

C. N. R. MAY TAP PART OF ALASKA

Mr. H. D. Rochefort Returned From Stewart Says Indications Point to Line to Salmon Arm

TO PASS THROUGH PORTLAND CITY

Intention Is to Haul Ore in Bond From the D. D. Mann Properties to Stewart for Smelting

Not only is the Canadian Northern Railroad going to continue its railway from Stewart to link with the trunk railroad at Edmonton, but also is projecting another line from Stewart to tap the mining districts at the head of the Skeena river and Fish creek. This new line is to pass from Stewart through Portland city and through Alaska to the mines located in British Columbia at the headwaters of the Skeena, carrying ore through Alaska to Stewart.

This was the report brought from Stewart by Mr. H. D. Rochefort, who has returned from a visit to the northern city. Men who have been staking lands along the proposed route of the railroad have returned to Stewart. It is also the intention of D. D. Mann, it is stated by railroad engineers at Stewart, to build a second short line, branching from Stewart to Portland city across the United States border and proceeding along the valley of the Skeena river through United States territory to tap the country at the headwaters of the Skeena where D. D. Mann and associates have taken up a large amount of land, probably one hundred leases, and have mining interests. The intention is to haul ore from the Skeena river and Fish creek districts in bond through the Alaskan portion of Stewart, where the company's smelter is to be located.

Meanwhile, work is going on to push forward the Portland Canal Short Line connecting Stewart with the Skeena river valley and its mines, and it is probable that trains will be running next spring. Three or four miles of this road have been graded, and the first shipment of steel rails has arrived at Prince Rupert and is being transferred to the barge for to be taken to Stewart. Some of the rolling stock has already reached Vancouver and will be taken north as soon as the rails are down. With the two railroads, the Portland Canal Short Line and the one intended to be built from the Stewart terminus of this line around to the Skeena river valley, Stewart will become the depot for a large district, and later, when the line has been extended through the passes to link the rich interior valleys with Edmonton, the Portland canal city will have a greater, rivaling Prince Rupert as the great northern port of British Columbia.

Visited Stewart Mines. Mr. Rochefort visited a number of the Stewart district's mines, going through the Stewart M. & D. and Portland canal properties in company with the British Columbia mining inspector, Mr. Newton, of Nanaimo, who was enthusiastic regarding the outlook. Nearly all the mines being developed have now a day and night crews, and are making a splendid showing. The Mann properties are to be developed on a large scale. Mr. Newton was surprised at the amount of development work done and the substantial showings, and stated that both the Portland Canal and Stewart properties were far from the prospect stage, their substantial showings proving them to be rich mines. He stated, when looking over No. 3 ledge of the Stewart that it was the best he had ever seen for years, equalling the best of those in the properties he had seen in the Kootenays. Considerable work was being done on "the big reef." The work of the prospectors had shown that it was largely mineralized, being a large showing of low grade ore, that is to say from \$10 to \$20 per ton on the average. Work on the concentrator at the Portland canal mine was going forward and the tramway had been completed. On the O. K. the showings indicated that at least one of the Stewart veins went into the property, but not sufficient work had been done. The Glacier creek mine seemed to have good showings. Mr. Rochefort was unable to visit the Redcliffe, and other mines during his stay.

Labor is Wanted. The great need of Stewart and the contiguous district at present is labor. Unskilled laborers were being paid four dollars per day and the railroad contractors and others were having difficulty to secure the requisite number of workers. There was work for several hundred. Not only was the railroad well under way, three or four miles of the grading being completed, but the tie to the wharf was half completed. Two pliedivers were working on the wharf, and another government wharf have just been started and work was to be completed in 30 days.

There was a great deal of building going on in the townsite of Stewart. The population at present is about 2,000, the hotels and boarding houses being filled. The population is mostly buyers, men sent to inspect properties, and others, and not enough laborers. There is work for hundreds. The development of the mines and construction of the railroad would be pushed forward to a much greater extent.

The search for placer at Bitter creek has not resulted in any finds, and owing to the formation of the rock of big placer finds being made. Bedrock is at too great a depth. On the other hand, good finds of placer and many goldseekers have gone over the divide from Stewart to prospect in this district.

