

On & Co. AVENUE. Today: ... \$4,500. ... \$700. ... lot, furnished. ... bria avenue at 8

AKER, N STREET ... Rossland "Miner. ... of all kinds for Eng. ... Contracts at special ... "Miner's Guide to the ... charges of the lead.

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HOSPITAL. Life a Burden. Rheumatic Curement Cure. ... Smith, of Amasa ... Thomas, was one ... he was so afflicted ... He tried all manner ... ch benefit. After ... a bottle of South ... Cure he found ... bottles cured him ... sale by Goodvee



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\$2.00 per Year

ning News of Kootenays.

(Editorial concluded from Page 4.)

IN A REMINISCENT MOOD.

THE MINER will in a short time begin the setting of its type by machinery, and this fact puts it in a reminiscent mood. The feeling now is that the paper has reached maturity, and a pause is made to look over the ground from the time of its birth. From a small weekly, which was printed on a Gordon press, to a daily with a wide circulation, equipped with typesetting machinery, a quick cylinder press, Associated Press dispatches and a rapidly extending special service, marks many steps forward for a paper which was started on March 2, 1895, as a weekly, and which has only been a daily since December 1, 1886. From the time that THE MINER became a daily its influence has steadily gained and become more widespread. At first it was circulated only in the Kootenays, but in a little while it extended to other parts of the Province, and finally to other portions of the Dominion. In time it crossed the Atlantic, and now it has many subscribers in the United Kingdom and other portions of Europe. Today it is the recognized authority on matters relating to mining in this section all over Canada, in parts of the United States and in London, Paris and other places on the other side of the millpond. This is plainly evidenced in the columns of the London periodicals, which are devoted to mining. Issues of these journals contain sometimes pages of matter which have been taken from the columns of this paper. Sometimes these articles are printed without credit and at others we are given credit. It does not make any difference to THE MINER management whether the credits are given or not, so long as this section is advertised, which is one of the principal reasons for the existence of THE MINER. Toronto, Montreal, Victoria, Vancouver, Seattle and Spokane papers recognize this paper as the authority on matters appertaining to this section, and this is shown by the numerous extracts which they make from its columns.

Mining news is given as much space as possible, because mining is the chief industry here. Besides this class of news is interesting to a large majority of the readers, and the other reason is because it helps to advertise the country in other places. It is only by persistent and intelligent efforts in this way that the tide of capital, so essential in a country like this, can be kept flowing in this direction. In nearly every instance where THE DAILY or WEEKLY MINER is taken outside the city it is for the mining news that it contains. From this it will be readily seen why mining intelligence is given the preference in our columns.

This paper has always favored competitive railways in the Kootenays, and the results so far attained reveals that its advocacy has been effective. It hopes to keep up the fight, so that in time other sections of the Kootenays may have the blessing of competition in transportation, which at present is enjoyed by the Trail creek division and some other portions of the Kootenays.

It has been a strong supporter of competitive smelters. This sort of competition is favored because it will help bring the cost of the reduction of smelting down to the minimum, and ore deposits that could not be worked with high smelting charges prevailing could be made to yield a profit when the cost of reduction is reasonable. In short, the country, in order to achieve the degree of success and prosperity which its marvelous resources entitle it, must have low rates of transportation and reasonable smelter charges. Without these the country will languish, and with them it will be the home of thousands of happy workers and will prosper to a wonderful degree. With these advantages many fortunes will be made, and without them many promising ventures will fail and only the few will be successful.

THE MINER has worked along these lines patiently and for a long time. It has been buoyed up with the knowledge that it has done a great deal for the advancement of the Trail Creek division and the Kootenays generally. It has not displayed favoritism for any particular locality, and has always exploited strikes in the other divisions with as much enthusiasm as it has those of its home camp. It publishes a weekly review of the mines of this camp, and does the same thing for the several other divisions of the Kootenays. It has invited the attention of the investing public to the mines of the whole of the Kootenays as much as it has to those within musket shot of the office in which this paper is published. It has tried with all its might and main to be of the utmost good to this section, and feels that it has been of considerable help in the way of inducing both capital and people to come here.

