

ANNUAL MEETING OF RAILWAY COMPANIES

P. S. Forest, general superintendent, and A. M. Thomas, secretary of the Red Mountain and Nelson & Fort Sheppard railroads, were in the city yesterday for the purpose of attending the statutory annual meetings of the two companies.

Measures. Forest and Thomas held proxies for the shares and the meeting proceeded in a formal manner to elect last year's directors. The session took place at the office of MacNeill & Deacon, attorneys for both companies, and were purely of an informal nature. Since last year the head offices of the Red Mountain and Nelson & Fort Sheppard roads, both of which are Canadian companies, have been moved from Victoria, where they were located since organization, to Rossland and will be here in future. Yesterday's session was, therefore, the

first meeting of the companies in the Golden City.

Nothing has been heard of late regarding the proposal of the Red Mountain road to improve its depot facilities in Rossland. It will be remembered that last winter a scheme was outlined for the rearrangement of the yards here, the construction of a handsome brick passenger station and trainshed and of a commodious brick freight warehouse, with sections for the convenience of important shippers and importers. It was stated at that time that construction work would be commenced in all probability by June 1st, but something has apparently transpired to interfere with the plans to this effect. Rosslanders generally would be pleased to see the Red Mountain road follow the example of the Canadian Pacific in respect to improving its depot.

AT WORK ON ROCK CREEK FLUME

The city construction crew on the Rock creek flume line is now hard at work, under the direction of J. W. Wise, who has been appointed superintendent of the construction crew. The entire work is under the supervision of Major Van Buskirk, who will spend more or less of his time along the works.

The crew is now engaged in clearing the right-of-way for the flume. This right-of-way will be utilized for hauling lumber and supplies along the route, and actual construction will be started at the Rock creek end of the line. The grade made for the roadway will constitute the line for the flume, and the earth and other material from the banks on either side will be turned down over the completed flume to afford protection against falling timber, fires or frost. Two inch lumber is to be used in constructing the flume, and this will be delivered at the terminal of Blue & Deschamps' logging road, from where it will be transported by the city to the points along the line where it is needed.

Ten men are engaged under Mr. Wise on the axe gang and it is probable that

this number will be increased somewhat when work is started on the flume proper. By reason of the numerous applications for work on the crew the city was able to secure good men and it is expected that rapid progress will be made with construction.

The application that has been made by the Trail people for water rights out of Rock creek affects the city's interests somewhat, although the Trail supply will be taken off at the smelter dam, many miles below the point where the Roseland supply is taken. It is essential in the city's interests, however, that the priority of the Roseland record should be maintained, hence the action of the corporation in instructing the corporation counsel to attend on the hearing of the application. Trail desires to use this water for fire protection purposes and, the smelter, it is understood, is willing to cede the right, but is barred because their record does not stipulate that the water may be utilized by the corporation of Trail. If Trail secures the record as asked for, the smelter will be in a position to allow the diversion of water from their dam.

OFFICIAL INSPECTION NOW UNDER WAY

After many weary days of waiting the repairs and improvements to the St. Thomas mountain wagon road are at last to be got under way. The delay in this matter was caused by the fact that the season was exceptionally late and it was difficult to ascertain until the snow went off the higher reaches of the road just what repairs and improvements were essential and at what points the appropriation for the work can be expended to best advantage.

John Kirkup, gold commissioner, and Judge William B. Townsend, of the Cascade mine, are now on the ground looking into the matter. The expenditure of the appropriation is in the hands of Mr. Kirkup, and the result of his inspection will be the outlining of a plan for the repairs. It is expected that these will be got under way at once, and that sufficient men will be employed to finish the work as rapidly as is compatible with good results. The laying of corduroy at several points

where the road crosses low-lying country is understood to be an important feature of the proposed plan.

The improvement of the St. Thomas mountain road is of the utmost importance to several companies operating on St. Thomas and Norway mountains, chief among these being the Cascade and Bonanza mines. The Cascade has had a crew of men on development continuously for six or eight months, and a large amount of ore has been blocked out in preparation for stopping as soon as it is practicable to commence shipping, which has not been the case since the snow went off the lower portions of the road, thereby putting an end to sleighing. It is the intention of the company to recommence shipping ore at the earliest possible date, hence the anxiety with which the work on the road is awaited. Much ore is blocked out at the Bonanza also, and the placing of the road in shape for teaming is of the utmost importance to this property.

