

individually, for no two while tonnage may be estimated accurately, values are fixed. There are considerable variations in mining which cannot be measured, any more than in mining. Labor cost may vary, and smelter charges, silver and lead prices fluctuate in price, floods and fires may come. All these things may vary.

One may say that the man or body will continue, and accurately say what it is. In mining there is a per cent, with 35 per cent while manufacturing ranges from per cent profit, with failure.

Properties are the best. They necessitate large operating, but they are sure. Looking for properties of and not for mines carrying as of high grade ore. Low as a rule, are more satisfactory, in the aggregate, returns.

#### THE NAVY.

The navy is the Empire's keystone of peace and the moral protection of British trade seas over. Canada benefits in this marvelous organization security of the Empire's. The protection which this affords for the trade of could not obtain by the of tens of millions of and surely a few Canadian would be but a contemptible. Besides, if we should recognize the value of the navy to Canadian commerce, a direct contribution to the we should only admit that means could we obtain as efficient means of de-protection. Our contribution be exacted as Imperial tribute by the Parliament, acting within its own domain, and in simple Canadian interests. Nothing Canadian parliament may do motion can constitute an ant upon our political liberty our lights of self-govern-

#### VANCOUVER ELECTION.

By-election, the people of and particularly Rossland, are an extraordinary interest in now on in Vancouver reason for this is not difficult. The upper country is in the near future an era of prosperity if the province be with a capable and stable government the opportunity for a capable government hinges upon the success of Hon. Wilson means the indefinite power of the McBride government by a majority of one. At of Mr. Wilson means the government and a consequence from any uncertainty able conditions and general. Mr. McBride would then be to resign without delay. Lieutenant-governor would other alternative than to call A. Macdonald to form a government and proceed with a general election. The result of that election would be a conclusion. Mr. Macdonald would sweep the country and next legislature with a majority from ten to fifteen. This is a state estimate and not born of hope. It is a foregone conclusion anybody who will take the study the situation. McBride crowd are utterly discredited. Chery to his friends on the as well as the Mainland; his and general incompetency, vicious disregard for the well-masses have combined to thousands of friends in the months. On the other hand, Macdonald has proven himself qualified to lead his party as a government. He is sound and deliberate and not to indulge in experimental. He has a firm and grasp of the state of affairs the brain and determination the requirements of the situation. Vancouver is true to itself balance of the province it will. Mr. Stuart. The defeat of Mr. will put a very large amount of in circulation in various parts province which would directly the people of the Terminal City, could be elected it is safe to business conditions generally worse rather than improve.

States manufacturers have dumping their goods at slaughter throughout Canada, so manufacturers say. They do not as any more than some of Mr. McBride's supporters like it in who would save their own for their own people.

#### MCBRIDE AND EAST KOOTENAY.

The New Westminster Columbian, Premier McBride's organ, remarks that "the people of East Kootenay show great confidence in their district" which is more than can be said of their estimate of Mr. McBride.

McBride and his crowd have done great and lasting injury not only to the people of East Kootenay, but to the whole of southern British Columbia by persistently sacrificing the rights of the common people for the special benefit of the coal monopoly and the transportation companies.

There is, however, one outrage which McBride has perpetrated upon the long suffering people of East Kootenay that not even the most unscrupulous of his predecessors had the courage to attempt. We refer to his refusal to grant a judicial review of the ballots cast at Fernie in the last election.

There is not a constituency in the whole of East Kootenay that has signed a desire to have a McBride as its representative in the legislative assembly. There is not a constituency in East Kootenay but what has felt the blighting effect of McBride's maladministration and treachery. He, the arch enemy of the richest district in southern British Columbia, has brought its development to a standstill and thereby kept hundreds of thousands of dollars out of the country, and tens of thousands out of the provincial treasury.

The people of East Kootenay are justified in their faith in their district, and they are more than justified in their lack of faith in Richard McBride.

#### THE SOUTH AFRICAN GOLD FIELD.

The revival of gold mining in the Transvaal since the restoration of peace has been rapid, and the belief has been expressed that next year will see the output of 1898—the year before the war—equalled, if not surpassed.

The production of gold in that country began in 1884, the output for that year being placed at about \$50,000. It reached its maximum in 1898, when it amounted to practically \$80,000,000. In pounds sterling it was stated to be 16,444,135. But the next year showed a notable falling off because of the war. In 1900 the product fell to about \$7,500,000, and in 1901 to only about \$5,000,000—showing the effects of the war.