In order that its usefulness may be increased and so that its voice may be still more potent in the future than it has been in the past for the good of the public, it has increased its facilities. With these a larger paper will be issued, and it will become a much more powerful ally of the people than ever. It believes that nothing impresses the people in other communities so much as a neatly printed and carefully edited paper. When strangers see such a journal coming from Rossland, they say that it must be considerable of a place where so good a paper is supported. There are but few cities of

the size of Rossland that supports as large and as good a paper as this. This is not the opinion taken from anyone interested in this office, but it is one that is frequently expressed by those who have no connection whatever with THE MINER. As good as the paper has been and as many words of praise as have been uttered concerning it, still the determination is to make it larger and better. While it is true that the paper has been a credit to the city it has been conducted so far on such a scale that there have been no profits made from it for its shareholders. The policy has been to give a good paper and to spend all the receipts so that this end might be reached. In the future, when the city is larger and the entire Kootenays more prosperous than at present, it hopes to be rewarded, and the feeling is that it will be.

BROKEN PROMISES.

It has been truly said that the distinguishing trait of the Canadian people, in their dealings with the large corporations within their borders, is that of patience. This quality is one which is usually regarded as a virtue but which, it is admitted, may sink to the level of a vice. It may be carried to the length of denoting on the part of a community an absence of spirit and of courageous self-reliance. The history of the relations of the Canadian Pacific Railway company with the people of Eastern Canada is an exemplification of this truth, and that powerful and unscrupulous company is now seeking to give it added emphasis through its methods of operation in the interior of British Columbia.

In Ontario we have the spectacle of a people, who, after almost dropping their heads to build up this gigantic corporation, are daily sending up vain supplications for simple justice to the management of a road constructed with their own money. We know how Manitoba and the Northwest Territories have for years been treated and how the people west of Winnipeg are cowed into absolute submission to the selfish will and most unreasoning dictates of this monopoly. We know that the merchant there is afraid to raise his voice against opposition lest worse should befall him.

We should have expected at the present stage of the railway development in British Columbia that a different plan would have been adopted, temporarily at least, by a company which has justly acquired as wide a reputation for craftiness as for rapacity. It has not yet obtained such absolute control of the railway system of the Province that it can afford to dispense entirely with a mask to conceal its real intentions and which it assumes on occasions to hide its steadfast purpose of crushing out all enterprise which may stand in its way to the dictatorship of the transportation of this Province. If it tramples too openly on the just rights of the people it may encounter a spirit with which it has never made acquaintance in the east. It may learn that there are limits of oppression beyond which it cannot go.

Here in Rossland matters have reached a pass where the citizens have the most reasonable grounds for revolt. The position of the Canadian Pacific railway with regard to this, the most important city in the Kootenays, is one of broken pledges and callous indifference to the interests of the community. To a new locality, even with the certain prospects in view, which Rossland possesses, cheap and speedy transportation is an essential to reasonable progress. It is a supreme factor in the prosperity of the business class; it is a vital necessity to the settlement of the district. Now, what has the C. P. R. done to give Rossland those facilities which, as a great mining centre, she has a right to demand and which by this time she would be in the enjoyment of had it not been for the dog-in-the-manger policy pursued by this grasping corporation? It is not going beyond the mark to say that the service from Revelstoke to Trail is the worst and the most expensive in the Dominion. No regard whatever is paid to the comfort or convenience of the traveling public, and as for freight, after crawling across the continent, the period occupied in its transmission from the main line to Trail is a matter of the most assured uncertainty. At Trail, too, a difficulty presents itself which should have been overcome months ago, and for the existence of which the C. P. R. can make no valid excuse. The necessity for the transshipment of goods for Rossland, at this point, brings up one of the most crying evils from which the people of this city suffer, and from which they have suffered so far without much open complaint, although they have been compelled to see goods, which they urgently required in their business, lying for weeks idle at a point but seven miles distant, simply from the lack of means to get them to their warehouses.

