GRANBY SMELTER STARTED

Description of the Plant--The Various Departments

Grand Forks, B. C., Aug. 21.—(Special.)—The Granby smelter was blown in at 10:30 this morning. Two hours later the ore had become thoroughly fused, and matte and slag commenced to pour from the furnace in a molten stream. The plant worked perfectly.

Although the event marks an historic epoch in the history of the Boundary country, there was no formal celebration. British and American flags flew in honor of the occasion. At the outset only one furnace will be utilized, but the other will be started next week.

The ores now being treated are those of the Knob Hill, Old Ironsides and the City of Paris mines. Among those present at the smelter this morning were S. H. C. Miner, president of all the companies embraced in the Miner-Graves syndicate; Jay P. Graves, general manager; A. C. Flummerfelt, assistant general manager; G. W. Wooster, secretaty of the smelter; H. N. Galer, assistant treasurer; A. B. W. Hodges, superintendent; Mayor Lloyd A. Manly, and S. H. MacKinnon, inspector of the Eastern Townships Bank.

It will have a daily capacity of 500 tons. The advantages of good water power are obvious. The north fork of Kettle river will give 2,500-horse power at extreme low water. The smelter will use 15,000 miner's inches, under an actual head of 45 feet, after deducting friction and all the losses. The dam will give about 30 feet of this head, the rest being made up between the dam and the power wheel. The dam is 175 feet across the top, 75 feet from heel to toe on bottom, built out of 12x12-inch sawn timbers, filled in with rock. The flume is 12x6 feet and a mile long.

The Le Roi smelter at Northport, Wash., is able to treat ores at from $4 to $4.50 a ton, excluding, of course, deductions for metals which they may carry. Seeing that the Granby works will be as well arranged, their ores, containing an abundance of iron and lime, should certainly be smelted somewhat more cheaply.

The value of the water power to the Granby smelter becomes apparent upon a little consideration. If steam power were used the cost would be from $125 to $150 per horse power per annum. In Rossland, where electrical power is largely used, the mining companies pay $60 per horse power per year, thus saving half the cost as compared with steam. Power has been offered the Granby company from Bonnington Falls on the Kootenay river for $75 per horse power per year, but by generating its own power it will cost but the repairs, attendance, etc., and the interest on the investment. The saving, as compared with steam, will be from $25,000 to $75,000 a year, according to the amount of power used. At the start 350-horse power will be sufficient for all purposes, but the smelter has a contract with the city of Grand Forks to supply 250 or 300 horse power as required.

A spur track, two and one-half miles in length, runs from the main line to the north end of the smelter works. The power house is within 1,000 feet of the smelter building and 100 feet below them. The main power, with which the blowers, sampling works, etc., will be driven, is to be created by a duplicate set of 16-inch turbine wheels, operating under an effective head of 45 feet. These wheels are connected with the flume by a steel intake pipe four feet seven inches in diameter. Both are directly connected with one Westinghouse rotating arm, alternating-current generator. Another wheel is belted to a pump with a daily capacity of 750,000 gallons. The pump will furnish water and pressure to granulate the slag as it runs continuously from the furnaces. There is yet another battery in the power house equal to the first mentioned, namely 16-inch wheels, to supply extra power should such be required. The power house is 100 feet long by 30 feet wide, and all the batteries are set in line on one long concrete foundation.

The smelter proper consists of two double-decked, steel-jacketed furnaces, 160x44 inches. The gases pass off from the top in a four-inch diameter downtake pipe, which is connected with the big flue dust chamber leading to the stack. The down-take pipes of the furnaces are connected with the big flue chamber, 10x10 feet on the inside and 300 feet in length. The stack is 11x11 feet inside measurement and 150 high. The blower room is 50x58 feet, and is 12 feet from the furnace building. It will contain three blowers, one for each furnace and one in reserve. These are connected with the furnaces by a 56-inch diameter blast pipe, all blowers being connected with the one main pipe. Each of these blowers is driven by a 38-horse power variable speed Westinghouse induction motor, which is belted directly to the blower.

The main sampler building is 64x70 feet, and is surrounded on three sides by ore bins. The ore train, as it comes into the smelter, will be carried by an incline to a series of receiving bins, parallel to the front of the sampling works, 23 feet above the floor of the same and 33 feet distant. These receiving bins will have a total capacity of 1,000 tons. The bins are filled directly from the cars, which have a bottom dump.