SHIPPED 7,000 TONS OF ORE

As predicted the week's shipments of ore are substantially above last week's record, touching the 7000 tons mark evenly. Improved facilities for handling the ore over the Spokane Falls & Northern road to the coast, and in a large measure for the increase in shipments, which is really only a return to the normal standard of the past few months.

In connection with the shipments it may be stated that citizens generally are now looking forward to the commencement of regular shipments from the Centre Star and War Eagle in the course of the next few days. The statements of the management on this topic indicate that this desirable condition of affairs will be forthcoming almost at once. The combined mines should ship close to 2000 tons weekly and the effect will be to bring the camp's weekly aggregate close to the 10,000 standard, particularly if other mines increase their output as is likely to be the case. On this basis the year's returns will show a handsome increase over the total reached last year, just as the 1901 aggregate was substantially greater than any previous record in the history of the camp.

Comparatively little interest has evinced in connection with the big mines during the past week. Matters have gone ahead steadily, with a few increases in working forces, but not of sufficient importance to particularly effect the situation.

The announcement that the Velvet is to install its concentrating plant at an early date comes somewhat as a surprise to most residents of the camp, but the importance of the intelligence is none the less. The impression exists very generally that concentration is the line of development upon which the future of the camp depends and action toward the end of concentrating will be followed with the keenest interest.

The week has seen a shut down at the Abe Lincoln, which has employed from six to ten men for the past nine months on underground development. The retiring engineer of the company, Mr. Krumb, is the authority for the statement, however, that the company will reopen the property before the close of the summer. The New St. Elmo has also finished the surface work on which a few men were engaged for a short time and is once more closed down. The expectation in connection with the property, based upon intimations from the management, is that operations will be resumed at no late date and that they will be on a larger scale than at any previous time in the history of the property.

THE OUTPUT.

The output of ore for the week ending July 12th, and for the year to date are as follows:

Le Roi	4910	124,236
Le Roi No. 2	1650	35,607
War Eagle	90	420
Centre Star	240	4,310
Roseland G. W.		2,490
Giant	110	620
Cascade		30
Columbia-Kootenay		30
Bonanza		250
Velvet		20
Epitsee		20
Total	7,000	172,646

THE AMERICAN CUP.

Lipton Announces His Determination to Again Compete.

LONDON, July 12.—Confirming the announcement already made by the Associated Press the Exchange Telegraph Company this evening says that Sir Thomas Lipton, Bart., announced at Southampton today his determination to again compete for the American cup.

A KOOTENAY MINE TO USE MULES

"When the price of lead stiffens up, as it undoubtedly will, the Ainsworth camp will come to the front," says Captain J. R. Gifford, general manager of the Hall Mines at Nelson. Captain Gifford is consulting engineer of the Highlander mine at Ainsworth, now regarded as one of the best developed and most promising lead mines in the Kootenays. The Highlander is operated principally by Philadelphia capitalists, and the fact that they have already expended \$150,000 in development work and are still engaged in opening up the mine is the best indication that they are satisfied with the outlook for their property.

The work on the Highlander has opened up an entirely new chapter in the history of the Ainsworth camp, which, by the way, is the pioneer lead producing centre in the entire Kootenays. Many years before any other section of the country produced lead ores Ainsworth was shipping to San Francisco, the trackless waste between the camp and the coast being covered by boat and pack train. The enterprise manifested by the Highlander people has had the effect of placing the camp on an entirely different footing from that occupied up to a few months ago, and in other directions the exploitation of the Highlander promises to have an important bearing on the future of the section.

