

Pacific Railway.

Most Comfortable and
Route From
KASLO, NELSON AND
OTENAY POINTS.

and from the Pacific
and European Points.
expressed, combining palatial
cars, luxurious day coaches,
sleeping cars run on all

ist a daily service will be
C. P. R. Kootenay steamers,
daily at 3 p. m., for all points
direct connection with

DN leaves Trail daily at 8:00
at Waneta and Northport with
Northern.
as to rates, tickets, terms, etc.,
Canadian Pacific Railway,

ENZIE, Agt., Rossland,
REGOR, Traveling Pass-
at Nelson.
BROWN, District Pass-
at Vancouver.

Falls & Northern
Fort Sheppard R'y
MOUNTAIN RAILWAY

Route to Trail Creek
Districts of the Colville Reserva-
Kaslo, Kootenay Lake and
Slocan points.
SUNDAY BETWEEN
ROSSLAND AND NELSON.

ARRIVE.
ROSSLAND 3:40 p. m.
NELSON 6:00 p. m.
SPOKANE 6:00 p. m.

ars between Spokane and
Rossland.
as on Nelson with steamers for
Tenaya lake points.
Kettle river and Boundary creek
with stage daily.

NORTHERN
PACIFIC
STONE PARK LINE

FAST LINE
PRIOR SERVICE.

to all points in the United
States and Canada.
on with the Spokane Falls
Northern Railway.
Spokane, No. 1, west bound,
No. 2, east bound, 7:00 a. m.

and China via Tacoma and
Northern Pacific S. S. Co.
time cards, maps and tickets
of the S. P. & N. and its con-
necting lines.
F. D. GIBBS,
General Agent, Spokane, Wash.
Pass. Agent,
W. J. Morrison, Portland, Ore.
Map of the Kootenay country.

GREAT
NORTHERN
West

ors Chain Made It
E SHORTEST
ontinental Route.

modern in equipment. It is the
luxurious club room cars. It is
ring meals on the a la carte plan.
GRANDEST SCENERY
merica by daylight.
during the season of navigation
via Duluth in connection with
passenger steamers Northwest

ickets and complete information
S. F. & N. Ry. agents, or
G. O. BUCHANAN,
General Agent, Spokane, Wash.
NEY,
St. Paul, Minn.

ENAY LAKE
AWMILL.
B. C.
is sawrunning. Lumber, rough
laths, doors, sash, finish
The best equipped saw mill in
British Columbia.

G. O. BUCHANAN.

ROSSLAND WEEKLY MINER.

Two Dollars a Year.

KASLO'S SENSATION

John McPhee Arrested on the Charge of Forgery.

TO BE ARRAIGNED TODAY

He Is Charged With Having Forged the Names of Well-Known Miners Men to a Petition For Recorder Keen's Removal.

Kaslo, June 9.—[Special.]—John McPhee, the well-known mining man, was arrested here this morning and lodged in the lockup by Police Constable Adams. The warrant was issued on the instructions of the provincial government and charges the forgery of names signed to a petition forwarded to the government last October asking the dismissal of Recorder John Keen upon serious charges. McPhee returned from a prospecting tour last evening. He denies his guilt and bail will be asked. Police Magistrate Chipman is absent, but will return today and the examination will be held tomorrow morning. McPhee is interested in several Slocan mines and has resided in Kaslo for several years.

What Led To The Arrest.

On October 6 last, a letter was received addressed to D. McPhail, D. M. Bougard, John D. Moore and others, well-known gentlemen of Kaslo, by A. Campbell Reddie, deputy provincial secretary, acknowledging receipt of their "petition to the provincial government praying for the removal of John Keen from the office of recorder for the Ainsworth mining division of West Kootenay for certain reasons alleged therein," and stating that it would be laid before the executive council for their consideration. The letter was an entire surprise to the gentlemen receiving it, as they knew nothing of any petition forwarded to the provincial government. In their dilemma they submitted the document to Mr. Keen, who was equally in the dark as to the nature of the charges preferred against him. On the same day a letter was addressed to the provincial secretary asking for a copy of the petition. This request was promptly complied with and a copy of the petition was duly received and is as follows:

"We, the undersigned free miners of the Ainsworth mining division of West Kootenay, B. C., pray most urgently that your honorable corps will at once remove from our midst the dishonorable mining recorder, namely, John Keen, for the following reasons:

"1st. He has accepted money on two occasions for making out false abstracts of title to mining men intending to purchase claims, and of which the vendor's license had run out. (This can be proven.)

"2nd. He will not show the record books only to certain men here that stand in with him.