It is intended that the matte shall be shipped after being brought up to 45 or 50 per cent copper. For the present it will go to some eastern refinery. This shipping matte, after having been cooled, will be crushed by a 7x10 Blake crusher, which will be placed in one corner of the furnace building on the furnace floor. This crushed matte will be raised by an ordinary cup elevator to a special matte sampler. This matte sampler building is so arranged that the crushed matte can be sampled automatically, or by hand. The lower part contains four bins, holding about one car of matte each, and it will contain the matte after it shall have been sampled.

When the works are enlarged it is proposed to put in a matte converting plant complete and to ship converted copper. A roasting plant will also be installed. For the present 50 per cent of the ore will be roasted in piles. This process, however, does not apply to the ores of the Knob Hill, Old Ironsides and Victoria mines, controlled by the Miner-Graves syndicate.

The works also contain a carpenter shop, machine and blacksmith shops. There is a well equipped assay office, in charge of W. A. Williams.

The work of construction was directed by the superintendent, A. B. W. Hodges, the well known American metallurgist. Mr. Hodges has been engaged for a long term of years. He has been connected with smelting industry since 1885. His first position was that of assistant superintendent of the Philadelphia Smelting and Refining company at Pueblo, Col. From there he went to Socorro, N. M., to take charge of the Rio Grande Smelting Work, belonging to the National Lead company. Later he became superintendent of the Compania Metallurgica Mexicana at San Luis Potosi, Mexico. Then he accepted the management of the St. Louis Smelting and Refining Works at St. Louis, owned by the National Lead Company, and was subsequently promoted to the management of the National Lead Company in eNw York. In addition to this experience Mr. Hodges has done much valuable special work, etc.

The general manager of the Granby Consolidated Mining and Smelting company is Jay P. Graves, who has taken a prominent part in the development of the mineral resources of the Boundary district. The assistant general manager is A. C. Flummerfelt, formerly of Victoria, B. C. The associated mining companies controlled by the so-called Miner-Graves syndicate, and which will ship ore to the smelter include the Knob Hill, Old Ironsides, Victoria, Grey Eagle, R. Bell, City of Paris and Majestic. The value of the ore above the tunnel level of the Knob Hill, according to the estimates of W. Yolen Williams, the general superintendent, is $11,400,000. Thus it will be seen that there is no question about ore reserves for years to come. Mr. Graves is also general manager of all these mining companies, his assistant being Mr. Flummerfelt. The president of all these companies is S. H. C. Miner of Granby, Que. Mr. Miner is a well known eastern financier and manufacturer. It is proposed to do custom work, but the ores of the syndicate will have the preference. It is authoritatively stated that the treatment rate for custom work will not exceed $5.50 per ton, and the figure in many instances is almost sure to be considerably less.

The C. P. R. has built a series of spurs from the main line tapping all the camps, with one or two exceptions. Its line from Robson to Midway has averaged $40,000 per mile; the most expensive road ever built in Canada. Seven tunnels aggregate more than one mile in length. Robson, on the Columbia river, is 1,495 feet above the sea; the summit of the range where it is crossed by the track is 4,000 feet above the sea. Grand Forks, in the Kettle River Valley, has an elevation of 1,700 feet. After leaving this point the line begins to climb once more, and at Eholt it is 3,100 feet; then it drops to 2,500 feet at Greenwood and 2,000 at Midway.

At present there is a strong sentiment in favor of railway communication between Grand Forks and Republic, the rich camp 30 miles south of the international boundary. The silicious ores of Republic would flux admirably with the sulphide ores of the Boundary district. Power is now being sought from the provincial legislature to build a railway four and one-half miles long to the frontier, there to connect with the proposed railway to Republic. It is claimed that 18 per cent of the values of the Republic ores are lost by the cyaniding process, and that all these values would be saved if the ores could be smelted instead. The sentiment in Republic in favor of the projected railway is very pronounced. This was evidenced last week when a public meeting representing the mining and business interests of that camp adopted strong resolutions on the subject.

Grand Forks has exceptional merits as a smelting centre. It is situated in a valley with a one per cent gradient to Republic, has abundance of water power, and there is a down-hill pull to it from all the Boundary mining camps. The Granby people have acquired a second smelter site at Carson, a point on the boundary line, and thither, no doubt, in time, the Republic ores will be brought for treatment.

