance company, is in the city on business, and will be here for a couple of days. Mr. Henderson, who is a frequent visitor to Rossland, says that each time he comes he observes a marked change for the better in the appearance of the town and the business life of the community.

The New Station.

The Columbia & Western station on Second avenue is nearly completed. The walls are all plastered, the exterior has been painted and in another 10 days the passenger trains will be coming in and departing at the new level.

NEWS FROM GREENWOOD CITY

WORK BEGUN ON IMPORTANT PROPERTIES IN DEADWOOD.

Building Operations Progressing Rapidly—Meeting of the Mining and Commercial Association—Matters Discussed.

Greenwood, B. C., June 29.—[Special.] Mrs. Hardy, wife of Mayor Hardy, died and was buried this week. Deceased was a highly respected lady, one of the pioneers of the city, and much sorrow is expressed.

Mr. H. T. Ceperley, Vancouver, has been in town for several days adjusting losses in connection with the late fire, in which his companies were interested. Mr. Ceperley is much pleased at the way fire was handled, and thinks it fortunate that more loss did not occur under the circumstances. Tomorrow he leaves for home via Penicook. He goes in company with Messrs. Bealey, Naclen and Haas as far as Similkameen to examine some mining claims and see the country generally. The Similkameen is attracting attention generally this season, and a large number of the prospectors of West Fork are finding their way thither. It is the coming district after Boundary.

Work has commenced on two important mineral properties in Deadwood camp. Mr. Sharpe, late superintendent of the Columbia and Kootenay, Rossland, has put a force of men on the Gold Bug, about two miles from the Mother Lode, and will carry on development vigorously. The Gold Bug is owned by the Boundary Milling & Mining company. Men are also at work building a wagon road up to the Buchhorn and Tintic claims, recently acquired by the Buchhorn Gold & Copper company, incorporation of which appears in this week's Gazette. Development on an active scale begins at once. Mr. Wm. Noble will be business manager, and Mr. Peter Joyce superintendent. It is rumored that Mr. Rufus Pope, the principal promoter of the Buchhorn deal, has summated another important deal here. He left this week for home and will return in September.

Mr. A. M. Rice of this city, has the plans under way for the early construction of two new churches, one for the Methodist and the other for the Baptist denomination. Rev. Ralph Trotter is pastor of the latter, and Mr. Balderson of the former. The Baptist church will be situated on the east side of Kimberley street, and the Methodist on the west side of Long Lake street. They will have a seating capacity of about 300 each, and will cost in the neighborhood of \$2,500 and \$3,000. They are situated very near the present residential center, and work of construction will begin as soon as possible. The Presbyterians have lots in the same locality and will probably build later on.

Mr. John Murray, the well known timber inspector, was in the city this week, and has visited all the mills and the principal mines, and has, as a consequence, cleared up several thousand dollars of timber dues. He came through from Crow's Nest Pass, and goes home by way of Penicook.

A very important meeting of the Mining & Commercial association was held last night in Beatty's hall. The first business on hand was the appointment of delegates to attend the conference of boards of trade, to be held in Rossland in August. Messrs. Clive Pringle, barrister, Greenwood, and J. H. McMillan, of Rossland, were the nominees. Regarding the instructions to the delegates, there was some difference of opinion, both as to the range and character of subjects to be discussed. Upon one subject there was practical unanimity of opinion, and that was the eight-hour law. Regarding this, the delegates were instructed to take no part whatsoever in the discussion, but to vote against any proposal to continue the agitation for repeal. Very little was said about the merits of the law itself, but the fact was taken as a basis. That the law had been passed and allowed to go into force, and as there was no possibility of its ever being repealed, there was no use of carrying on an agitation against it. It only meant keeping up a dispute that served to embitter the relations of the two classes concerned, and to call attention of outsiders to such an unsatisfactory state of affairs. In other words, the law having gone into effect ought to be complied with, and as there was not a ghost of a chance of its being altered or being repealed. There were a number of other matters discussed. Among them the "mutilation" of the constituency by having Boundary tacked on to Rossland, and a resolution was passed in favor of a separate riding being formed, and the delegates were instructed to press the matter on the attention of the conference. Another was the necessity of more government offices being provided for the district. Attention was called to the inadequacy of the present facilities for the administration of justice and the registration of land titles, etc. Many complaints were made of the score of subjects to be taken up by the formation of a board of trade, and it was decided to merge the Mining & Commercial association into the latter. In other words the Mining association goes out of existence. Already the necessary number of names for incorporation have been secured, and the certificate for incorporation given, and the secretary of state at Ottawa at once. The joining fee will be \$10, and the name the Greenwood Board of Trade.

ARE RAPID MOVERS.

Messrs. Head and Astley Visited Three Mines in a Day.

It is usually considered a good day's work to visit and inspect one of the leading mines of the camp. When one has accomplished this he usually has that "fired feeling" which is caused by ascending and descending shafts, groping through and by the dim light of candles, and crawling up and down the slopes in winter. Messrs. Head and Astley of London, accomplished a feat on Thursday which reveals that they have considerable endurance and that they can get over a tunnel in less than a day. They made a thorough inspection of no less than three of the mines of the B. A. C. They inspected the Le Roi from the surface to the 850-foot level, saw all that there was to be seen in the Columbia-Kootenay, and inspected the ore bodies in the No. 1. They were apparently not tired by the work, and they had finished the work for wear when they had finished the task. The old timers around town consider that these two "tenderfeet" are pretty rapid movers when they get started.

