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PROVEMENTS.

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December, A. D. TOWNSEND.

PROVEMENTS.

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December, A. D. TOWNSEND.

PROVEMENTS.

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December, A. D. TOWNSEND.

PROVEMENTS.

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C. R. Hamilton, Maistre, Notaries. Rossland, B. C.

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THROUGH MANY MIRY MUSKEGS

A GOLDSEEKER'S EXPERIENCE IN THE MACKENZIE BASIN.

F. A. Frings Says the Edmonton Route Should Not Be Followed by Klondikers A Winter on Peel River.

"The Edmonton Board of Trade, in advising the Edmonton-Klondike route is directly responsible for untold suffering and the loss of many valuable lives," declared F. A. Frings of New York to the Miner yesterday.

Mr. Frings formed a member of the vast army of gold seekers who vainly attempted to reach the Yukon district through the impenetrable mires, miry muskogs and un-navigable rivers of the Mackenzie basin. One or two solitary individuals, it is true, managed to overcome the enormous natural barriers, and struggled into Dawson shattered and broken in health. The Edmonton trail and water routes can almost be traced by human bones, dismantled boats and abandoned outfits. Mr. Frings, however, is not altogether discouraged by his trying experience in the Arctic circle, and is seeking his fortune anew. D. Frings has stay here he is perfecting the details of another northern journey, which promises to be even more adventurous and perilous than his previous trip. He intends to organize a party to visit the northern extremity of the continent. He will, however, journey via Hering sea to the Arctic ocean. East of Point Barrow along the shore that stretches to the mouth of the Mackenzie river he hopes to be successful in discovering beach diggings that will surpass the finds of Cape Nome.

Mr. Frings started out from Edmonton June 15, 1899, and did not return to civilization until September of the following year. "My first step," said he, was to order a Peterboro steam launch, equipped with a steel tubular boiler of 12 horse power capacity. The little craft, which had a comfortable cabin, was forwarded to Edmonton by rail, and there transported, with outfit, by seven teams overland, a distance of 100 miles, to Athabasca Landing. My party consisted of F. Somerville, of Montreal, Darrell, who has a brother living in this province, Taylor brothers, of Regina, Cyrus Smith, X. McNulty, an engineer named "Mac," and Francois, a French half-breed.

Poor Somerville, alas, was destined never to return. He died of scurvy at Grand Rapids, on the homeward trip. Besides we had a large steamer, and a truck used in portaging. We were provided with a two years' supply of provisions, and carried along scientific instruments and a small arsenal, as well as mining and dredging machinery. In all, I don't think one thing was lacking to our comfort. At Landing some of the members of our party wanted to go via the Peace river instead of via the Mackenzie route. Our progress did not exceed three miles an hour, and we managed to reach the mouth of the Lesser Slave river a distance of 60 miles from our starting point. Then we realized that the steamer could not go any further. Two canoes explored the river for a distance of five miles and found it impassable. After deliberation we decided to return to the landing, where, after making repairs, we struck down the Athabasca river, whose waters flow like a mill race.

"Our route was plain sailing for 100 miles to Grand Rapids, where we unloaded and shifted cargo, and shipped the rudder and propeller for the descent of half a mile of dangerous rapids. The rest of our supplies were carried on the logs, but as the ocean area we suffered the burden to the steamer. At the foot of Grand Rapids we reloaded and started down stream for a distance of 94 miles through turbulent rapids. It was a fortunate circumstance that we removed the rudder, as we grazed rocks and bumped over boulders, our frail fleet being guided through the tortuous channel by means of big sweeps 22 feet long. The final descent was very exciting. It led us through the Big Canyon, where there is a sheer drop of five feet. The bow deck of the steamer sank below the level, and we shipped a lot of water, the crew holding on for grim death. From Fort McMurray we had another clear stretch for 150 miles, till we struck Athabasca lake, where we had some trouble in getting over some bars. Then we struck across the lake, 35 miles, and then down the Great Slave river, 84 miles. Next we had to portage our outfit across country 16 miles. It was hard going, the boat and barge having to be hauled for four miles of the distance. Our course led through sand heaps and across impassable muskogs. At Fort Frings we thought we had got to the end of our troubles, and with elation looked forward with pleasure to a mere holiday trip. But we failed to reckon on the actual conditions that were to be encountered. Thus far the trip of many portaged miles had been over in about seven days.