TRAVEL IMPROVING.

Many Visitors in the Boundary Creek Metropolis.

Greenwood, B. C., Aug. 18.—(Special.)—Travel has increased wonderfully the past week. Hotels all report doing a much better business than for many weeks previous. Last night's train was literally crowded, and had on board quite a number of notable personages. Among them were A. M. Mouat, of Winnipeg; the travelling superintendent of the Hudson's Bay company, who is making a flying visit through the district. On board were also several C. P. R. railroad officials. From Montreal came R. J. E. Scott, the chief inspector of train service. He was accompanied over the Columbia and Western portion of the system by Trainmaster J. S. Lawrence, of Trail. Nelson was represented by H. T. Wilgress, the company's land commissioner for Southern British Columbia. H. E. Macdonnell, of the same place, the travelling freight agent, returned here today on a flying visit to the Myers Creek district and to Oro, in Okanogan county, Wash. He hopes to secure for the C. P. R. the bulk of the freight business into that section of Uncle Sam's domains. He was accompanied on the trip by T. R. Archbold, an assayer of Nelson.

At the Hotel Imperial are staying W. J. Massey of Vancouver, a wholesale liquor dealer; A. T. Gilbert, of Toronto, who keeps the legal fraternity supplied with law books, and C. A. Blatt, of Molson. The last named gentleman is here purchasing supplies for his three-story hotel that he has about completed. It will be the leading hostelry of the Myers' Creek district.

Roy H. Clarke, a Rossland mining engineer, is here on his way to visit the Mayflower mine, in Bodie camp, on the reservation.

AFTER THE CHINESE.

Oriental Labor Prohibited From Employment at Greenwood.

Greenwood, Aug. 19.—(Special.)—A determined effort is to be made by organized labor in this city to get rid of John Chinaman. For some time past the question has been quietly discussed at the meeting of the Boundary Trades Council, and the council has now come out flat-footed with practically an ultimatum involving a boycott of any business men employing orientals in any capacity. A part of a resolution passed by the council is thus worded: "That we publish a notice in the papers stating that after the 20th of August organized labor in Greenwood ask business men and the public generally to withdraw their patronage from all Chinese and Japanese."

In the last issue of the Greenwood Miner, under the caption of "The Chinese Must Go," Editor J. W. Grier has the following remarks respecting the resolution. As the Miner is the recognized spokesman and champion of the rights of organized labor in the Boundary district the article voices the sentiments of every member of the different labor unions represented in the trades council:

"This resolution was unanimously passed by the delegates from the different unions, representing the miners, carpenters, retail clerks, barbers, printers and plumbers. The members of the trades council have undertaken this fight not to protect the members of any of the unions represented in the council, but to ensure a livelihood to the large number of unemployed whites in the district who are not members of a union. It is unnecessary to offer reasons why the Chinese should be discouraged. The intelligent business man knows that if the Chinese are replaced by white labor his sales will increase. It is not necessary to prove that money earned by Chinese is taken out of circulation, and that the wages paid white labor remains and is circulated in the community in which it is earned. These are facts which every one knows. Those employing Chinese have had sufficient time since the agitation commenced to procure white labor. If they have not taken advantage of the time given, they cannot reasonably object to organized labor withdrawing patronage from them. The members of the trades council and the unions which they represent are very much in earnest in this matter. After the 20th inst., workingmen do not intend to deal with business men employing Chinese or Japanese either in their places of business or residences."

And now a terrible hue and cry has gone up in family circles as to who are going to take the place of the Chinese as domestics. An employment bureau that could supply this demand and thereby solve the problem that confronts many of the good housewives of Greenwood would make a fortune.

NOTABLE VISITORS.

Directors of the Canada Life See the Boundary Mines.

Greenwood, Aug. 19.—(Special.)—A prominent party of directors of the Canada Life Insurance company are in town on a visit to the mines of the district. The party includes H. B. Walker, of Toronto, the treasurer of the company. Mr Walker is one of the most prominent figures in Canadian financial circles, having been for 21 years connected with the Canadian Bank of Commerce, and previous to accepting his present position with the Canada Life he was manager of the bank at Chicago. He is accompanied by two directors of the company, Mr. A. Bruce, of Hamilton, and Rev. Dean Innes, of London, Ont. Today they visited the big mines at Phoenix, as the guests of J. W. A. Smythe, manager of the local branch of the Canadian Bank of Commerce.