Last year, with the restoration of peace, it jumped up to \$35,000,000, and in the first half of the present year it was something under \$30,000,000, indicating a rapid approach for the whole year to the output of 1898. At this rate of recovery there is good reason for the belief that 1904 will see the industry completely restored.

The gold deposits in South Africa are so extensive that it is impossible to form an idea of how long heavy production will continue, but there is every reason to believe that it will be maintained at a high value for a long time. The New York Tribune says the prediction has been made that it will reach an average of 20,000,000 pounds sterling for the next twenty years.

In view of the strong probability that a heavy production will continue for years to come, the effect of this large addition of gold to the world's supply should not be lost sight of. The stream flowing from South Africa will stimulate trade and a large part of it will come to this country. Our heavy exports of food and other products to Europe will cause a return flow of much South African gold, and this, in turn, will swell the volume of business and promote the continued prosperity of this country.

#### POLITICS AND THE MINING ASSOCIATION.

McBride's organ, the New Westminster Columbian, hints that "the Provincial Mining Association is being made a political tool."

The Provincial Mining Association is and must remain absolutely non-partisan in all its relations and dealings with the government of the province. It came into existence because some organization was necessary to afford reasonable protection to the mining industry. Corrupt and incompetent politicians had handicapped the industry in so many ways that it required nothing short of a thoroughly representative association of people identified both directly and indirectly with mining to come to its rescue and actually compel the government of the day to accord it justice.

No government or party need fear the actions of the Provincial Mining Association if it will administer all its interests affected by the mining industry with impartiality and a full measure of intelligence. If the McBride government refuses to be impartial and is merely lacking in the required intelligence, the fears of the Columbian are not without some foundation, but it has not an absolutely clear conscience. From its present attitude the organ seems to dread the consequences of the government's shortcomings and thereby gives evidence of a guilty conscience.

#### WHEN THIEVES FALL OUT, ETC.

Has British Columbia a government in the same sense that the other provinces in the Dominion have? No! It has a government whose finance department is absolutely ruled by a Toronto bank manager. It has a lands and works department whose chief has been directed by the lieutenant-governor not to carry out the provisions of the Coal Mines Act. Its mines department is a defusion. No one can be found to accept the provincial secretaryship who can be elected by the people. The law department is run by a deputy and a clerk. The premier is a figurehead, who obeys the orders of the lieutenant-governor as if he was that official's valet. The people should have a responsible stable government.

The foregoing is from the Nelson Tribune, of which John Houston is the editor. And yet Houston had the "gall" to offer himself at the last election as a supporter of this rascally and incompetent aggregation. There is not the slightest doubt that Houston would never have made this admission if he had been taken into the McBride cabinet. He would have been silent, and his silence would have been bought by a cabinet portfolio. Because he didn't get a cabinet portfolio he squeals. All of which recalls the old adage about thieves falling out.

#### A GREAT MARKET FOR CANADA.

There is a great object lesson for Canada and particularly this province in what J. J. Hill, of the Great Northern railway, has done in the last ten years to build up commerce between the Puget sound terminus and the Orient.

A decade ago, when Mr. Hill's transcontinental system first began running through trains to the coast over its own rails, about the only trade on Puget Sound was in town lots, but the lumber industry soon began to develop. It was the necessity for getting a haul both ways that impelled Mr. Hill to look carefully into the possibilities of the Oriental trade. He personally talked with well-informed Chinese merchants in the United States, and sent trained statisticians into the Orient to make careful observations. As a result he was convinced that the Chinaman is probably the best commercial business man in the world, and that there existed on the other side of the Pacific a market for the necessities of life. The Chinese are a nation who do business on remarkably small margins and who have reduced living on small wages to a science. At the same time, the Chinaman spends a larger proportion of his wages for food than is the case with the average wage earner of other nationalities.

These are reasons which prompted Mr. Hill to order his two 28,000-ton freighters, the first of which will go into commission for the Pacific trade next February. Other nations are already in the Orient market and are jealous of the encroachments of others. They are using ships of from 5,000 to 12,000 tonnage. Mr. Hill determined to introduce the United States as a factor in this trade by staggering competition with the magnitude of his equipment. His new Pacific freighters will carry five cargoes for what it would ordinarily cost the average freighter to carry two. This is offset, in a measure, by the most unfriendly and discouraging laws of the United States governing shipping, and he does not think that economy of operation can wholly offset the handicap imposed by these laws, although he is disposed to make a fair trial. It is Mr. Hill's opinion that the entire surplus of the United States wheat crop "would not be sufficient to make doughnuts for those Orientals who are logically in the American market." It is now possible, he says, to lay down a barrel of Minneapolis flour in Hong Kong cheaper than the Chinese can bring the wheat from 300 miles inland to make their flour.

