

Weekly Rossland Miner.

Published Every Thursday by the ROSSLAND MINER PRINTING & PUBLISHING CO. LIMITED LIABILITY.

LONDON OFFICE: C. J. WALKER, 105 Bishopgate St., Within E. C. TORONTO OFFICE: CENTRAL PRESS AGENCY, Ltd., 83 Yonge St. SPOKANE OFFICE: ALEXANDER & CO., Advertising Agents, Room 7 First National Bank Building. EASTERN AGENT: HENRIK KATZ, 230 Temple Court, New York.

THE SUBSCRIPTION PRICE OF THE WEEKLY ROSSLAND MINER for all points in the United States and Canada is Two Dollars a year or One Dollar and Twenty-five Cents for six months; for all other countries Three Dollars a year or Two Dollars and Twenty-five Cents for six months. The subscription price of the DAILY MINER is \$1 per month, \$5 for six months or \$10 for one year foreign, \$12.50 also in advance.

Table with columns: Shipments of Ore, Mine, Tons. Rows include Le Roi, War Eagle, Columbia & Kootenay, Iron Mask, Junco, Josie, Cliff, Centre Star, Red Mountain, O. K., Giant Star, Glenside, I. X. L., Velvet, Little Joe, Poorman, Total.

From January 1 to November 13, inclusive, the shipments of ore from mines at Rossland to smelters were as follows:

At an extraordinary meeting of the Record's Syndicate, held in London recently, Alfred Woodhouse, the company's mining engineer and adviser, said the future of British Columbia depends on two issues: "The first, the introduction of greater facilities for transport, and the second, the erection of smelting, concentrating and refining works in the immediate vicinity of the mines."

This, expressed as it is in concrete form, is what THE MINER has been asserting for the last two months. With this as a platform, the weal or woe of the district must be determined.

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In order to bring about such a favorable condition as has been outlined, it is absolutely essential that there shall be competing lines, and plenty of them. The government, therefore, should use the utmost wisdom in giving concessions and subsidies to railways that propose to enter the lists for the trade of Kootenay to the end that no monopoly may be created, for, as Mr. Woodhouse has explained to the British capitalists who sent him thither, what this country principally needs is greater facilities for transportation, and the erection of smelters at home.

INTERESTED IN ROSSLAND.

There was never a time in the history of the camp when it attracted so much attention as at present in the financial centres of the world. There are now nearly a dozen mining experts in the city, in the interests of clients whose wealth aggregates scores of millions.

Capital from the eastern provinces, England, Scotland, Germany and the United States is seeking investment here. The representatives of large syndicates who are at present making Rossland their headquarters are instructed to buy mines, and they are carefully looking over the field preparatory to the purchase of such properties as please them, though so quietly and unobtrusively are they working that, in many cases, their mission is scarcely known.

For the most part they want partially developed properties which, by the expenditure of money, could be made mines. It is safe to say that several large deals will be made on Rossland properties within the next few months.

A MISTAKEN POLIOY.

The Victoria Colonist says that for week after week it fought the battle for railway connection between the Columbia river and Pentiction; and when it found that this could not be obtained, then for a road from Pentiction to Boundary as a beginning.

It is to be regretted that the brevity of the Colonist's remarks on this interesting subject prevents it from furnishing a satisfactory explanation.

The Colonist's remarks on this interesting subject prevents it from furnishing a satisfactory explanation. The contention that a road from the Columbia river to Pentiction "could not be obtained" is certainly news in Kootenay. The Colonist should know that the Columbia & Western railway has a line surveyed from the present terminus of its line on the west bank of the Columbia river, opposite Robson, to Pentiction. The route touches every important mining camp in South Yale, and is the only Canadian line that could really benefit the Boundary country. It is said that the only reason that the construction of this road has been delayed is the expense that would be entailed in establishing a grade over the Gold range between the Kettle and Columbia basins. To accomplish this difficult feat, the financial assistance of the Federal government is necessary.

The road would have been almost completed by now if the subsidy had been granted at the last session of parliament. That the subsidy will be given at the next session is almost a certainty. The railroad committee now know much more about the matter than it did nine months ago, and, therefore, may be expected to promptly satisfy the demands of the Boundary country, a territory that has been very unfairly treated.