When the C. P. R. in the pursuance of its avowed policy of crushing out all roads purchased the Columbia & Western railway a distinct understanding was arrived at that an efficient through service to Rossland should be given without delay. More than a year has since elapsed and that promise is not only unfulfilled but no effort has been made to carry it out. The people of Rossland are compelled to suffer because of the selfish plans of this giant monopoly. It evidently imagines that it entirely commands the railway situation and that it can suit its own time in giving redress to the citizens. It remains, however, to be seen whether relief can not be obtained in another direction.

The daily papers controlled by the C. P. R. have for some years been assiduously working up a sentimental feeling in favor of a company whose sole object is its own aggrandisement. An appeal is made to the patriotism of the Canadian people to support to the exclusion of all other roads, an Imperial transcontinental highway. This appeal undoubtedly has had influence in the east among dreamers whose interests have not come into direct conflict with the corporation; but the people of the west are beginning to realize that the beautiful pictures drawn by a subsidized press are intended to blind the public to the real purposes of the monopoly. They are beginning to find that the luxury of a national railway is going to hamper their present progress and mortgage their future. They are beginning to comprehend that if the people of this Province do not take speedy measures for their protection they may awaken from their pleasant dream of Empire to find themselves the slaves of a corporation.

THE C. P. R. AND ROSSLAND.

After the purchase of the Columbia & Western railway by the C. P. R. in March of last year Vice-President Shaughnessy, in words as clear and explicit as the officials of that corporation ever employ, when making promises to the public, led the citizens of Rossland to believe that a new era of progress was about to be inaugurated, and that all the blessings attending a through service and fairly rapid transit would speedily be furnished them. Involved in this program, of course, was the broadgauging of the line from Trail to this city, and this portion of the scheme of improvement was to be begun without delay and completed with all possible haste. No citizen of Rossland, no matter how deeply concerned in the development of this mining camp, could have been more eager, judging from his expressions, than was Mr. Shaughnessy for the promotion of the interests of this community. We were to march in the van of progress, in this province, and our citizens were to enjoy unexampled prosperity. We were to have aerial tramways running to the mines; we were to have all the benefits which a great railway company, jointly interested with ourselves in the building up of our city, could confer upon us. In especial the widest possible currency was given, not only with Mr. Shaughnessy's approval, but at his instance and through C. P. R. agency, to the declaration that the work of standardizing the Columbia & Western railway would at once be begun. The citizens were naturally carried away with the prospect which seemed to be opening to their view, and they did not hesitate to place reliance in statements which had such authorization.

Those unacquainted with the Canadian Pacific railway's method of procedure have always been at a loss to reconcile the prodigality of their promises with the poverty of their performance and the surprise of the citizens as month after month slipped by and no attempt was made to carry out their undertaking may be imagined. Suspense succeeded to the confidence with which the citizens had been inspired by the pictures produced by the ardent imagination of Mr. Shaughnessy, and disbelief succeeded doubt.

It is now, as we have stated, over one year since these glowing promises of improvement were made and today not one of them has been fulfilled; nor have the citizens of Rossland gained one particle of advantage from the advent of the C. P. R. in this district. Nay, we can go farther even than this and still be within the bounds of truth and soberness. We can assert that the operation of this company here has been a distinct and decided detriment to the community. There is not a merchant doing business in Rossland, who, if he spoke out, would not declare that he has suffered commercial loss through the company's delay in handling his freight.

It is true that a beginning has been made in the broadgauging of the line from Trail, but operations were not commenced until the people had entirely lost heart and until it was impossible to complete the work during last summer. Accordingly the long months of winter have dragged through and matters are in precisely the same condition as they were a year ago. The officials and friends of the company have sought to make much out of the difficulty of construction and to excuse the company on that score. But there is really nothing valid in this. Are we to be told that the Canadian Pacific Railway company, whose enterprise in building a line from the prairies to the Pacific seaboard in the face of almost insurmountable obstacles has been proclaimed as one of the miracles of the century, a company practically backed by the capital of the Canadian people, was to find serious difficulty in constructing a fourteen-mile road when a few rock cuttings were all that stood in the way.