In a recent speech delivered at a Minneapolis banquet Mr. Hill quoted some interesting figures to show the growth already noted in the Oriental trade. Five years ago Puget Sound was exporting \$12,000,000 annually, while the figure for San Francisco was \$40,000,000. Systematic development increased the Puget Sound trade by leaps and bounds and in three years it had nearly equalled the decreased exports of San Francisco. This year Puget Sound exports have passed San Francisco, never to be overtaken again.

Mr. Hill does not claim direct credit for all this development, but his theories of the promotion of trade seemed to have been worked out in the Puget Sound proposition. The great problem of the carrier, he said, is to find a market for the products of its territory. A road through an unproductive territory is a hopeless proposition financially. A railroad in the Garden of Eden, for instance, with only Adam and Eve there, would be a wretched property from a dividend standpoint. Incidentally he gave a slight upon some of the methods in finding a market for the products of the country to give them a west-bound business. The first cargo of cotton, for instance, which was shipped to India to be mixed with their short staple fibre had to be guaranteed to him, he agreeing to pay for the entire lot in case it was not found satisfactory. It proved acceptable, however, and large shipments of cotton

are now being brought up from the South through the Minnesota transfer, and then being sent on to the coast over the Northern lines.

What has been done to promote the trade of Puget Sound with the Orient can be easily duplicated in British Columbia. The surplus products of Canada should find the same ready market that is found for similar products of the United States. There can be no doubt but that the trade of the Orient is one of the most, if not the most, desirable channels of trade open to Canada. To enjoy it is to know great and lasting prosperity from one end of the Dominion to the other. To obtain it should be the unswerving effort of our statesmen.

#### A TRIUMPH OF AERIAL NAVIGATION.

The Lebaudy brothers of Paris have established a new record in aerial navigation. On Thursday their dirigible airship made a voyage from the village of Moisson, thirty-five miles west of Paris, over a seventy-mile course, descending a few hundred yards from the Eiffel tower on the exact spot where it was previously announced the descent would be made. The airship was driven with a forty-horse power Mercedes driving gear, and carried two men, a pilot and an engineer, and two carrier pigeons which were released at the end of the voyage. The wind was blowing at the rate of ten miles an hour. Part of the course followed with the wind dead ahead. No difficulty was experienced with the management of the craft.

The longest trip previously made by any dirigible airship was that of the Stanley-Spencers, on the outskirts of London. Their aerial vessel sailed over a thirty-five-mile course dead against the wind, something similar to that which the Lebaudy airship overcame. The successes of the Lebaudy, Santos Dumont and Stanley-Spencer prove that progress is being made in the science of aerial navigation, and the prospects are improving that an airship will be developed ultimately which will accomplish some useful purpose. Although the achievement of the Lebaudy is not considered as remarkable as Santos Dumont's voyage around Eiffel tower, when he won the Deutsche prize of 50,000 francs, the descent of their airship at the exact spot named as its destination proves that perfect control has finally been attained over its movements, which brings us nearer the development of an ideal aerial vessel.

#### EDITORIAL NOTES.

Did any woman ever have a more striking epitaph written than that accorded by Public Opinion to Mrs. Emma Booth-Tucker? She is called "A woman whom the world needed."

It is safe to say that if J. J. Hill owned the C. P. R. land grant, he would do "a land office business" and be the greatest immigration agent this or any other country ever knew.

While "Jim" Hill is building 28,000-ton freighters for his Pacific trade, the C. P. R. hasn't enough enterprise to meet the local demand for ore and coke cars.

Chicago has women thugs who don men's attire and hold up great, coarse men on the highway. This female competition in the trades once monopolized by men is getting to be a serious thing.

Chamberlain's followers are now known as "Joey's," and his political opponents have dubbed him "the apostle of the red herring."

Thomas Barclay of London, who had much to do with getting the Anglo-French arbitration treaty through, is anxious to have one adopted by the United States and Great Britain. The idea is a good one, and he should devote his chief energies towards educating the American senate, which killed the last one proposed.

A Chicago women's club, which exists ostensibly for purposes of physical culture, has undertaken a new system, and a Chicago paper, in commenting on the change, heads its article with the words "They hope to be Apollos." What's the matter with selecting a female classic as a subject for emulation? Perhaps the Record-Herald believes there is no sex in Art.