The line from Pentiction to Boundary creek, that is advocated by the Colonist, would be of little or no use to the Boundary district. It would neither furnish cheap fuel for local smelters nor afford an opportunity for the economical smelting together of Boundary and Kootenay ores.

THE "WHITE" SLAVERY.

The Toronto Globe, quoting THE MINER as its authority, has taken up the matter of the inhuman treatment of laborers employed on the construction of the Crow's Nest Pass branch of the C. P. R. railway, and concludes a lengthy editorial on the subject, as follows:

These assertions are of such a character as to require corroboration, but in any case we agree with THE MINER that the matter ought to be investigated by the government. The Northwest mounted police is not maintained to help railway companies or contractors in their disputes with their employes, except where violence is threatened, and it certainly ought not to be used to bring back runaway workmen. More than that, the government ought to exert all its influence to compel the payment of fair wages to persons employed on works receiving subsidies from the public treasury.

THE MINER was not alone in its exposure of the nefarious methods of the soulless contractors. It was heartily supported by the Nelson Tribune and the Kaslo Kootenian.

TUESDAY'S ELECTIONS.

Many of the principle property owners of Rossland are kicking themselves because they did not vote Tuesday. If only half a dozen of the three or four hundred taxpayers who did not trouble themselves about the matter, had cast their ballots, a very much discredited municipal administration would have been placed in a position where it could not possibly waste any more of the city's funds. It is safe to say that the Scotties polled every vote obtainable. They worked like beavers. Excepting Aldermen Wallace and Johnson, the entire administration, from Mayor Scott up to the city dog catcher, canvassed for votes as if their very lives depended on it. It is, consequently, very significant to note that they could only round up 142 votes.

THE CITY PRINTING.

The action of the city council Tuesday night regarding the disposal of the city printing was in a sense a wise one. There can be little doubt but that the best interests of the city will be served if all contracts are submitted to competition. In all other respects it was a stupid and contemptible effort on the part of Mayor Scott and his henchmen to vent their spleen on THE MINER, simply because this journal has exposed the rottenness of the present administration. In their haste to display their animosity toward THE MINER, they have, as usual, made asses of themselves. They arranged last night that a non-union newspaper should be given the right to bid for the printing, ignoring the fact that they had passed a resolution last summer to the effect that all printing for the city should be performed by union labor. It is really amusing to witness the assine conduct of these smart alecks. It is safe to say that the merry types who are responsible for the appearance of that remarkably bright little sheet, the Evening Union, will have a bushel of fun with Mayor Scott and his followers, for their conduct last night. Poor Mayor Scott!

THE VOTERS' LIST.

In view of the fact that the city election will be held in less than two months' time, it would be well if those who are entitled to vote to lose no time in having their names placed on the voters' list. The names of assessed owners of property who have paid their real estate and road taxes and persons who have paid their license fees and road tax are placed on the list without personal application, but all householders must make a declaration, sworn to before a notary public or justice of the peace, that they have resided within the limits of the city for one year prior to November 1st, and that the rent value of the premises occupied by them was not less than \$60 for the year, and that they have paid all municipal rates, taxes and license fees chargeable against them. Proper forms for this declaration can be obtained from the city clerk free of cost.

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THE GLOBE'S MISTAKE.

A recent issue of the Toronto Globe contains an editorial regarding the railway situation in British Columbia. The article is so much at variance with the facts of the case and so inconsistent and visionary, that it is in striking contrast with the usually sound advice and sensible utterances of that widely read journal.

The substance of the Globe's remarks is that there is a manifest tendency toward bringing Canadian railways under public management; that devices for securing railway competition have signally failed; that there is a strong conviction of the necessity of a heroic remedy; that little can be accomplished by a few links of Provincial railway here and there in the midst of a monopolistic system; that the Federal assistance to the Crow's Nest branch of the C. P. R., which the Globe so forcibly advocated, must not be considered as a precedent for granting Dominion subsidies to railways, and that a Dominion grant of \$8,000 a mile for an extension from Rossland to Pentiction is preposterous.