"3rd. If a man hands him a five dollar bill for recording a claim he never gets any change but the excise always being that he is short of change.

"4th. He drinks too much whisky and often gets intoxicated, prospectors frequently have to stay round town two or three days waiting for him to record from his spree to have their recording done.

"5th. He keeps a certain bad element around him for jumping claims, keeps them posted on claims that may run out or claims that belong to easy going honest boys that worked hard finding them. He is not at all the right man to have your mining books at his disposal, and again we pray you to give us at least an honorable, sober man for this important office at Kaslo, B. C. We can't trust him any more."

Appended to this document, remarkable chiefly for the number and positiveness of its false statements, were the names of D. McPhail, D. M. Bougard, John D. Moore, John McPhee, J. G. Campbell, Captain John Irving, W. Christie and R. Punnett, directors. Dominion Postoffice Inspector Sweetnam has left for Kootenay to see the Rossland mining country.

The medal presented by R. L. T. Galbraith, of Fort Steele, for annual competition among the schools of East Kootenay has been won by Herbert Seymour Clark of East Kootenay, and today the medal was forwarded for presentation.

Managing Director John H. Ecolme of the British Yukon company, Arthur Bellingham, an engineer, and R. Hill, a saw mill and lumber man, are here on their way to Yukon to begin development operations for a road over White pass now being slashed. The intention is to start a depot in Alaska at the entrance of Lynn canal. Saw mills and trading stores will be established. Then when the road is completed steamers will run to White pass and connect also at the other end of the road on the lakes.

MINING NOTES.

There is plenty of ore being hoisted from the Great Western shaft, and as one ore bin is now being constructed it is probably of good grade.

LIINNARD'S BIG DEAL

Homestake, Gopher, Lee and Maid Taken by a London Company.

£25,000 IN THE TREASURY

Ample Funds Provided for Development on the Largest Scale—Shareholders to Get Twelve and a Half Cents for Their Stock.

PORT PERRY, Ont., May 29.
EDITOR MINER—Sir: I see you are used to being bothered week by week by our green people in the Rossland and Kootenay mining terms, and the history, origin, nature and development of anywhere from one to 101 prospects that you have never heard of.

Well, I want to trouble you for some facts in regard to the Rossland Homestake. Is it a mine? Is it being worked? Has it been sold? What has the Gopher tunnel to do with it? We hear about the long tunnel, but it seems all at the Gopher end.

Thanking you for a reply,
Yours truly,
IGNORANT.

THE MINER received the above letter several days ago and has delayed answering it for the reason that negotiations for the transfer of the Homestake and associated properties to a London company were about to be closed up, and as these negotiations are now concluded we are in a position to give "Ignorant" satisfactory replies to his questions.

The Homestake Consolidated Mines, with a capital of £150,000, is being organized for the express purpose of acquiring the Homestake, Gopher, R. E. Lee and Maid of Ignorant claims, and is the result of D. M. Linnard's visit to England last winter. The company after paying for everything will have £25,000 in cash in its treasury to prosecute the development of the mine.

By the terms of the deal all holders of stock in either the Homestake, Gopher, or Lee and Maid companies are to be entitled to exchange their stock for stock in the London company at the rate of 12 1/2 cents per share. It is also probable that any shareholders in either of the three local companies who prefer to take money instead of stock for their holdings will be accommodated at the same figure. The large holders of stock in all three companies have applied for shares in the new company so that it is not likely that much of the stock will be offered for sale at 12 1/2 cents. It will be seen that under this scheme the present shareholders will retain control of the properties after the transfer to the London company is effected. Shareholders in meetings have been called for all three companies on July 12 for the purpose of ratifying the transfer to the new London company.

The Group Described.

The group which the London company proposes to take over consists of the Homestake, Gopher, R. E. Lee and Maid of Ignorant. These claims are all located along one ledge, apparently the mother lode of the south belt, and they cover a little over a mile of it. Within this mile there are over 33 openings on the vein, all showing ore, and the principal of these openings will be described here.

At this point it may be interesting to record how the present owners acquired these four properties and what they paid for them. The Homestake was purchased last August by the Spokane company, which paid the rate of \$45,000. The R. E. Lee and Maid were also secured from a Spokane company, and cost the present owners \$51,000. In December last, when the Homestake, Gopher and Maid group, which intervenes between the Homestake and R. E. Lee and Maid group, was bought for \$40,000. This made the group cost its present owners \$136,000, and in addition \$47,000 in development work and improvements in the shape of machinery plants and buildings. The Lee is equipped with a seven-drill compressor, hoist and pump, and the Homestake has a five-drill compressor, hoist and pump.