Discussing the extremely peculiar events in Panama and the recognition of the new republic by the United States only three days after the revolt broke out, the New York Evening Post asks: "Who would have imagined that an American administration would make the Jameson raid look respectable?"

The merger idea has not made such great progress in England as it has in America. The London Outlook estimates the mileage of English railroads at 23,000, yet these roads are the property of 230 companies, more than half of which have their separate ad-

ministration and executive departments. The entire mileage of England is only 2000 miles greater than that of the Vanderbilt and Pennsylvania systems, each of which has about 20,000 miles.

St. Louis has an improvement league that improves. Since March of this year it has established six free open air playgrounds and a junior school of horticulture and has made progress in a campaign against offensive billboards, has got the city to put up rubbish boxes, has awarded prizes for beautiful back yards, has secured the appointment of women sanitary inspectors, has arranged for the erection of five historical tablets, has studied the garbage problem, has promoted tree planting, has prevented overcharges by cabmen, and has succeeded in getting an anti-spitting ordinance.

Somebody has caught with a hook and line in Pipe creek (mark the name) near Elwood, Indiana, "a creature about fifteen inches long, with the flat head and tiny eyes of a snake, the almost round body and tail of an eel and the legs of a lizard. Its color is dark brown, covered with black spots, and it has sponge-like red gills." Now, we have heard of similar animals before, but never of one being caught with a hook and line. Generally they are not there at all.

According to the latest statistics the population of the administrative country of London is 4,536,541, and of "greater London," which includes the areas of the city and metropolitan police, and "every parish of which the whole is within fifteen miles of Charing Cross, or of which part is within twelve miles of Charing Cross," 4,811,402. The rate of increase of the population in London appears to be slowing down, having been only 1.5 per cent in ten years, 1891-1901—a smaller percentage of increase than has ever previously been recorded.

Many mining men have been pleased to term the Homestake mine, near Deadwood, South Dakota, the greatest gold mine in the world. J. H. Curle, author of "Gold Mines of the World," and one whose knowledge of the subject of gold mining is more or less recognized, has recently been writing in the London Economist on "The Greatest Gold Producing Mines." This article has received widespread attention. At the top of the list Mr. Curle places the Dakota Homestake. He further characterizes the mine as one of the poorest, as the ore only yields \$3.60 per ton, but he says against this, the costs are only \$2.40 a ton. The output of the mine is placed at 30,000 ounces of fine gold a month, and according to the authority in question, in a year or two it should be a great deal more.

It is represented that the loss of life and injury to limb on the railways of the United States proportionately exceeds that on the railways of any other country in the old or new world. Some critics are disposed to blame the management of American railways by charging it with being "fundamentally deficient in a sense of the value of personal safety among both employees and passengers." Perhaps this is not wholly just, as the large proportion of single track mileage in service in the United States increases materially the difficulties and danger of operation. Single track lines are almost unknown in the old world, whereas the major part of the railroads on the American continent carry all the traffic on single tracks.

#### THE HOUSE BEAUTIFUL.

A naked house, a naked moor, A shivering pool before the door, A garden bare of flowers and fruit, And poplars at the garden foot! Such is the place I live in, Bleak without and bare within.

Yet shall your ragged rumps receive The incomparable pomp of eve, And the cold glories of the dawn Bend your shivering backs to draw! And when the wind from place to place Doth the unmoored cloud galleons chase, Your garden blooms and gleams again With leaping sun and glancing rain; Here shall the wizard moon ascend The heavens, the crimson end Of day's declining splendor; here, The army of the stars appear, The neighbor hollows, dry or wet, Spring shall with tender flowers meet; And oft the morning muser see Larks rising from the broomy lea, And every fairy wheel and thread Of cobweb dew bediamonded. When daisies go shall winter time Silver the simple grass with rime; Autumnal frosts enchain the pool, And make the cart ruts beautiful, And when snow bright the moor expands, How shall your children clap their hands!

To make this earth our heritage, A cheerful and a changeful page, God's intricate and bright device Of days and seasons doth suffice. —Robert Louis Stevenson.

#### CLOSED DOWN.

PITTSBURGH, Pa., Nov. 17.—The entire plant of the Moorehead Bros.' rolling mills at Sharpsburg closed down today, throwing about 800 men out of employment. The reason given was lack of orders, although the management has been having trouble with the employees for some time.