This is followed by the assertion that "the Province may occasionally find it advantageous to subsidize a railway corporation—to pay a part of its fares and freight rates in the form of a bonus. In such local affairs the people on the ground are the best judges as to the prospects of receiving returns for their outlays." The Globe also expresses the opinion that as the Dominion has established through railway communication across the continent, this should be a full discharge of Federal duty in that regard.

It is all very fine for the Globe to take a high stand and talk about the public control of railways. We do not deny that the national ownership of all transportation and telegraph lines would be beneficial to the country if the purchase could be arranged on reasonable terms. The idea is in keeping with the principles of Liberalism, and it is not improbable that the next national Liberal convention will make it a conspicuous plank in the platform of the party. But what is to become of the Kootenay and Boundary districts in the meantime? The smelting and, to a great extent, the mining industry of this portion of the Dominion depends on the development of both districts. Beyond all question, economical smelting cannot be accomplished here except the ores of the two districts are mixed in the process of reduction.

The Corbin system of railways can be extended to the heart of the Boundary country at a minimum cost. It has only to follow the Kettle river valley on an easy grade to tap the richest mines of the Grand Forks, Anaconda, Greenwood and Midway camps. Preparations have already commenced for the construction of this branch of ore in the Boundary country will be hauled to smelters at Northport or other points in the United States, unless a Canadian line is also built. A Canadian road that would connect Kootenay and Boundary would be compelled to cross one of the highest ranges of mountains in British Columbia. No railway company, with the inducements that exist at present, would be mad enough to attempt the construction of the road without first being heavily subsidized. Even F. Aug. Heinze, the most enterprising man in Western Canada and the United States, and with millions behind him, shrinks from the undertaking without substantial Federal assistance. The government of British Columbia has wisely foreseen the enormous advantage of the road, and has offered to any one who will construct it \$4,000 a mile, or a land subsidy, as the builders may elect. This was done in the supposition that twice that sum would be contributed by the Dominion. The local government and every man in British Columbia conversant with the matter realize only too well that unless the Federal government comes to the assistance of the scheme it will never materialize. It is out of the question for the Province to construct and operate the line.

The Globe makes a grave mistake in the sweeping assertion that little can be accomplished by a few links of Provincial railway. The "little" railways of Kootenay have made the district what it is today. Were it not for the Columbia & Western, the Kaslo & Slokan and the Nelson & Fort Sheppard, the district would be scarcely better than a desolate wilderness. They have checked the greed of the C. P. R. and are mainly responsible for the prosperity that prevails here. It is the "little" independent Canadian roads that will also give prosperity to the Boundary country, if ever such a condition is known there.

The argument of the Globe that the expenditure of Federal money on local railways would create a perpetual demand for useless lines from localities seeking favors at public expense, is surprisingly weak. Surely the Globe has sufficient faith in the leaders of the Dominion government to believe that they are capable of discriminating between legislation that would benefit the country and that which would not.

THE SEALING INDUSTRY.

Canada Will Probably Agree to Its Cessation For a While. OTTAWA, Ont., Nov. 16.—One of the ministers of the crown told your correspondent today that an agreement between Canada and the United States for a cessation of sealing operations on both sides is extremely probable. It is allowed here that the sealing herds may be on the eve of extermination in Behring sea, but a point has come to light which never was brought forward before, and this is that Macoun's reports show a disease now spreading among the herds which carries the seals off by the hundreds. This does not agree with the American contention that the destruction of the female seals is responsible for the loss of pups. But Canada will be reasonable with regard to matter and agree to a compromise if it will help us in other ways.

OVER 40 SLAIN.

A Landslide Overwhelms a Settlement. Names of Some of the Dead. QUEBEC, P. Q., Nov. 12.—A landslide on the Duchesne river near St. Edward is reported to have killed 40 persons. The place is 45 miles southwest of Quebec. Only one person has reached the city with any news, and he is so excited that he can hardly talk. It is reported by him that more than 40 persons were killed. Following are the names of some of the killed: Homida Labadi, wife and four children. Eudree La Claire, mother, wife and one child. The Gastagnay family of eight or nine persons. H. Wright, father, mother and brother. The Lesot family.

NEWS OF HAWAII.