It is more or less familiar history that the management of the Highlander, having opened up the upper workings of the mine and extracted therefrom considerable quantities of payable ore, determined to make a departure hitherto unparalleled in the history of the camp by dropping down from the 200 foot level to the 800 foot level and running a long drift in the face of the cliff for the purpose of tapping the ore bodies at greater depth than had been dreamed of prior to that juncture. The plan was put into effect and successfully carried out. On the start the tunnel was made eight feet square, the idea being to utilize this lower working as a means of reaching and developing the deep ore bodies of other properties adjoining. After some 200 feet had been made the tunnel was reduced to the ordinary size and continued for a total of 1900 feet, at which the main ore body was encountered. This carried

from five feet upward of concentrating ore with from one to two feet of clean galena on the footwall, carrying from forty to fifty ounces of silver and 60 per cent and upwards in lead. A drift was turned off and run for 500 feet on this vein. Then the main drift was continued for another 900 feet and work is still being continued with a view to opening up other known bodies. The vertical depth attained on the main ledge is 800 feet, while on the dip of the ore the identically these low workings act as a drainage tunnel for the numerous surrounding propositions and the working of the latter will be substantially facilitated by the drawing off of the water through the Highlander workings. The prime importance of the work undertaken by the Highlander people from the standpoint of the camp as a whole is that the permanency of the ore bodies at Ainsworth, always a disputed point, is now demonstrated in the most practical manner, and this is certain to have its influence for the entire future.

The total distance from the present working face in the Highlander tunnels to the portal of the workings is 2800 feet, and the expense of transporting waste and ore through the tunnel has led Captain Gifford to recommend the management to use mule trains in the tunnel. This scheme was worked at the Silver King mine with excellent results, and is equally applicable to the Highlander. With the present facilities one man can barely handle a car of ore from the face to the portal, whereas one mule and driver can take eight such cars and handle them back and forward twice as rapidly as the men can.

The mine is equipped with a good concentrator and some ten tons of concentrates and clean ore is being shipped daily to the Hall smelter, which, fortunately, has three weeks' supply of fuel laid in and is therefore independent of the Fernie supply until the stock in hand is exhausted.

All that is required to make the Highlander and the Ainsworth camp generally the scene of marked activity is a profitable figure for lead. But this statement applies to the whole silver-lead district, and nothing has eventuated as yet to indicate that better prices are to be looked for at an early date.

HOW COAL TOWNS SPRING UP

One of the features of the development of the East Kootenay and West Alberta coal fields is the numerous thriving towns that have sprung up lately. While these towns are "mushrooms" so far as rapidity of growth is concerned the resemblance ends there, for as a rule, the buildings have been constructed by the coal companies operating in the respective camps and the structures are of a comparatively permanent nature.

Robert S. McKibbin, western representative of the Canadian Electric Company with headquarters at Roseland, returned last evening from a month's trip over his territory, the trip including jaunts into West Alberta, East Kootenay, the Slooan and Boudary. Decidedly the feature of Mr. McKibbin's trip was his visit to Frank, the newest of the coal towns that have sprung up in West Alberta. This section of the Alberta coal fields promises to rival the Fernie and Michel fields in importance, and that this fact is realized is demonstrated by the fact that the Great Northern, coincident

with the construction of the Crow's Nest Southern railroad into the Fernie fields, is standardizing the Alberta Northern line that has heretofore been a narrow gauge road. Incidentally it may be stated that this scheme is said to be a part of the plan to revive lead smelting on a large scale at Great Falls and other Montana lead strikes under the control of the American Smelting and Refining Company.

At Frank some sixty houses have been erected—not shacks, Mr. McKibbin states—but comfortable little houses built by the coal companies operating in the camp for the accommodation of their employees. In the town are the measures operated by the Canadian-American syndicate, and at Gold Creek, a short distance away, are the collieries of the Gold Creek Corporation, a corporation operated by French capital under the management of Jules Fleutot, formerly of Nelson. Work has been started on a seven mile railroad from Frank to the Gold Creek collieries, and when the road is built it is expected that coal will be shipped out in large quantities.

PREDICTS GENERAL ELECTION SOON

Joseph Martin, K. C., M. L. A., declined to talk to newspaper men on current topics of the day while on his recent flying visit to Rossland, but to his friends here he was not so reticent, and some of Mr. Martin's statements and predictions about the political situation are of considerable interest.

Mr. Martin is of opinion that there is bound to be a general election in the province before another session of the legislature convenes. He takes this view of the situation on the ground that the government cannot hope to face the house with a majority at next session. As a government supporter Mr. Martin's opinion on this particular point should carry weight.