The fact is that this gigantic monopoly is plunging itself on having so tied up the railway situation here that relief, if it could be obtained, would come too late to burk the selfish plans they were steadily kept in view and which they pursue with relentless persistency to the hurt of the residents of this district. From first to last the conduct of the Canadian Pacific towards the people of Rossland has been that of dissimulation. It assumed the language of the warmest friendship while it had something to

gain. As soon as it was released from the restraint of apprehension as to its own interests, it cast off all disguise and displayed itself to the people as it actually is. Thinking that it had impressed the citizens with the belief that resistance to it would be fatal to themselves, it drew off the silk glove of mutual interest and displayed the iron hand of monopoly.

MAY PLAY A WAITING GAME.

The legislature which has just adjourned evidently had no love for the charter-mongers, which in this Province is but another name for the agents of the Canadian Pacific railway. There has been a cancellation of contracts of this kind. McKenzie & Mann, who have been the faithful allies of the Canadian Pacific, suffered considerably. Their contracts for the construction of railways from Penticton to Boundary, the Teslin lake road and the Victoria, Vancouver & Eastern, from Penticton to Vancouver, have all been cancelled. The new act provides for a choice of a subsidy of \$4,000 per mile in money, or 20,000 acres of land per mile, for the construction of the 100 miles of railway from Midway to Okanagan lake. This puts the matter in about the same condition as it was under the charter obtained by F. Aug. Heinze. It is remotely probable that the Canadian Pacific will accept the land grant and build the road. While this may be the policy to be pursued it may be possible that the big railway company will postpone the construction of this line until the next legislative meets, in the hope of forcing the provincial government to give it a larger subsidy. It will tap all the main points in the Boundary country this year, including Greenwood, Grand Forks and Midway. This will enable it to control all the Boundary creek traffic. It already controls the traffic of the Okanagan valley by means of the Shuswap & Okanagan branch, which runs from Sicamous junction to Okanagan lake. On Okanagan lake its steamers ply, and so the big road controls all the traffic that there is there. This being the case may explain why no successful attempt was made to increase the size of the subsidy for constructing the road from Midway to Okanagan lake. As the Canadian Pacific has the Boundary and Okanagan sections bottled up, and will continue to do so unless the Kettle River Valley railway obtains a charter, it can afford to play a waiting game. If it can maintain the present condition of affairs and its strong hold on the Dominion parliament there is no good reason why it should construct the line from Midway to the lake or from Penticton to Vancouver for four or five years. Perhaps it will even wait until a government that is friendly to railways and whose policy it will be to give larger subsidies for their construction is in power in this Province before it will make the attempt. It would seem, therefore, when a careful look is taken into the situation that Messrs. Van Horne and Shaughnessy, the Machiavellis of the transportation world, will play what is known as a waiting game in the matter of the construction of the line from Midway to the coast.

THE BOARD OF TRADE.

The movement to place the board of trade on a better footing is one that should meet with the hearty co-operation of the people of this city. There are no voices that are more potent when raised on any matter affecting the public or the country than those of boards of trades and chambers of commerce. They embody the crystallized sentiment of the conservative business interests of the country and are to a large extent the mouthpieces of the great mass of the people. Business men as a rule come in closer daily contact with all classes than any other section of the community, and when they meet and give utterance to views on questions of moment they are usually pretty nearly right. They are, to a certain extent, the little parliaments of the country, and in that capacity they often show more wisdom than do the trained elector bodies. While it is true that sometimes a great monopoly can, by packing meetings, secure the passage of resolutions which should not be adopted, still a fair attendance of the representative members, such action is sometimes recommended. Take the case of the Winnipeg board of trade in the matter of the Kettle river charter as an example. The local board of trade can, if it is enlarged and more interested in its management, become a strong factor in the upbuilding of this city and section. It will, provided a proper interest is taken, cause a solidarity of sentiment which can be massed for measures of benefit to this section in a way which will prove beneficial. On the other hand, it can array its sentiment most effectively against anything that might be inimical to our better interests. This being the case the people of this city should join this body, attend the meetings, pay the dues promptly, and then we shall have a board of trade that will be a veritable tower of strength to sustain the community in the future through all crises like those that are sure to arise in all communities.