The streets of Stewart have all

PROFITS IN SALMON

LONDON, July 25.—The shipment of British Columbia frozen salmon to England market has been a success. The profits are placed at 50 per cent.

been slashed, and some grading has been done. On Fifth avenue sidewalks have been built on either side.

Death of Wm. Rennie. TORONTO, July 25.—William Rennie, a well known seed man and agriculturist, died at his residence at Swansea yesterday. He had been in ill health some months.

To Be Paymaster at Victoria. OTTAWA, July 25.—Capt. J. P. Pouliot, of the militia headquarters pay corps, has been transferred to Victoria as district paymaster of military district No. 11, vice Major E. R. Tooley, who comes to Ottawa to be officer in charge of the stores audit.

Railway Earnings. MONTREAL, July 25.—Grand Trunk traffic earnings for the week ending July 21, were \$466,462, a decrease of \$119,220 compared with the same week last year. Canadian Pacific railway traffic earnings for the week ending July 21, were \$1,848,000, an increase of \$456,000.

C. N. R. Shop Strike. WINNIPEG, July 25.—Three hundred striking car men of the Canadian Northern railway shops paraded the streets of the city this morning, interviewed provincial and civic officials and announced generally that the company's train service was at present a dental health and safety. Incidentally, they were promised aid in two directions. The board of control and Premier Roblin, with Hon. Robert Rogers, stated a willingness to take the matter up with the company and arrange, if possible, a meeting between the employers and strikers where the differences could be presented and a settlement talked about.

CHARGE OF THEFT ON LARGE SCALE

Cashier of Russo-Chinese Bank in New York Said to Have Stolen Securities Worth Over \$600,000

NEW YORK, July 25.—Wanted, Edwin Wider, about 32 years old, five feet five inches in height, weight about 135 pounds, swarthy of complexion, with a small black moustache curled at the ends. Wears rimless nose, glasses, and has a German accent, and is timid in address.

Such is the general alarm sent out by the police today for the missing cashier of the Russo-Chinese Bank, although the district attorney's office said tonight that no aid had been asked of them by the bank, and that no application for a warrant had been filed. This is only one mysterious feature of the history of the Russo-Chinese Bank, which since Cornelius Alford from \$600,000 of the First National Bank, served a term in Sing Sing, and then retired to the seclusion of a princely country palace.

When the Russo-Chinese Bank first made public the fact that the strong box was short, the amount was given as \$80,000, all in negotiable bonds, a list of which was furnished. This afternoon the amount suddenly jumped to \$600,000, of which the additional \$520,000 is said to be in stocks partly owned by the bank and partly by its customers. No positive statement has been made yet as to where these stocks certificates now are, and no list of certificates or their owners is available.

Inspector E. Markowski, now in charge of the New York branch of the bank, is convinced that Wider had an outside accomplice. It was known yesterday that at least the stolen bonds had been hypothesized with brokers, and that the bank knew where they were. The names of these brokers are still withheld, but today the list of possibilities narrowed down to two well known houses.

The Russo-Chinese Bank is credited in Wall Street with a capital of \$15,000,000, but it could not be learned to day what assets or capital is loaned to the branch in this city. The New York branch is under the jurisdiction of the state banking department, as it does not attempt a regular business in deposits, but makes loans with foreign funds.

Unhappy Schoolboy. The Montreal Daily Herald has been moved to take up the outgoings—work the typewriter—on behalf of the schoolboy. Says the Herald: "The noble sport of examining school children is reaching a degree of deadly accuracy in parts of Ontario that threatens the final extinction of the species unless it develops self-protective qualities of a very high kind. Some of the statistics of the 'bags' secured by examiners in Eastern Ontario this spring show very clearly the lethal character of the new appliances and the slim chance that the game is of surviving. It looks almost like a score-card of a Canadian shot at Bisley. At Cardinal there were brought down no less than twenty-two candidates out of thirty-three who were put up, only eleven getting by the sport. The rest of the list is a record of slaughter. It is, of course, fair to assume that some of these were only 'winded,' and may survive until another year with the handicap of a 'star' or a supplemental, but it is well known that this experience takes the heart out of the gamest candidate and they put up for the trial again."

Louis Metula, an 18-year-old motor-man in the Coal Creek mines, was killed on Saturday last by being crushed by his motor.