#### A GOOD CUSTOMER.

##### THE VALUE OF THE SOUTH AFRICAN MARKET FOR BRITISH GOODS.

##### ISH GOODS.

##### GREAT INCREASE IN EXPORTS THERETO IN THE LAST DECADE.

LONDON, Nov. 17.—Henry Birch, a writer on statistical and political subjects, was sent to America by the board of trade as a special agent to report. His report as published in the bluebook lays stress on the magnitude of the South African market, which he says has increased 250 per cent in the last ten years, the greatest increase having been shown in the last two years.

The value of this trade now exceeds the sum of \$235,000,000. He points out that a decade ago British exports to South Africa were under \$45,000,000, while during the last year they exceeded \$130,000,000.

In 1893 South Africa stood sixth on the list of Great Britain's customers, but last year it was only beaten by India. The commissioner predicts that South Africa will, this year, be the largest buyer in the world of produce and the manufactures of the mother country.

The most serious competitors of the British traders are the manufacturers of the United States and Germany. American rivalry is in concentrated and well defined branches of trade, but in the natural products, such as foodstuffs, timber and paraffine, which form a large portion of the American exports to South Africa, the United States competes with Australia and Canada, but not with Great Britain.

Commissioner Birchmore says that competition from the United States is materially aided by the low freight rates at which competing British vessels carry American cargoes of electrical machinery. He summarizes the causes of successful foreign competition, naming among them natural resources, the greater exercise of ingenuity and inventiveness, a closer study of local requirements, greater alertness, closer adherence to contract of delivery, better finish and make-up of their goods and protected markets.

Another consideration pointed out is the presence at the mines of American engineers, favorably disposed to American machinery.

The commissioner recommended that British manufacturers study the methods of their rivals, send direct representatives to the trading zone, establish their system of credit on a more liberal scale, ensure more prompt delivery, adopt standard types of machinery, secure the British financial control of as many undertakings as possible, and the uniformity of British foreign freight and through rates and bills of lading to destination.

##### THE COAL STRIKE.

Colorado Owners Who Think They Will Gain the Day.

PUEBLO, Nov. 17.—Officials of the Colorado Fuel and Iron company claim today that the coal miners' strike will now be solved effectually in their favor by aid from the steel and iron workers who have been laid off here and who are going to the coal mines. More than 2000 workmen in several departments of the steel works were laid off on Saturday, when these departments were suspended on account of the cutting off of the coal supply by the strike. Many of the men determined that they would go to the company's mines and dig coal. A carload of them were taken yesterday to the big Walsen mine, near Walsenburg, and began operation of the coal cutting machines, their arrival having been unattended by opposition or any excitement. Many are leaving Pueblo on every train to go to the idle mines. Officials of the company state that they will soon have plenty of coal, and that they will altogether ignore the miners' union. One of them said that heretofore in similar emergencies he had taken Japanese from the fruit markets of California and in two months they were earning \$3 a day, and that he could teach anybody having muscle to mine coal.

The cold wave last night brought two inches of snow, with the temperature only four degrees above zero, but there is as yet no suffering from lack of fuel, and no particular shortage, the dealers having abundance in storage. Great quantities of coal have been stored by dealers and factories during the last month in anticipation of a strike, and the Rio Grande railway has piles of coal several hundred feet long.

##### CLEVER DETECTIVE WORK.

Four Jewelry Thieves Captured by a Russ in London.

NEW YORK, Nov. 17.—Four men have been arrested in connection with the stealing of jewelry worth \$50,000 from the auction rooms of Knight, Frank & Rualey a month ago, cables the London correspondent of the Herald. It was by a clever scheme of the chief inspector that the men were afterward run down and arrested in various parts of the north of London. Traced by their finger prints, the men were discovered two weeks ago and they have been shadowed day and night. Before making the arrests Inspector Drew wired, if possible, to trace the missing jewels, but failed. Then Drew decided on a daring coup. Early in the morning there might have been seen walking toward the house of each suspect a milkman who wore the usual hat and carried the usual money pouch and milk bucket with cans round the side. His very rag out lustily as he came down the street. When at the door of the house he knocked loudly. The door was opened, the milkman stepped inside and the professional air at once left him as he raised his hand above his head.

At this signal four men came hurrying from hiding places near by. All were detectives, the milkman disguise being a part of the scheme. Together they mounted the stairs to the bedroom of the man they wanted and in each case the man was found in bed. The prisoners were quickly bundled off to the nearest station. Jewelry, including gems taken out of their settings, was discovered to the value of several hundred pounds.