A. C. GALT

Barrister, Etc., Rossland

Postoffice Building Telephone 47

H. E. A. COURTNEY

Barrister, Solicitor, Notary Public

Wallace Building, Rossland.

T. MAYNE DALY Q. C. C. R. HAMILTON

Daly & Hamilton.

Barristers, Solicitors, Notaries.

Wallace Building, Rossland.

Solicitors for the Bank of Montreal.

Rossland B. C.

Canadian Pacific Nav. Co.

(LIMITED.)

Time Table No. 25, taking effect Jan. 1st, 1908

VANCOUVER ROUTE.

Victoria to Vancouver—Daily, except Monday at 10 o'clock.

Victoria to Victoria—Daily, except Monday at 12:15 o'clock, or on arrival of C. P. R. No. 1 train.

NEW WESTMINSTER ROUTE.

Leave Victoria for New Westminster, Ladner's Landing and Lulu Island—Sunday at 2:30 o'clock; Wednesday and Friday at 7 o'clock.

Leave New Westminster to Victoria Monday at 7 o'clock.

For Plummer 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 7:15 o'clock; Thursdays and Saturdays at 7 o'clock.

For Plummer Pass—Thursdays and Saturdays at 7 o'clock.

For Pender and Moresby Islands—Thursday 7 o'clock.

NORTHERN ROUTE.

Steamships of this Company will leave for Fort Simpson and intermediate ports via Vancouver, the 1st and 3rd of each month at 8 o'clock.

And for Skidgate on 1st of each month.

BARCLAY SOUND ROUTE.

Steamer Tees leaves Victoria for Alberni and Sound ports the 15th and 30th of each month.

KLONDIKE ROUTE.

Steamers leave weekly for Waiyege, Juneau, Dyes and Skagway.

The Company reserves the right of changing this time table at any time without notification.

JOHN IRVING manager.

G. A. CARLETON, General Agent.

VICTORIA.

Spokane Falls & Northern

Nelson & Fort Sheppard R'y

RED MOUNTAIN RAILWAY

The Only Direct Route to Nelson

Kaslo, Kootenay Lake and Slocan Points.

Every day in the year between

SPOKANE, ROSSLAND AND NELSON.

EFFECTIVE 12:01 A. M., JUNE 25

LEAVE DAILY. ARRIVE

8:30 a. m. Spokane 4:00 p. m.

7:45 a. m. Spokane 1:30 p. m.

Arrive 3:30 p. m. Spokane 11:45 a. m.

No change of cars between Spokane and Rossland.

Tickets on sale all over the world.

Close connections at Nelson with steamers for Kaslo and all Kootenay lake points.

Passengers for Kettle river, Boundary Camp and Boundary creek connect at Marcus and Bousburg with stage daily.

E. W. RUFF, Agent, Rossland, B. C.

H. A. JACKSON, G.P.T.A., Spokane, Wash.

Atlantic S. S. Lines

FROM MONTREAL.

Alan Line.....Laurentian.....July 8

Alban Line.....Numidian.....July 15

Domion Line.....Cambroman.....July 18

Domion Line.....Denimion.....July 25

Seaver Line.....Lake Superior.....July 26

Beaver Line.....Lake Huron.....July 27

FROM NEW YORK.

White Star Line.....Teutonic.....July 12

Canard Line.....Utruria.....July 8

American Line.....New York.....July 12

Anchor Line.....Anchuria.....July 12

Alban Line.....State of Nebraska.....July 7

FROM BOSTON.

London Line.....Canada.....July 12

Passages arranged to and from all European ports. For rates, tickets and full information apply to C. P. R. depot agent, or

A. B. MACKENZIE,

City Ticket Agent, Rossland, B. C.

W. W. STITT, Gen. S. S. Agent, Winnipeg

Kootenay Railway & Navigation Company

OPERATING

Kaslo & Slocan Railway-International Navigation & Trading Company.

Schedule of Time Pacific Standard Time Effective June 1st '09.

Kaslo & Slocan Railway

Express train leaves Sandon and way stations, leaves Sandon at 8 a. m. daily, returning, leaves Sandon at 1:15 p. m., arriving at Kaslo at 3:55 p. m.

International Navigation & Trading Company

Operating on Kootenay Lake and River.

S. S. INTERNATIONAL

Leaves Kaslo for Sandon at 8 a. m. daily, except Sunday. Returning, leaves Nelson at 4:30 p. m., calling at Balfour, Pilot Bay, Ainsworth, and all way points. Connects with steamer Alberta to and from Bonner's Ferry, Idaho, also S. F. & N. train to and from Spokane, at Five Mile Point.

S. S. ALBERTA

Leaves Nelson for Bonner's Ferry, Tuesdays, Thursdays and Saturdays at 7:00 a. m., connecting with steamer International from Kaslo, at Pilot Bay. Returning, leaves Bonner's Ferry at 7:00 a. m., Wednesdays, Fridays and Sundays, connecting with steamer International for Kaslo, Lardo and Argenta.

Direct connections made at Bonner's Ferry with Great Northern railway for all points east and west.

LARDO-DUNCAN DIVISION

Steamer International leaves Kaslo for Lardo and Argenta at 8:45 p. m., Wednesdays and Fridays.

Steamer Alberta leaves Kaslo for Lardo and Argenta at 8:00 p. m., Sundays.

Steamers call at principal landings in both directions and at other points, when signalled. Tickets sold to all points in Canada and the United States. To ascertain rates and full information, address,

ROBERT IRVING,

Manager, Kaslo, B. C.

THE FAST LINE

TO ALL POINTS

2-TRAINS DAILY-2

The Dining Car Route

Via

Yellowstone Park