NO SETTLEMENT NOW EXPECTED

Grand Trunk Strike Likely to Be Fought Out to Finish—Minister of Labor Makes No Further Efforts

BOTH SIDES EXPRESS HOPE OF WINNING

Company Asserts That Traffic Is Increasing—Presidents of Brotherhoods Arrange for Consultation at Toronto

MONTREAL, July 25.—With the hope of a settlement lost to sight today for the first time since the strike started, both sides in the Grand Trunk dispute were jubilant this evening. We announced this morning just what we intended doing today," the company's official statement declared, "and were pleased to be able to say that we did a great deal more. On the eastern division it was stated that the four freight trains would be operated. The record up to nine o'clock is twenty-three, and more are getting out. Reports from other divisions are of a like tenor. All we want is protection for the men willing to work and we will do the rest."

"The statements of the company regarding the operation of freight trains are very much exaggerated," stated Mr. Murdoch, vice-president of the trainmen, tonight. "It is a few freight trains, but they do not amount to two per cent of the normal business of the line. The way freights are merely making a pretence of running over the road, doing about a quarter of their usual business. No word has been received from the minister of labor today, and he seems to have decided that nothing further can be done with regard to arbitration as a result of Mr. Hay's last message to him."

No disturbances of any moment have been reported so far today. Brotherhood Officials. CLEVELAND, O., July 25.—President W. G. Lee of the Brotherhood of Railroad Trainmen will leave here tonight for Toronto, Ontario, where he will meet A. B. Garretson, president of the order of Railway Conductors, of Cedar Rapids, Iowa, and several officials of the Canadian brotherhood, on Tuesday.

Mr. Lee declined to state today whether he himself and Mr. Garretson would take part in the conference. He would not say either what would be discussed.

"Vice-President Murdoch will probably not attend," he said.

Mr. Lee said that he probably would not go to Montreal, the strike headquarters. "I don't think I'll be needed," he explained. Information that conductors were being employed on the Grand Trunk lines in Indiana without three years' experience as trainmen, as required by Indiana laws, was received at local headquarters. President Lee immediately wired Governor Marshall the information, at the same time reminding him of the law governing the matter.

RESOURCES OF CAMPBELL RIVER DISTRICT

Plenty of Good Agricultural Land for Settlers—Timber Equal to That of Cameron Lake Territory

After an automobile trip of nearly a fortnight's duration round different island centres, Mr. H. G. Wilson, president of the board of trade, has returned to Victoria. Mr. Wilson attended the annual meeting of the Vancouver Island Development League held at Alberni and subsequently motored to the Campbell river district. On the latter stretch of his tour he was accompanied by Mr. Ernest McGaffey, secretary of the Vancouver Island Development League. The tour is state that in parts the road between Oyster river and Campbell river is bad and should be either cordoned or banked with dirt and gravel. In parts there is grave danger to autos and teams. On the trip a number of autos were met coming from or going to the Campbell river. On their arrival at Campbell river Messrs. Wilson and McGaffey found that Hon. Percy Ellison and party had left en route for Butte's lake where they are making investigations with regard to the establishment of a park reserve in that district. At the Campbell Lake hotel tourists from England, the United States and Canada were registered, illustrating the different nationalities of the sportsmen who seek to enjoy the fishing facilities of that part of the island.

The visitors are enthusiastic over the chances for settlers in that district. There is plenty of good agricultural land, and magnificent timber, superior in extent to that prevailing in the Cameron lake district and very nearly if not quite as fine. From the sportsman's standpoint the facilities are of a very superior character. Numbers of grouse were seen, and many other varieties of game.

Mr. McGaffey states that when good roads are built through the district it will prove one of the most attractive points on the island for tourists. In every settlement which was visited the inhabitants showed that they were alive to the possibilities of their districts, and were anxious to aid in every way to bring them into prominence.

On their return journey when the tourists got as far as Duncan they found that the road bridge had been burned down and they were compelled to return to the city by train.

Conciliation Report. OTTAWA, July 25.—The report of the board of conciliation, which inquired into the dispute between the C. N. R. and the commercial telegraphers, has been received by the labor department. It is an unambiguous finding.

A handsome Friesian cattle is to be selected at once in North Vancouver.

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