Princess Kaiulani Is to Marry George Davies. HONOLULU, Nov. 10, via San Francisco, Nov. 17.—The arrival of Princess Kaiulani caused a flutter yesterday. Large crowds of people, principally natives, greeted her at the wharf. As she walked down the gang plank Hawaii was lit up with flowers. Rumor has it that the princess is here to be married. The groom is said to be George Davies, son of F. H. Davies, guardian of the young woman. The elder Davies is very rich.

A Change For the Better.

John R. Cook, the well known Rossland capitalist, is back from a visit to his Stevens county ranch, and reports that it is springing there much the same as it is here. Mr. Cook is much pleased with the change for the better in the business affairs of Rossland, and says that this betterment is noticeable in the fact that collections are much easier than they used to be, and that many are not only settling promptly for their current obligations, but are actually paying up old bills that were contracted during the summer months. Mr. Cook thinks further that the betterment in the times will abide for some time to come.

With regard to the report that the British Columbia legislature impose a yearly tax of ten per cent. on all mining properties not being operated he said: "I had not heard of the measure before, but it seems to me that it would only result in doing widespread injury to the camp. As things stand at present the greater number of mine owners are in no position to work their properties and the imposition of such a tax would only result in much hardship. In many cases the owners of property would be compelled to allow their properties to be confiscated by the government."

Killed by Falling Down a Shaft.

Alex. Easton, 18 years old, died Monday afternoon from injuries received by a fall down the shaft of the Le Roi about a week ago. His leg, thigh and jaw were broken, and he was severely bruised otherwise. He fell about 75 feet. The remains lie at the home of his parents near the City of Spokane mine. Mr. Easton came from Youngstown, Ohio, and his remains may be taken there for burial.

necessary, if not more so, to the welfare of Kootenay as the Crow's Nest Pass road. The latter will furnish the district with fuel only, while the former will be the means of building up a smelting industry that will admit of the lowest grade ores being treated at a profit.

The demands of British Columbia for protection from the greed and avarice of the C. P. R. must not be ignored. Neither must the development of the mining and smelting industry of Kootenay and Boundary be retarded by a narrow policy as regards subsidies for the building of lines of communication through a country where the cost of construction, owing to the enormous physical obstacles, is stupendous. In all fairness and justice, the Dominion government cannot refuse this request of the people of Kootenay for protection and assistance.

ICE-BOUND WHALERS.

A Belief Party Will Take Reindeer With Them. WASHINGTON, D. C., Nov. 15.—Secretary Gage has requested that secretary of the interior to instruct the Alaskan officials to gather about 600 head of reindeer from the government herds for the use of the expedition for the relief of the ice-bound whalers in the Arctic. The herd, which will be killed for food if necessary, will be driven overland and the imprisoned whalers will reach the middle of February. The route over which the herd will be driven is said to abound in moss upon which the reindeer feed and it is agreed that the reindeer scheme is feasible and will be attended with little danger. Eight vessels now ice-bound have a combined complement of 285 men.

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President. Hon. Geo. E. Foster, M.P., Ex-Minister of Finance. Ottawa, Ont. Vice-President and Consulting Engineer. C. C. Woodhouse, Jr., M. E., Rossland, B. C. General Manager Edward C. Finch. Box 78, Rossland, B. C.

The Silver Queen Mining Co., Ltd.

Capital, \$1,250,000. Treasury \$350,000. Incorporated Under Laws of British Columbia. Head Office, 14 Columbia Avenue, Rossland, B. C.

The Silver Queen Mine

That famous gold-silver property on Cariboo creek. Eight claims, including 280 acres of ground and covering the main lead for a distance of about 6,000 feet, are comprised in this property. All of this ground has been surveyed and a

Crown Grant Earned and Applied For. This season's work of development on the Silver Queen has brought most satisfactory results, exposing values

Great Beyond Even the Wonderful Promise of its Earlier Days. Our engineer has always said, and today affirms with greater emphasis than ever before, that "if

"This is Not a Mine. "Then there is not a mine in British Columbia." We have two strong and well defined parallel veins, both very rich, and one of them carrying an immense body of ore over

Forty Feet in Width. All of this is not shipping ore, but that portion which will not ship at a profit will concentrate at a profit. From one three-foot section of this great ledge we have had an

Assay of \$180 in Gold and 520 ozs Silver and the general average of the same section, obtained from many samples, is \$109.50 in gold and silver.