He states that the delays in the last session of the house were not caused by the desire of Opposition members to hamper the transaction of business, but by the entire lack of preparation by the government and the slowness

they manifested in bringing down legislation. The reason for this was the government did not know where it stood at any stage of the political game, particularly on the railroad bills. Mr. Martin takes unto himself the credit for having bowled out the Canadian Northern land grant.

The ex-premier does not think much of the personnel of the provincial cabinet. He is said to have made the statement that Mr. Dunsuir was the only man of honor in the cabinet; any of the other members would pledge themselves in the morning and go back on the pledge before night.

Party lines in the next provincial general election is Mr. Martin's panacea for the legislative ills that have beset British Columbia. Asked what part the labor party might be expected to play in a contest on party lines, Mr. Martin expressed the opinion that one or other party must join hands, with the labor men and make a straight issue in the campaign.

KOOTENAY'S CAUSE AT TORONTO

The report submitted by Arthur S. Goodvee of this city to the Nelson board of trade, which organization he represented at Toronto recently, is reproduced herewith. Mr. Goodvee supplements the information already published respecting his mission in the following terms:

"The session opened on Wednesday at 10 a. m. in the legislative assembly chamber, when one hundred and forty-one delegates registered, representing boards of trade all over Canada from Halifax to Vancouver. The Toronto board of trade submitted for approval a program with rules of procedure which they had had printed and it was at once adopted. In it your resolution, 'duty on lead,' was given a very fair position, standing ninth on the program,

and was reached immediately after luncheon on the second day. The attitude of the delegates with regard to it might be divided into three classes: First—Those representing the general public, who, from a lack of absolute knowledge of the subject could not understand how the tariff would affect the lead mining industry; second—those representing the paint manufacturers, who were afraid any alteration in the tariff would increase the cost of their raw material without any compensation, and thus reduce their profits; third—those representing the manufacturers and large consumers of lead paints, who were also afraid that the cost would be increased to them.

It was a comparatively easy matter to explain the relation of the tariff to the lead industry and thus enlist the support of the first class, but I learned that Mr. Munroe, a member of the Montreal board of trade, and a paint manufacturer, was going to move an amendment to our resolution, believing that he did not want to commit the conference to a resolution endorsing an increase of duties on pig lead without some guarantee that his interest would be protected. I therefore saw him, and after learning his views on the subject and also that he was being backed by the manufacturing consumers of paint, I drew up the following resolution:

"Resolved:—That this conference of the boards of trade of the Dominion of Canada favors securing such readjustment of the tariff in respect to imported lead products as will encourage the development of mining, smelting and refining of lead and the establishment of manufacturing of lead products within the Dominion." In lieu of the one on the program, believing it would answer our purpose, and after further conversation with Mr. Munroe, he agreed to second it upon my pointing out that it would not prejudice his case and that the details of readjustment could be settled upon before approaching parliament. In the meantime I canvassed a majority of the delegates as possible and I am glad to say we secured the only unanimous vote passed. The Winnipeg delegates were particularly earnest in their support, and stated that their board would be prepared, if required when the time came to send a delegate to Ottawa to assist in securing the necessary legislation. I would therefore recommend that a meeting composed of the representatives of the smelters, refiners, mine owners and paint manufacturers, be held previous to the opening of parliament and that they agree upon a scale of duties to be asked from the government. I feel satisfied that if this is done there will be no difficulty in securing the legislation asked for.

"At the banquet held in the pavilion on the evening of the second day, at which over four hundred were present, the Hon. Mr. Tarte, referring to the resolutions of the conference, expressed himself as favorable to securing the Canadian market to the Canadian people, even if it required a protective duty of 50 per cent to do it.