A Right Royal Send Off.

Henry Clay Burton, who has for a long time (as time counts in Rossland) been agent of the Northern Pacific Express company in this city and made friends of everybody with whom he came in contact, left yesterday for Spokane where he will take the position of cashier of the Northern Pacific Express company in that city. At the Red Mountain depot, yesterday morning, there was a great assemblage of business men and others with whom Mr. Burton had come in contact here and they gave him a right royal send off cheering him all the train was almost out of sight.

A telephone message was received in this city yesterday announcing that an important strike had been made in the North San Poil at Republic. This property is controlled by Messrs. Kamloops and Wells of this city, and Forster of George C. Hinton, the well known electrician of Vancouver, is at the Allan.

WANT NEW MEMBERS

The Board of Trade Wants the Merchants to Come In.

THEY TAKE NO INTEREST

Burden of the Work Falls on Those Whose Only Interest is the General Welfare, But Whom Freight Rate Advances do Not Affect.

The board of trade of this city has now a membership of between 60 and 70, but these members do not think they are fully representative, and a number of the present members have determined to start an aggressive campaign to induce the merchants of the city, for whose benefit the board is really organized, to join hands and help those who are helping them. Bankers and brokers are personally indifferent as to freight rates, but they are at all times ready and anxious to help out the merchants, and they want the merchants to join in and help to help themselves. It matters little to lawyers and physicians whether the railroads raise the rates, because they are paid by the hour, and because their poundage, for they have no tonnage, is so light that a rise of even 50 per cent on law books, and medical instruments amounts to a mere bagatelle. Insurance agents obtain their blanks by mail or express, and the difference between \$2.75 and \$4 per hundred does not affect them. This being stated to a MINER reporter he made an investigation into the present membership of the board of trade and found that there were now active members of the board 19 brokers, 7 mine managers, 4 bartenders and newspaper men, 2 physicians, 2 managers of reduction works, 2 druggists, 2 civil engineers, 2 hardware merchants and 2 brewers, one of whom lives in Trail. There is only one grocer who is a member, one general merchant, one dry goods merchant, one shoe dealer, one job printer, one jeweler, one stationer, one newsdealer, one customs broker, one insurance agent, one assayer, one mining machinery man, and one electrical engineer. These are supposed to be the active members who have paid their dues and are working for the good of the city. Among the merchants who attend the meetings regularly are one of the druggists, the shoe merchant and the stationer. Semi-occasionally the job printer, the dry goods man, one of the hardware men and the newsdealer, but the other faces are almost unknown around the place of meeting. Out of the 64 men who are paid up members there are thus three merchants who take an active interest in the work, four who are half-hearted and attended the meetings when they feel like it and the few other merchants who are nominally members but never show their faces. The active members of the board are resentful of this conduct. The non-active, the semi-active members and the non-members are at all times ready to criticize the actions of the board, but are never ready to give a helping hand, never make any suggestion to help the deliberations, and in fact are they regularly at all times to hinder rather than help the work of the board. If, say the active members, the merchants of the city would join hands such a pressure could be brought to bear on the railway companies as would ensure fair rates, on the provincial government as would ensure sufficient appropriations for good roads, and on the Dominion government as would obtain railways that would be tributary to Rossland and help to build up the camp.

A REAL ESTATE DEAL.

A Lot on Columbia Avenue Purchased For the Sum of \$7,000.