Treasury Shares Are Now Offered. At 12 1/2 cents. Our 10 cent block of Treasury has all been sold. Our 12 1/2 cent block will not last long.

All inquiries, verbally or by mail will be cheerfully answered and additional printed information, including map of property, will be forwarded to any address. Call at our office, 14 Columbia avenue, Rossland, and see a 1,000 pound sample of our ore. Address all communications or orders for stock to

EDWARD C. FINCH, General Manager. Box 78, Rossland, B. C.

Remittances may be sent through the Rossland Bank of Montreal subject to delivery of stock.

C. P. R. MAY COME

It Will Probably Build Into the Rossland Camp. IS GETTING A MOVE ON

Its Slothfulness in Looking After the Traffic of Rossland Verifies the Aphorism That Large Bodies Move Slowly—Probable Route.

There is a report to the effect that operations will be commenced very shortly on the construction of the Canadian Pacific railway's line into Rossland. As already announced in THE MINER, bids have been requested for the construction of the line and are being received by R. Marpole, general superintendent of the Pacific division, who is now in this district looking after the interests of the road.

The new line of the C. P. R. from Slokan crossing to Slokan lake will be completed and in running order by the first of December, and it is conjectured that as soon as that extension is finished the company will commence operations on the road leading into Rossland.

The survey of the proposed line has been completed, and construction can commence at any time now. The route chosen runs from Rossland northward around Columbia & Kootenay mountain, near the milk ranch, to Murphy creek, and down that stream to the Columbia river. It is believed that traffic arrangements will be made with the C. & W. railway for the use of its line from Murphy creek to Robson. The proposed line affords a grade no steeper or more difficult than that ordinarily found in mountain countries, and C. E. Perry, the chief engineer for the company in this district, pronounces the route an excellent one. There is some rock work to be done, but not an extraordinary amount.

The fact that winter has set in would make no difference with the railway company, for the winter season is the preferred time of the year for the construction of its lines, since when the spring comes and the earth thaws out, it is much easier to ballast the roadbed for the construction of the line into Rossland would not take more than four to five months, and it is possible that the C. P. R. will be in the city by the first of May.

The site of the station has already been selected, at Thompson avenue, near Washington street.

CANADA AND UNITED STATES.

All Matters of Dispute Are to Receive Attention. WASHINGTON, D. C., Nov. 17.—Negotiations between the United States and Canada for the settlement of pending questions are still in progress, notwithstanding the published reports that the meeting had resulted in a complete failure. An interesting fact was made known today for the first time that the Canadian had taken the American proposition under advisement, and had

IT'S A GARDEN

A Fruitful Valley To 200,000 Ac

THE FARMERS'

Though the Grand Forks Yield Much to the Its Great Source of Mines—Smelters and

The following letter, Forke, B. C., was written by O'Farrell to his syndicate. Grand Forks is 45 miles and about 15 miles from City. As the name indicated at a point where branches of the Kettle river branch rising to the north the North Fork, flows the mountainous country going and mining, while the Kettle river proper for the number of fertile it flows through. Here is a valley which about 200,000. This valley about 200,000. The greater part is cultural land, and already are located the best and farms in British Columbia of Grand Forks. The climate is mable, the land is fruitful, fruiting camps pay fancy prices of the farm. Up and is a fine ranch owned named Covent. He has high state of cultivation chards and gardens are cite the envy of the best California. He has built a dense and evidently enjoying prosperity. Covent has marks of the pioneer about a bushy grey beard and a make-up. Pioneers who had and transform the savalands overflowing with milk are usually a melancholy and solitude does not breed especially is this the case of women, which renders tler morose, sour and sad. brought to this mountain- vated mind, a weary and the seven years he has had been a jolly farmer and ing good one. Rumor has once on the Chicago road the wolves skinned him and thither to repay him for the Heavy rain for him! He fruitful as a mother's love built in sight of the loveliest scenery, and his days amid the juggling of jobs and the fruit trees but, and watching the sunrise over hills capped with the rosy of the dawn. The man's face, for he dwells like a veritable archangel.