PHOENIX IMPROVEMENTS.

Streets Being Graded—New Office Building Going Up.

Phoenix, Aug. 20.—(Special.)—Considerable improvement has recently been made in the "upper town" portion of Phoenix in the way of grading streets. For a distance of 1,800 feet Old Ironsides' streets, along which many of the most substantial buildings have been erected, has been graded. The street is 60 feet in width, and now presents a splendid appearance. First avenue, connecting Knob Hill and Old Ironsides streets, has also been completed, and a substantial bridge over 100 feet in length built across a low gully. It is the intention of the townsite owners shortly to grade Knob Hill street, as also Second avenue. L. C. Crawford, the selling agent for the Old Ironsides townsite addition, today informed the correspondent of the Miner that it is said to be the intention of Mr. Miner, of the Granby smelter, to erect, in the near future, 100 cottages for the married employes connected with the mines here.

Rapid progress is being made on the block being built at the corner of First avenue and Old Ironsides streets by J. P. Graves and W. Yolen Williams. It will have a frontage of 50 feet on Old Ironsides avenue, where it will be two stories high, but on First avenue, along which it extends 65 feet, it will be three stories in height. The block will be specially arranged for office purposes. Among those who will occupy it will be L. C. Crawford, Dr. Boucher and the office staff of the Miner-Graves syndicate mines.

Visiting Boundary Mines.

Greenwood, B. C., Aug. 20.—(Special.)—Prof. S. F. Emmons, a noted mining engineer and geologist of Washington, and Mr. Laidlaw, of the New York banking house of Laidlaw & Co., are in the city. Mr. Laidlaw is a guest of Frederick Keffer, general manager of the British Columbia Copper Company, Limited. Prof. Emmons is here to examine the Mother Lode and other mines in the district. To-day they were shown over the Mother Lode mine and the smelter being built by the company here by Mr. Keper. P. J. Munter, son of the well known attorney of Spokane, has arrived here to accept a position at the Mother Lode mine.

LAIDLAW'S PYRITIC SMELTER

A SITE FOR THE REDUCTION WORKS IS SECURED.

The Plant Is Now Being Built in Denver. It Will be in Operation Before the Close of the Year.

Greenwood, B. C., August 20.—(Special.)—Managing Director Andrew Laidlaw of the Standard Copper company today closed a deal for the purchase of a smelter site on Boundary creek about three miles below Greenwood. He has secured two adjoining parcels of land. From Gold Commissioner C. A. R. Lambly and L. M. McCarren, owners of Boundary Falls townsite, he has bought 10 acres of bench land at the northeast corner of the townsite between the Columbia & Western railway tracks and Boundary creek. Adjoining this land to the north he has secured from Robert Wood and C. Scott Galloway about 40 acres of their pre-emption, including a valuable lime kiln location, which is an ideal one for smelting purposes, with sufficient water pressure for all requirements. Surveys for the profile of the site will start tomorrow. A plant for a 200-ton hot and cold blast standard pyritic smelter is now under construction by the Denver Engineering Works company of Denver, Colorado. It is hoped to have the smelter in operation by the close of the year.

The Standard Copper Company, Limited, is the parent company, with its head office at Quebec. The board of directors includes well known financiers and manufacturers of Eastern Canada. Two subsidiary companies have been successfully floated, the Quebec Copper Company, Limited, owning the Marguerite group in Deadwood camp, and the Standard Pyritic company, now building the smelter. With two smelters assured for Greenwood, this town takes the lead as the natural smelting point of the Boundary district.

LOCAL CAPITAL INTERESTED.

In the Myers Creek District—Chesaw, Bolster and Molson.

Greenwood, B. C., Aug. 20.—(Special.)—The correspondent of the Miner has just returned from a flying visit to the Myers Creek district. A considerable amount of prospecting work is being done this summer and there is much activity on both Buckhorn and Percy mountains. Such mines as the Review, Crystal Butte and Poland China, he was informed, are being developed on a large scale with most satisfactory results. On Buckhorn mountain there have been opened up many fine copper-gold claims that give promise with future development, of becoming large producers.