Columbia avenue property seems to be alluring to investors and there is more movement in it than in any other portion of the city. This is because it brings good interest on the investment. It is the best business property in the city and as such is gaining in value besides it pays big interest on the price now paid for it. John M. Finch, acting as agent for the Silver Queen Mining company, is the latest purchaser. Mr. Finch sold a large block of his holdings in the Silver Queen and therefore had money to invest, and thought Rossland real estate was about as good a thing as he could buy. He bought the lot and building on the north side of Columbia avenue between Lincoln and St. Paul streets, from Alexander Miller, who is the manager of the branch of the Merchants' Bank of Halifax at Grand Forks. The price paid was \$7,000 and it was a cash transaction. The property has a frontage of 30 feet on Columbia avenue and there is a three-story building upon it. The ground floor is occupied by the Ochrada Turkish baths. It brings in a revenue of over \$100 per month above taxes, repairs and other expenses.

IS STEADILY IMPROVING

Rudyard Kipling on the Way to Rapid Recovery.

The Two Daughters of the Author Still Under the Doctor's Care—Many Messages of Congratulation. NEW YORK, March 4.—Rudyard Kipling's condition is steadily improving and his recovery is about two weeks ago, is progressing rapidly. It was announced today that Josephine Kipling, the six-year-old daughter of the poet, was still seriously ill, but that she was doing well, considering the damp and rainy weather. His wife is suffering from pneumonia and the Hotel Doubleday, who has been at the Grenoble ever since the writer's illness, announced this morning that the distinguished author had passed a comfortable night. Mr. Kipling is now recuperating on a diet of beef tea.

Pacific Music Hall.

At the Pacific music hall large audiences have been the rule during the past week under the management of the entertainments have been of high order. For the coming week the management has secured the great Brothers La Rose, late of Primrose & West's minstrels, and Miss Eva Langdon, late of the Grand Opera company. Pat White still continues to hold the crown and is as popular as ever. All the old favorites will be retained and with the above additions will present to the people of Rossland a good vaudeville.

A CARD. Reverend A. H. Macfarlane, Franktown, Ont., advises all men who are weak and who desire a speedy and perfect cure to write to Dr. G. H. Bobertz, 252 Woodward Ave., Detroit, Mich.

JOHN HARRIS & Co.

(Late of Harris, Kennedy & Co., Rossland, B. C.) MINES AND STOCKS. I have some valuable gold, silver and copper certificates for sale in Boundary, Sicoma and Washington. 113 Mill Street, SPOKANE, WASH. P. O. BOX 724.

Having decided to locate in Spokane, I shall make a specialty of handling Republic and Rossland stocks on a strict commission basis and solicit your orders

Certificate of Improvements.

NOTICE. Douglas Mineral claim, situate in the Trail Creek Mining Division of West Kootenay district. Where located: On Sophie mountain. Take notice that I, O. B. Wilkin, F.M.C. 33,745-A, acting as agent for R. H. Smith, free miner's certificate No. 12,452-A, intend 60 days from the date hereof, to apply to the mining recorder for a certificate of improvements, for the purpose of obtaining a crown grant of the above claim. And further take notice that action, under section 37, must be commenced before the issuance of such certificate of improvements. Dated this 10th day of February, 1899. O. B. WILKIN, P. L. S. 2-8-99.

Certificate of Improvements.

NOTICE. Fool Hen Mineral claim, situate in the Trail Creek Mining Division of West Kootenay district. Where located: North of and adjoining the Phoenix and Nest Egg mineral claims, on the southwest corner of the original Rossland town-site. Take notice that I, F. A. Wilkin, acting as agent for John K. Stuss, Free Miner's certificate No. 13,377-A, James E. Popow, Free Miner's certificate No. 921-A, and Peter Genelle, Free Miner's certificate No. 977-A, intend 60 days from the date hereof, to apply to the mining recorder for a certificate of improvements, for the purpose of obtaining a crown grant of the above claim. And further take notice that action, under section 37, must be commenced before the issuance of such certificate of improvements. Dated this 25th day of January, 1899. F. A. WILKIN, 1-26-99.

Certificate of Improvements.