How It Was Developed.

There has been a great deal of work done on this group of properties. On the Homestake the principal workings, leaving out of account all surface work and shallow shafts, consists of tunnel No. 1, 125 feet long to No. 1 shaft, down No. 1, with a drift of 104 feet connecting it with shaft No. 2, which in turn is down 128 feet. On the Gopher, the adjoining claim on the east, the No. 1 shaft is in 475 feet and will be continued to a distance of 1,300 feet, where it will connect with the No. 2 shaft on the Homestake at a depth of 350 feet. On the R. E. Lee and Maid, shaft No. 1 is down 63 feet with a drift on the vein 100 feet long. No. 2 shaft is down 43 feet and there are several open cuts along the ledge.

Good Ore Bodies Opened.

These workings have opened up large bodies of ore, much of which averages from \$16 to \$18 per ton. This ore could, of course, have been shipped at a small profit, but the policy of the owners has been to hold it, believing that by so doing they were saving money in view of the certainty of lower treatment charges and freight rates at an early date. Besides the large ore bodies on the Gopher and Homestake, alluded to above, the workings of the Lee and Maid developed considerable \$20 ore, of which one car-load was shipped to the smelter.

With the handsome treasury fund provided by the new London company with which to carry out their plans, the present owners believe that they will be in a position to bring the property to the front and enroll it among the big producing mines of the province within a few months from the time the new company takes over the claims.

THREE NEW RAILWAYS.

C. P. R. Gets Leave to Build Some Short Branches in Kootenay.

OTTAWA, Ont., June 9.—At the meeting of the railway committee today the act respecting the Trail Creek & Columbia railway was passed. This charter is held by the Canadian Pacific. It is for a road from the Trail Creek mines to Kettle river. Judge Clark said that it might not be necessary to construct this road as another company was building by which the C. P. R. might make arrangements. The company building is understood to be the Heinze company. Judge Clark then appeared for the Kootenay Railway & Navigation company. He said that this railway was owned by the C. P. R., but it was first formed by friends of the C. P. R. at the instigation of the late Sir John Macdonald's government, and that the road might get assistance from the British Columbia government. The British Columbia government would not assist the C. P. R. The Columbia & Kootenay company were principally in the employ of the C. P. R. The company now asked leave to build easterly from Nelson to Queen's Bay and north to Revelstoke. The company did not want to build westerly as that part was now in the hands of a company the Columbia & Western, which was likely to build. The company wanted to build to 15 miles from Robson to Arrow lake. The bill was passed.

SLOCAN RIVER BRANCH.

Poupre, McVeigh & Co. Get the Contract for First Sixteen Miles.

VANCOUVER, June 9.—The contract for the first 16 miles of the Slocan extension of the Columbia & Kootenay railroad was let today by General Superintendent Marpole of the C. P. R. to Poupre, McVeigh & Co. of Nelson. The extension will be 30 miles in length, and the balance of the contract will be let shortly.

KOOTENAY RAILWAY BILL

C. P. R. and Heinze Have Evidently Fixed Up a Deal.

Lumbermen Ask for an Export Duty on Logs—Pacific Cable Discussed in the Senate.

[From our Special Correspondent.]
OTTAWA, Ont., June 9.—Sir Charles Tupper was banquetted by the conservative members and senators tonight.

The commons passed all the tariff bills except some items held over for discussion.

Lumbermen, bankers and others formed a large and influential delegation which waited on Ministers Cartwright, Fielding and Paterson tonight and asked, in view of the attitude of the United States on lumber, that the government take power to place an export duty of \$2 on logs and pulp wood going to the States. They also met Tupper and Foster.

Two Canadian Pacific bills, under the name of the Columbia & Kootenay and the Trail Creek and Columbia railways, passed the railway committee today.

All the parts of these bills which were likely to conflict with Heinze's road between the C. P. R. and the Heinze road were dropped, showing that if the deal between Heinze and the C. P. R. is as good as completed.

Senator Blair may give the railway statement tomorrow. House meets at 11 a. m.

In the senate tonight, on the third reading of the bill incorporating the Yukon Mining, Trading and Navigation company, an amendment was added, on the motion of Senator Lougheed, to the effect that the powers granted under the bill should be exercised only with the consent of the municipalities through which the bill was revised the third time.

Sir Mackenzie Bowell asked whether the report of the Canadian commission appointed to attend the Pacific cable conference at London during the past year had been made, and whether it would be laid before parliament. The secretary of state said that the report had been made, but the government was not in a position to make its contents public, yet inasmuch as it formed the basis of a further conference, which would be held before the prime minister's visit to England.