##### THE STEEL TRUST.

Report That the Subsidiary Companies Will Be Effaced.

CLEVELAND, Nov. 17.—The Leader tomorrow will say: It is reported in iron circles that if the present plans are carried out, before three months have passed, all of the subsidiary organizations of the United States Steel corporation will be abandoned, and in their place the corporation itself, ceasing to be a holding company, will become an operating company, with full control of the minutest details of every branch of that intricate business. The office of the whole concern will be centered at Pittsburgh, with the possible exception of those of the financial committee, which will continue to make its headquarters at New York. The time set for the accomplishment of this plan, by those back of it, is January 1st, although it is realized that a movement so large may take longer in carrying it out in all of its details.

##### PART IV, "WATER CLAUSES CONSOLIDATION ACT, 1897."

This is to certify that the "Rossland Power Company, Limited," incorporated as a Limited Company on the 21st day of August, 1902, with the object of carrying on the business of a Power Company within the meaning of Part IV of the "Water Clauses Consolidation Act, 1897," within the Province of British Columbia, has submitted its undertaking to the Lieutenant-Governor in Council for approval; that the said undertaking, as shown by the documents and plan filed, has been approved, and that the said undertaking is as follows:—

(1.) To exercise the corporate powers of a Power Company within the under-mentioned portion of land situated in the Kootenay District and forming a part of a parcel of land numbered 387, Group I, on the official plan or survey of the said district, the acquisition of which the said applicants deem necessary for the purposes of the proposed undertaking and works, namely: Commencing at a hub in the said lot 387, Group I, which hub is fifteen hundred feet due north of and six hundred and sixty-three decimal two feet due west of the post planted in the south-eastern boundary of the said Lot 387, Group I, to mark the northwest corner of Lot 230, Group I, in the said Kootenay District; thence due north eleven hundred feet to a hub; thence forty-five degrees east of due north six hundred and seventy feet, more or less, to the southwesterly bank of the Columbia river; thence northwesterly, following the said bank of the Columbia river eighteen hundred and fifty feet, more or less, to the mouth of Stoney creek; thence southwesterly, following the centre of the said Stoney creek seventeen hundred feet, more or less, to a point in the centre of the said Stoney creek, which point is twenty-six degrees and twenty-eight minutes west of due north of a point which is thirteen hundred and twelve feet due west of the place of beginning; thence twenty-six degrees and thirty-eight minutes east of due south fifteen hundred and twenty feet, more or less, to a point which is thirteen hundred and twelve feet due west of the place of beginning; thence due east thirteen hundred and twelve feet to the place of beginning; excluding therefrom the right-of-way of the Columbia and Western Railway, which railway runs in a northwesterly direction through the said portion of Lot 387, Group I, the said right-of-way consisting of fifty feet on each side of the centre of the track, except from station 47x100 of the said railway northerly, to station 53x75, where it is two hundred feet wide, i. e., one hundred feet on each side of the centre of the track; containing eighty-six acres, more or less.

To engage in the milling and reduction of ores by the construction of a preliminary mill upon a site in the vicinity of the city of Trail, on the Canadian Pacific Railway, at the junction of Stoney creek with the Columbia river, and to transport and supply water to additional plants to be established wherever it is found to be desirable, having regard to ore supply, and to railway and water facilities.

To acquire land as a right of way along the lines of the intended flumes, and to construct pipe lines from Murphy creek, Rock creek and Stoney creek for the conveyance of water to the said mill.

That for the purpose of generating power the company have acquired a record of six hundred and fifty inches of water from Murphy creek, one hundred inches of water from Rock creek, and two hundred inches of water from Stoney creek, such water to be diverted by flumes and pipes at points of diversion proposed by the applicants, in order to utilize the said waters at their works, and to be discharged into the Columbia river at or near the works of the Company.

(2.) And this is further to certify that the estimated cost of the undertaking and works, including water and lands to be purchased (or which have already been acquired), the construction and operation whereof is to be presently undertaken by the Power Company, is estimated at about the sum of one hundred thousand dollars, which amount shall be actually subscribed before the company commences the construction of its undertaking.

(3.) And this is further to certify that the time within which the said undertaking and works are to be commenced is fixed at thirty (30) days from the date of this certificate, and the date by which such works are to be in operation is fixed at one year from the date of this certificate. Dated this 8th day of November, A. D. 1903.

A. E. McPHILLIPS, Clerk, Executive Council.