NOTICE. Copper Queen mineral claim, situate in the Trail Creek Mining Division of West Kootenay district. Where located: On Trail creek, between the Olla Podrida or Mayflower and the Blue Bird. Take notice that I, Edward Cronyn, Free Miner's certificate No. 33,565-A, agent for the Copper Queen Gold Mining and Development Company, Limited liability, Free Miner's certificate No. 12,772-A, intend 60 days from the date hereof, to apply to the Mining Recorder for a certificate of improvements for the purpose of obtaining a crown grant of the above claim. And further take notice that action, under section 37, must be commenced before the issuance of such certificate of improvements. Dated this 2nd day of October, 1898. EDWARD CRONYN, Agent for the Copper Queen Gold Mining and Development Company, Limited Liability. 1-26-99.

Certificate of Improvements.

NOTICE. Lulla mineral claim, situate in the Trail Creek Mining Division of West Kootenay district. Where located: On the south slope of Red mountain, between the Le Kol and Centre Star mineral claims. Take notice that I, F. A. Wilkin, acting as agent for Charles J. Gardner, free miner's certificate No. 12,452-A, intend, sixty days from the date hereof, to apply to the mining recorder for the purpose of obtaining a crown grant of the above claim. And further take notice that action, under section 37, must be commenced before the issuance of such certificate of improvements. Dated this 1st day of February, 1899. F. A. WILKIN, 2-2-99.

Certificate of Improvements.

NOTICE. Chance mineral claim, situate in the Trail Creek Mining Division of West Kootenay district. Where located: About two miles northwest of Rossland, adjoining the Blue Elephant and Morning Star mineral claims. Take notice that I, F. A. Wilkin, acting as agent for Lulu F. Largy, free miner's certificate No. 34,350-A (administratrix of the estate of F. A. Largy, deceased), and George E. Pfunder, free miner's certificate No. 12,761-A, intend, sixty days from the date hereof, to apply to the mining recorder for a certificate of improvements, for the purpose of obtaining a crown grant of the above claim. And further take notice that action, under section 37, must be commenced before the issuance of such certificate of improvements. Dated this 1st day of February, 1899. F. A. WILKIN, 2-2-99.

Certificate of Improvements.

NOTICE. Lincoln Fraction mineral claim, situate in the Trail Creek Mining division of West Kootenay district. Where located: Near First avenue, city of Rossland. Take notice that I, Kenneth L. Burnet, acting as agent for J. J. Henegar, F. M. L. No. 12,820, F. R. Blockberger, F. M. L. No. 24,680, and P. A. Paccalo, Free Miner's Certificate No. 24,054-A, intend, sixty days from the date hereof, to apply to the mining recorder for a certificate of improvements, for the purpose of obtaining a crown grant of the above claim. And further take notice that action, under section 37, must be commenced before the issuance of such certificate of improvements. Dated this 6th day of February, 1899. KENNETH L. BURNET, 2-9-99.

Certificate of Improvements.

NOTICE. Dewdney mineral claim, situate in the Trail Creek Mining division of West Kootenay district. Where located: On Deer Park mountain (west side). Take notice that I, Kenneth L. Burnet, acting as agent for Charles E. Hope and myself, Free Miner's Certificate No. 34,054-A, intend 60 days from the date hereof, to apply to the mining recorder for a certificate of improvements, for the purpose of obtaining a crown grant of the above claim. And further take notice that action, under section 37, must be commenced before the issuance of such certificate of improvements. Dated this 6th day of February, 1899. KENNETH L. BURNET, 2-9-99.

Certificate of Improvements.

NOTICE. Hamlet Fraction mineral claim, situate in the Trail Creek Mining Division of West Kootenay district. Where located: On the south slope of Red Mountain, covering the ground once located as the Legal Tender mineral claim. Take notice that I, F. A. Wilkin, acting as agent for T. B. Garrison, free miner's certificate No. 585-A, intend, sixty days from the date hereof, to apply to the mining recorder for a certificate of improvements for the purpose of obtaining a crown grant of the above claim. And further take notice that action, under section 37, must be commenced before the issuance of such certificate of improvements. Dated this 1st day of February, 1899. F. A. WILKIN, 2-9-99.

Daly & Hamilton.

Barristers, Solicitors, Notaries. Solicitors for the City of Montreal. Rossland B. C.