"The Myers Creek district supports three thriving towns. The oldest, Chesaw, has the advantage in the start in the race for supremacy. Like its rival, Bolster, a little over a mile north, it is located on Myers Creek. Chesaw has many fine frame business buildings and two good hotels. Bolster is the first town to be entered by those coming into the district from this side of the line. It first came into prominence a year ago this summer. Since then it has gone forward steadily in its growth. Recently J. W. McBride, the townsite manager, made a deal buying out his partners in the townsite and in their places, getting Greenwood capitalists interested in the town. A company, known as the Bolster Improvement Co., which has been organized and backed with plenty of funds is now prepared to push the town to the front. Among the improvements just starting is the building of a commodious hotel. It will be two stories high, 50 by 100 feet in size. Contractor Travers, of this city, has the contract for construction.

About six miles due west of Bolster, at the headwaters of Baker creek, the latest town in the district, Molson, is situated. Though barely three months in actual existence the place has grown rapidly. The Colville Reservation Syndicate, a Montreal concern, is responsible for this townsite. The syndicate owns over 100 mineral locations in the district, including the Poland China mine. A waterworks system is to be put in at Molson. C. A. Blatt, formerly of Denver, Col., has erected a substantial three-story hotel, 100 by 35 feet in size, containing 20 bedrooms. It will be opened to the public next Sunday. This hotel is equal to any hostelry in either Ferry or Okanogan county in furnishings and appointment. Molson is reached from either Bolster or Chesaw by the Oro wagon road.

In the way of connections with the outside world a great improvement has just been made in the construction of a wagon road between Republic and Chesaw, a distance of 40 miles. A regular daily stage has been put on this route.

The Myers Creek district, besides abounding in mineral locations, has some of the best agricultural and grazing land in the state. This section should be a lively one in October, as on the 10th of that month the reservation will be thrown open to homestead settlement, and a big rush is expected. Already there is quite anumber of land seekers spying out suitable locations, and with the settlement of the district the trade of the three towns, now rapidly building up, will be largely augmented. It is certainly a favorable district with its mineral and agricultural resources, and for the young man offers unexcelled chances to be found anywhere in the state of Washington.

RAILWAY BILL.

Attempt to Bring in the Yukon Scheme on Another Issue.

Victoria, B. C., Aug. 20.—(Special.)—An attempt was made in the legislature this afternoon to introduce a bill granting a charter to the Lake Bennett Railway as a competitor of the White Pass from Lynn Canal to the navigable waters of the upper Yukon. Stables, the member from Atlin, urged strenuously that the matter might be reconsidered, but the motion was defeated on a vote of 24 to 8.

Miss Lottie Decamp of Trent, Wash., is visiting friends in this city.

Mr. W. J. Prest returned last evening from an extended visit to Trent, Wash.

REPUBLIC AND GRAND FORKS.

The Washington Camp Wishes to Send Its Ore to the Smelter.

Republic, Wash., Aug. 17.—Who ever heard of a stranger anomaly? Republic, the richest gold camp in the state has declared for the immediate construction of a railway northward 35 miles to Grand Forks, a British Columbia smelter town, just across the border, as a means of relief from the depression and stagnation prevailing here. The reason is not far to seek: Republic with all its treasure has decided that the cyaniding process is a failure in so far as practical results are concerned. The ores of the camp are silicious in character, and their average value, according to expert opinion, exceeds $25 per ton. Withal the machinery in the mill of the Republic mine has been discarded because it failed to recover more than 82 per cent of the values; and now a new mill with a modified process involving roasting and cyaniding is about to be tried. This experiment will cost the shareholders about $400,000. The new plant will soon be in operation. With all these drawbacks the Republic mine with its old mill of a daily capacity of 30 tons has paid $500,000 in dividends during the past three years.

Here's another instance. Recently many radical defects were discovered in a custom mill just as it was nearing completion. The entire plant has been renewed, and its success is regarded as problematical. The mill has not yet turned a wheel. Its capacity is limited to 70 tons a day.