Senator Macdonald, of British Columbia, wanted to know if the government of Hawaii had consented to allow the landing of the Pacific cable on Fanning island as reported in the newspapers. The secretary of state was unable to give an answer.

Sir Mackenzie Bowell said that the government would not grant any such permission without abrogating their treaty with the United States, as under that treaty the consent of the United States was necessary and that consent had already been refused.

A VISIT TO SAYWARD

Smelter Site in Canada Which Compares Favorably With Northport.

ABUNDANT WATER POWER

Natural Site for Smelter and Town—Splendid Facilities for Varied Supply of Ores From Salmon River and Rossland—Cheap Fuel Assured.

More than once THE MINER has mentioned Sayward as a suitable point for a smelting plant. I rode over there Wednesday and spent three hours at the place. It is amazing that the striking advantages of Sayward have been so long overlooked.

It is only 15 miles from Rossland to Sayward as the wagon road goes—seven miles to Trail and eight miles from Trail to Sayward. The Columbia river at Trail is crossed by means of a wire cable ferry. Mr. Heinze, some months ago, built an excellent wagon road from the ferry landing east of Trail to Sayward, so that he could have coke for his smelter hauled over the Nelson & Fort Sheppard railroad. He now gets his coke over the Red Mountain railroad at Rossland, and no longer uses the wagon road from Trail to Sayward.

It is one of the best wagon roads in the country and the trip over it on horseback is very delightful. For almost the entire distance the road skirts along the high bluff on the east side of the Columbia, so that a magnificent view can be had of the picturesque stream.

When the road reaches Beaver creek it turns away from the Columbia river and runs up on a bench of very pretty level land, with pine clad mountains to the east, and the line of the Nelson & Fort Sheppard railroad running along the base and passing through the celebrated Beaver creek canyon into the Salmon river valley, where there are so many promising mineral discoveries.

Magnificent Water Power.

Beaver creek is about as large as Big Sheep creek at the point where the bridge of the old Northport wagon road spans it. There is here one of the finest water powers in Kootenay. Between the mouth of Beaver creek and the point where it is crossed by the Nelson & Fort Sheppard railroad, a distance of a little over a mile, there is a fall of 400 feet. Where the railroad crosses the stream there is one unbroken incline fall of over 200 feet between high rock walls. The power can be easily and inexpensively harnessed.

Fine Smelter Site.

At the end of the series of falls and near the Columbia, the creek runs through a level piece of ground, with a high embankment on the side next to the railroad, so that there could be had here an admirable site for a smelting plant. The lower ground could be used for the power house, dumping ground, etc., while the railroad could easily deliver ore, fuel, lime rock and general supplies to the smelter above.

Good Place for a Town.

To the south of the smelter site the ground breaks away into three beautiful and extensive terraces between the foot of the mountain and the Columbia river. It is a mile from the line of the railroad where the station now is in a direct line to the river, and the entire space is covered with an open park-like growth of large pine trees. The ground above each terrace or bench is as level as a floor, and there is no better place in all British Columbia for a town.

Ore Supplies and Fuel.

These are some of the features which must immediately impress any visitor to Sayward. It is 15 miles north of Northport, and geographically is the gateway to the entire Salmon river mining region. There is no longer any doubt about the discovery of many good mines in this district. It now looks as though it would furnish, not only a great quantity, but a great variety of ores. It is a down hill haul from all these mines to Sayward. But how about Rossland ores? They would first have to be taken over the Red Mountain to Northport and then up the Nelson & Fort Sheppard, a distance of 15 miles. It is an up-hill haul from Northport to Sayward, but the grade is the grade of the Columbia river, and is a little more than that from Rossland to Northport.

Advantages Over Northport.

The fuel supply of a smelter at Sayward would have to come from the Crow's Nest fields over the Crow's Nest railroad. This road will connect with the Nelson & Fort Sheppard at Nelson and fuel would probably be delivered at Sayward at the same price as at any other point on the Columbia river. In other words Sayward would get a cheaper fuel than any place on the American side, because of the American tariff.

Mr. Corbin will encourage the building of a smelter plant at Sayward, and this of course counts for a great deal since he controls the rail transportation to and from the place. It appears to me therefore that Sayward is worthy of the most serious consideration by the Le Roi, or any other company, which wants to build a smelter. It is certain to be a place of importance. The land is, believe, owned by a Victoria company. J. E. R.

Rossland's Building Boom.

CARIBOO CREEK NOTES.

Pete McDonald, of Rossland, Owns a Big Group—New Wagon Road.