Mr. Covent's ranch is a fertile irrigation is needed. Irrigation will have a considerable extent to bring around Grand Forks into the but the time will come when Forke valley will be the garden alone of the Kettle river, Columbia itself. I have dwelt perhaps on this Kettle river both from an agricultural standpoint. But I want to these letters to get a thorn wealth is in its mines. The simply fabulous. For ages enriching themselves and the world at large by these mountains the gold contain.

The amazing discoveries like are yet insignificant in with the stupendous possible country. The Republic will make more millionaires than ever. The Great will produce more wealth than half century than the whole of the United States, which past experience all strates for truth. They at which should turn the statements and capital to They have been made again should be shortly reliable experts. There is for 100,000 toilers in mining tracing the gold and copper mines of the Kettle river country.

Opportunities For O. There are opportunities in tal to grow fat which I believe country on the globe affords. tal must be employed on Here are almost mountain ore. Go and look at the dozen miles up the river for is simply a mountain of cop all signs indicate that more be extracted from this mine from the Anaconda. How not be understood to say it canic will be a bonanza div or anything of that sort.

The volcanic can only be idend payer when worked scale, like the Anaconda treatment and refining ch minimum. The same is tbers of other mines in the Hence smelters and railro two things absolutely in the people here want railro not bleed industry to death. Some kindly critics have my letters flavored of unfri the Canadian Pacific. My not to be inimical to any position interested in the of this country. I have sin out that the Canadian Pacific haul the Kootenay and Bo to eastern and coast points.

Coke to Run the Furn. I have just seen a newspa that the Trail smelter had and had let its employes go days and a half for lack of the furnaces, and while this were 50 carloads of coke along the Canadian Pacific Vancouver and Robson. Even the stupid and the draw but one conclusion the Colonel Turner of the Le Ro few days ago that they h their smelter at Northport, gone within Canadian Paci their profits would be \$100

Rossland Mining Stocks

[Corrected by the Reddin-Jackson Company Limited, 108 Columbia Avenue, P. O. Box 698, Telephone 13. Cable address, "Reddin," Codes Clough and Lieber.]

MARKET FEATURES. It is authoritatively announced that the Great Western has been sold for \$100,000 or 10 cents per share net to the shareholder. For some time we have been advising our clients by this stock at 8 cents. Those that took our tip are now congratulating themselves. We have a small block at the old price for the first buyer this morning. Monte Cristo is also moving. We have a block at 18 cents which should be quickly taken.

Deer Park.....12 1/2 Noble Three (silver) 10 Dundee.....7 1/2 Pick Up.....15 Ellen (silver).....7 1/2 Red Mountain View 8 Evening Star.....7 1/2 Rossland Star.....15 Great Western.....10 1/2 Reddin.....10 High Ore.....10 St. Elmo.....10 Iron Col.....10 Silver Bear.....10 Josie.....10 Silver Star.....10 La Fleur-Comstock 10 Tivoli.....10 Le Roi.....10 Virginia.....10 Lily May.....10 White Bird.....10 Montana.....10 Yale.....10 Monte Cristo.....10

Notes.—Above list is incomplete. Brokers and others are invited to furnish us with a list of their holdings for quotation. Snaps for Today. We offer today subject to sale the following snaps: 2,000 Silverline.....7 1/2 5,000 Iron Col. p'd 11 10,000 Novelty.....3 5,000 Virginia.....11 2,000 Le Roi.....8 5,000 Poorman.....9 1,500 Phoenix.....3 5,000 Rise.....11 2,000 Josie.....2 1/2 1,000 Monte Cristo.....12 1,000 Iron Col.....15 500 Great Western.....3

STANDARD STOCKS WANTED.

We Have Cash Buyers. The Reddin-Jackson Co., Limited Liability. Mining Operators and Brokers. Established May, 1895. Incorporated Oct., 1896. Partially Developed Mines for Sale. 108 Columbia Ave., Rossland. Telephone 13. P. O. Box 698. Cable address "Reddin." Codes: Clough and Lieber.