Further proof of the inutility of present methods is furnished by the results achieved in the mill of the Mountain Lion, a property, which though of lower grade than the Republic, is the biggest proposition in camp. This mine treats its ores by cyaniding, the burning or roasting process being eliminated. The plant reduces 80 tons per day at a net cost of between $6 and $6.50 per ton, yet the daily profit is estimated at from $1,100 to $1,300 per day. The Mountain Lion has immense ore reserves. One ledge, 12 feet wide, has been opened up for 600 feet at a vertical depth of 400 feet. It averages $15 per ton. Between seven and eight thousand tons of ore had been shot down in the various stopes during the writer's visit. Development work, however, is so far in advance of the limited treatment facilities that only six men are employed in the mine. According to the best information available the mill fails to recover more than 90 per cent of the values. A combination of circumstances conspires to make the process an expensive and unsatisfactory one. Lack of a good water supply and scarcity of wood are the principle determent factors. The Mountain Lion, which utilizes an aerial tram across a gulch, secures its firewood for $4.50 a cord—a low figure. The time is not far distant when the fuel problem will be a serious one, as the park-like hillsides in the vicinity of Republic are being rapidly denuded of their pine. Already the Republic mine has had a foretaste of the conditions that will soon prevail, not only in regard to the other properties, but the town itself. The management of the Republic mill last week awarded a contract for the construction of a dry flume, five miles long, intended for the conveyance of cordwood to the works by means of gravitation. As the fuel supplies are drawn from more remote points each succeeding year, the hardship will be intensified, especially as there will be no compensation in the way of the recovery of increased ore values.

Republic has many other mines, already on a shipping basis, that are dependent on the custom mill now building for treatment facilities. The list embraces the Tom Thumb, Knob Hill, Ben Hur, Morning Glory, San Poil, Lone Pine, Pearl, Surprise, Black Tail, Quilp, and Princess Maud. Just how these well-known properties, several of them being in a position to produce 250 tons a day, hope to become dividend payers under existing conditions, is a mystery The Quilp alone will soon be in a position to keep all three mills busy, their joint capacity being only three hundred and fifty tons per day.

J. H. Brayley, the superintendent of this mine, summarizes the situation in a nutshell when he observed: "At this moment with work nearly suspended in camp, there are over four thousand tons of ore on the various dumps. Our showing is five hundred tons, but what's the use stoping when we have no means of treatment. At the 50 and 150-foot level our ledge is 60 feet wide, and here and there we have encountered ore shutes seven feet wide averaging $35 per ton. Within a fortnight we could ship 100 tons a day, and within two months we could quadruple our output. We want a railway to Grand Forks and we want it without delay. Smelting is the only logical method of treating the silicious ores of Republic as they will flux admirably with the sulphide ores of the Boundary district. If this is done, treatment charges will be reduced to a minimum, the camp will receive a great stimulus, and mine owners will recover 98 per cent of all values."

The above is only one of a dozen characteristic deliverances by representative mining men. All were agreed that with a railway in operation between Republic and Grand Forks, the camp, within two months, would be shipping from 1,000 to 1,500 tons a day to the Canadian smelter town. Sixty per cent of the ores, it is contended, would seek a smelter. This proportion represents the high grade ores of Republic. The remainder, it is expected, would, or could, be treated locally by the cyaniding process. Smelter men claim that they can reduce Republic ores, when blended with Boundary ores, at a figure below $5 per ton for freight and treatment. This consideration in itself is not as important as the advantages smelting would afford in practically effecting a saving of all the values. The important function the mineral of the American camp will exercise in reducing the treatment charges for Canadian ores, is one that cannot be over-estimated. With the Republic combination, low-grade Boundary propositions that otherwise would not be workable, will become big dividend-payers.

The logical destiny of Republic ores is that they be smelted in British Columbia; just as under less favorable conditions certain Rossland ores seek an American smelter at Northport, Wash. Two connecting valleys between Republic and Grand Forks provide a gradient of less than one per cent, with a right of way as level as a billiard table. No rock-cutting or other heavy work is necessary. The proposition is akin to building a track across a Manitoba prairie. The people of this camp have long since despaired of securing railway communication with the outside world other than via the Canadian smelter town, whose coke supplies are drawn from the vast Canadian coal fields in the Crow's Nest Pass. An impenetrable mountain range bars the entry of a railway to Republic from the east; to reach it from the south means the building of a 50-mile road from the Columbia river across 'a sea of mountains."

No wonder that Republic has grown tired of the oft-repeated promise of Jim Hill of the Great Northern to build in as soon as his engineers had found a suitable route?

Despairing of relief the Mayor and City Council of this camp recently (Aug. 8th) called a meeting to consider the situation. All the representative business and mining men were present, Mayor J. J. Sullivan presiding.