"During the conference his worship, Mayor Howland, representing the City of Toronto, Hon. G. W. Ross, premier of the province of Ontario, and the Hon. Israel Tarte, minister of public works for the Dominion, delivered brief addresses of welcome, in which they all declared that it was the most important and representative gathering that had ever taken place in Canada. It is also to be noted that the press generally throughout Eastern Canada devoted a great deal of space to reporting the resolutions submitted and discussed, so that I feel assured that it will have a great educative influence in making known the resources of the Dominion,

SILVER HILL RESUMES SHIPMENTS

Shipments have been resumed from the Silver Hill mine on Crawford creek, owned by the London-Richelleu Consolidated Company of Roseland. Manager Henry Roy returned to the city yesterday from the mine, where he has spent the past few weeks superintending the repairs and improvements to the Crawford creek wagon road, which affords the mine a means of access to the lake front.

Mr. Roy was accompanied by his brother, George Roy, who has been identified with the Silver Hill for several years as superintendent. The latter will spend a day or two in the city. It will be remembered that the spring thaws brought down several slides that blocked the wagon road and the government put in a crew of men to make good the damage. This has now been completed and the mine is again in shape to resume shipping ore on its contract with the Canadian Smelting Works at Trail. The first load of ore

since the blockade was resumed has already been taken down to the lake front, where the transfer is made from wagons to barges. At both terminals of the aerial tramway connecting the mine with the wagon road, a distance of 10,000 feet, the ore bins are choked with ore ready to be taken over the road and as soon as this congestion is removed, which will be in the course of a day or two, the original working crew at the mine will be restored.

The Silver Hill people have worked out an excellent system of handling their ore. At the mine the ore is loaded on the tramway, which is operated by one man. Dumping at the terminal ore bins is done automatically and the wagons are loaded in a similar manner from the bins. At the lake front the wagons are dumped into bins by a new automatic device, and the barges are loaded direct from the chutes in the bins, the conditions at that point on the bay admitting of this arrangement.

SEARCH FOR OIL IN EAST KOOTENAY

J. Fred Ritchie, P. L. S., and Ross Thompson of this city are in the Elk district looking into the possibilities of the section as an oil producing area. The outlook in this direction is said to be bright, and it is a matter of some surprise that the resources of the country in respect to oil have never been exploited.

In addition to its remarkable resources in silver-lead, iron, coal and other minerals there seems to be good reason to believe that at some time in the comparatively near future East Kootenay will come to the front as an oil country. The explanation for the lack of enterprise in the matter up to the present time is that given by the people resident in the neighborhood of the oil showings—that the Canadian Pacific has the oil lands corralled and will neither take action itself nor permit others to experiment on the ground. Naturally this policy will not always be adhered to, and when the oil lands

are opened up great results are looked for.

Soma seven miles northwest of Elk, the bustling railroad construction town in East Kootenay, are found remarkable traces of oil deposits. At many places the oil can be taken from surface pools and ignited, while it is stated that the petroleum exists in such a pure condition in spots that it can be utilized in lamps without further refining. Geologists who have been over the ground state that the formation is such as to warrant the expectation that "gushers" will be found in abundance. The Alberta line is not far distant and in the territory various efforts have been made to develop oil showings existing there, but no reasonable successes have been achieved as yet. Whether or not East Kootenay will ever become a second Beaumont or not is an open question, but there seems to be no reason to doubt that it possesses many of the natural conditions that go to make up an important oil producing area.

together with the best means of exploiting and developing them. In conclusion permit me to thank you for your confidence in appointing me as your representative, and also to congratulate your board on the earnest and well directed efforts they are putting forth to bring this and kindred subjects to the notice of the public."

CERTIFICATE OF IMPROVEMENTS

Notice.

"Golden West" and "Maple Leaf" fractional mineral claims, situate in the Trail Creek Mining Division of West Kootenay district.

Where located: On the northeast slope of Monte Christo mountain, about one and one-fourth miles north of Roseland, and adjoining the "Eric" and "Viking" mineral claims.

Take notice that I, Thomas S. Gilmour, free miner's certificate No. B57143, acting as agent for Andrew D. Provand, London, England, free miner's certificate No. B57144, intend, fifty days from the date hereof, to apply to the mining recorder for certificates of improvements for the purpose of obtaining crown grants of the above claims.

And further take notice, that action under Section 37 must be commenced before the issuance of such certificates of improvements.

Dated the 2nd day of June, 1902.

THOS. S. GILMOUR,
Roseland, B. C.

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