BURTON CRTY, June 8.—[Special.]—Pete McDonald, the pioneer miner of the Cariboo Creek camp, and who is well known in Rossland, is here looking after his interests in this camp. Pete is interested in the Nonpareil, Cat Hop, B. C., Silver Cup, Mountain Chief and Shakespear.

Considerable development work has been done on this group of claims. On the Silver Cup a 25-foot tunnel has been run; assays ranging from \$15 to \$25. The B. C. is a promising quartz claim, on which over \$1,000 worth of work has been done, and from which assays have been obtained running over \$50. The Mountain Chief on the same lead as the Gibraltar, is showing up in good shape. The latest assay gave \$65 in gold and silver. Mr. McDonald has great faith in the future of the camp, and his knowledge and experience should give weight to his opinion.

Everybody is waiting to see the wagon road to Mineral City started. Tenders have been called for, to be closed June 8. A. P. Patrick, the engineer who has been engaged on the survey of the Burton City townsite, is so well pleased with the prospects of the place that he has decided to locate here.

Prospectors are arriving on each boat from different parts of the province and one visit to the hills usually convinces them that Cariboo creek is a good place to plant a few stakes.

Mr. Black, president of the Columbia and Cariboo company, is in town. He has visited the company's properties and brought down some specimens of ore that are causing him to wear a very happy smile.

Bourne Bros. and G. W. Jordan, general merchants, are increasing their stock of goods. All kinds of provisions and miners' supplies can be procured as cheaply as at any other camp in the country.

LE ROI FRACTION CASE

Decided Against Moynahan in Favor of Seelye.

Hall Exploration Company Reported to Have Acquired More Quartz Creek Claims.

NELSON, June 8.—[Special.]—Justice Walkem today heard the case of Seelye vs. Moynahan, involving the title to the Le Roi fraction. He found in favor of the adverse claimant, Seelye.

Justice Walkem today adjourned the assizes from June 21 to June 24, on account of the former date being a holiday.

The roadway from the Athabasca mine on Teard mountain has been about completed, and ore will probably be traveling over the tramway to the smelter by next Saturday.

It is understood two parties representing the H. E. Exploration company, have secured an option from Elijah Davis on the Lucky Day, June Bug and Mountain Prize mineral claims near Ymir. The amount and conditions of the option are not known.

The Ymir Shooting Scrape.

The case of Malcolm McDonald, charged with assaulting R. A. Chisholm at Quartz Creek, came up today for hearing, but was continued until Friday. Provincial Constable Wolverton found his man at Quartz Creek and experienced no trouble in bringing him to Nelson. Mr. Chisholm, in speaking to the Miner correspondent today, said substantially that the whole trouble arose over a bill which McDonald presented to him for work, and which Mr. Chisholm refused to recognize. The latter stated that at about 2 o'clock on Friday morning McDonald knocked at his door and upon being asked who was there replied that if Mr. Chisholm did not open the door he would break it in. He proceeded to carry out his threat, and by the time Mr. Chisholm had got out of bed McDonald had smashed the door in with the muzzle of a rifle he was carrying. After much abusive talk McDonald fired the gun and the ball perforated a pair of pants hanging to the bedpost. Mr. Chisholm states that he did not return the fire as he was unarmed.

McDonald said: "I have another for you."

Before he could shoot the second time footsteps were heard approaching and McDonald suspended hostilities to make his escape.

Constable Wolverton has been stationed permanently at Ymir.

A CALIFORNIA CAPITALIST.

Col. Head Will Visit Both East and West Kootenay Camps.

SPOKANE, Wash., June 9.—[Special.]—Among a large party of prominent mining men who left for the Fort Steele country this morning was Col. A. E. Head, one of the most prominent and oldtime mining men of the Pacific coast, being a forty-miner and at one time largely interested in the famous Comstock lode. He has amassed a fortune in the mines of California, Nevada, Arizona, and Mexico. For some time past he has been attracted by reports of the British Columbia mines, and he is now here as a member and representative of the largest syndicate of mining men of California for the purpose of making a personal inspection of the various camps up north, with the view of making large investments in the mines. He will spend two weeks in the Fort Steele country, after which he will visit the West Kootenay districts.

A THREE MILE TUNNEL.

Bunker Hill to Drive Ore From Kellogg Through the Mountain.

WALLACE, Idaho, June 8.—[Special.]—The Bunker Hill and Sullivan mine at Wardner has recently purchased fifteen or twenty claims and is contemplating the construction of a three mile tunnel through the mountain, beginning at Kellogg. Work will be commenced on this tunnel soon, and it will run through to the mine.