At the meeting referred to Hon. Andrew Burleigh, ex-receiver of the Northern Pacific railway, delivered an eloquent effort, pointing out the many advantages that would accrue from the building of a railway to Grand Forks. Other prominent speakers included Judge Morris, Eber C. Smith, Dr. Burns, Dr. Manly, Fred Barker, editor of the Republic Miner, Dr. S. H. Manly, C. C. Woodhouse and John A. Manly, the latter of Grand Forks.

This resolution was unanimously adopted:

Whereas, the establishment of railway communication between Republic, Wash., and Grand Forks, B. C., is urgent and imperative, and

Whereas, it is a public necessity that will result in the rapid development of the mineral resources of, not only Republic, including Perry county, but the Colville Reservation generally, and

Whereas, the railway intercommunication between various points, having identity of interests, cannot but prove naturally beneficial, and

Whereas, these conditions exist in the case of Republic and Grand Forks in a marked degree, and

Whereas, there is no immediate prospect of the immediate construction of a railway between Republic and the south, or a railway between Republic and the east, and

Whereas, the route of the projected railway between Republic and Grand Forks, following the San Poil and Kettle River valleys, provides a grade not exceeding one per cent. and the distance being only 35 miles (35), and

Whereas, such a railway will also provide shipping facilities for the ores of Waucunda, Sheridan and Belcher mountain camps, and Nelson and Curlew districts, and

Whereas, the present facilities in Republic for the treatment of silicious ores are entirely inadequate, and

Whereas, the said Republic ores and those of Perry county generally, when blended with the sulphide ores of the Boundary can be treated more cheaply at Boundary smelters than at Republic, and

Whereas, the construction of a railway between Republic and Grand Forks would increase the ore production of Republic to at least 2,000 ton per day, and

Whereas, assurances having been received that the capacity of the Boundary smelters will be increased to accommodate any amount of ore coming from Republic; therefore

Be it therefore resolved, that this meeting representing the mining and business interests of Republic, hereby heartily endorses any project having for its object the early constructing of a railway between Republic and Grand Forks, connecting at the latter point with the Canadian Pacific railway.

Boundary Passenger Service.

The prolonged dry weather and the consequently enhanced friability of the surface soil along the steep hillside above the railroad track between Gladstone and Cascade has occasioned considerable trouble and been the cause of frequent delays in the Boundary passenger service lately. Large gangs of men are constantly at work, the C. P. R. having some difficulty in finding sufficient surface men to keep the track in perfect order.

AUSTRALIAN TRADE.

Canada Losing It for Want of a Fast Steamship Line.

Ottawa, Ont., Aug. 16.—Canadian Trade Commissioner Larke reports to the trade and commerce department from Australia that the trade of New South Wales is drifting to the United States because of the cheaper freight rates. He urges, in order to help the Canadian trade along, a line from the Atlantic which could handle goods at low prices. He also says the Canadian-Australian line will have to build larger and quicker steamers to meet competition. The bubonic plague, except in a few isolated cases, is over in Australia. Referring to the Pacific cable, Mr. Larke says the postmaster general of New South Wales has introduced a resolution favoring the Canadian-Australian cable and guaranteeing one-ninth of the cost. The same official has expressed a willingness to treat with the Eastern Extension company, but says if the terms proposed by the latter had been accepted the Pacific cable project would have had to be abandoned.

ORDERED FROM CHILI.

Shipment of East Kootenay Lead Ore to a Distant Market.

Moyie, Aug. 21.—(Special.)—The mines of Southeast Kootenay have found a new and unexpected outlet for their lead ore concentrates. Recently an order was received from Gugenheim & Sons, who operate a smelter at Autofagasto, Chili, for 500 tons, to be shipped to them there by way of Vancouver and thence by steamship. This order was filled, and day before yesterday another order from the same firm for 1,000 tons was received. This also has been sent, and it is more than likely that with the success of the experiment made by this company larger demands will be made for the concentrates of this camp. It seems that the Chilian ores are so low in lead that they require our rich concentrates for fluxing purposes, and that they do so opens up a large market for the product of our silver-lead mines in the Kootenay.

A Wreck.

Victoria, B. C., Aug. 21.—The lighthouse keeper at Cape Beale reports that part of the cabin of some vessel has drifted in there. It is probably from some old wreck.