"It was easy sailing for 180 miles to the Resolution, on Great Slave lake. On July 8 we started across the lake, a distance of 100 miles. The water was abundant, and as a precaution we kept within an average distance of three miles from the shore. When well under way one of the men at the sweeps, a dry goods man, by the way, shouted that the barge had sprung a leak. This was an alarming contingency on which we had not reckoned, and it needed great coolness and great resource to save the barge, which practically contained all our supplies. The men, at my direction, started to shift the cargo to the bow as the water soon began to settle. The pump of good work, which was actuated by hand. To make matters worse, the barge had set in, and we had no other alternative than to make for shore, our only being Hay river. We ran on for about 10 p.m., and beached on the muddy bank. The water had made its headway that a lot of our perishable goods not transferred to the launch had been spoiled. The next day we made repairs and started along the lake, to the lake. We did not stop at the mouth of Peel river, a distance of 1,200 miles. Then we ascended that stream to a point ten miles beyond Fort McPherson, which is 90 miles from the river's mouth. Tying up the steamer I took

two men in a canoe, and a week's provisions to explore Rat river. We found that river so swift that we had to track the canoe empty and pack the outfit. It was evident the steamer could not make the ascent, so we returned to the other members of the party after an absence of five days. It was now Aug. 15, and in this northern latitude the season had far advanced and winter was not far off. We took the steamer five miles further upstream. This was done by "tracking." The same course was pursued with the barge, which was tied up 20 miles above Fort McPherson, the steamer having been taken up 10 miles further. Our efforts were then directed to exploring the upper reaches of the Peel river, which we found to be impassable. The stream the further we ascended was filled with rocks, logs and the accumulated debris of centuries. Some idea of the dense woods may be gathered from the fact that we had to travel in Indian file, using hatchets to clear a way. The rear man carried a cornet, whose occasional blasts warned us not to become too widely separated.

"This little exploring trip occupied three days, and glad we were to get back to our starting point. There was then no other alternative than to make preparations for the approaching winter. We built a shack, pitched a tent, and removed our steamer and barge to a place where they could not possibly be damaged by the floating ice. The winter passed pleasantly enough, though life sometimes got a little monotonous. We read, and re-read the same books, and told the same yarns with painful iteration.

"The cold was very intense, the thermometer sometimes descending to 70 below zero. The food had to be eaten hot off the stove, or it would freeze immediately. As a diversion I devoted a number of hours every day to the study of French, and before summer attained no little proficiency in the language. The country abounds with game, but is so trackless that we rarely ventured far from the shack for fear of being lost. Often during the dreary winter months we were visited by wandering bands of Indians, the most suggest thieves I ever heard of. We kept a close watch, but this did not prevent them from making several good hauls.

"In midwinter two members of our party, McNulty and Smith, quitted us and headed across country for the Klondike, intending to descend via the Stewart river. They were well equipped with grub and had several dog teams. I think they got through, as I learned later that they were met by another party at a point where the route to Dawson was comparatively easy.

"On July 10, when the ice had broken up, we started to retrace our steps. After reaching the Mackenzie we abandoned our barge truck and started up stream, making progress at the rate of two miles an hour. At Resolution a priest showed us some rich looking specimens of galena which had been given him by an Indian. The samples, we were informed, had come from a point on Great Slave lake. We started on a side trip of 50 miles to the spot where we found that we had been preceded by another Klondiker outfit. We however staked a claim apiece. The samples when assayed did not give very high values. Then I sold the steamer to a trader, and we took passage on a freight barge back to Athabasca Landing, which was reached after an absence of about 15 months. My experience cost me more than \$6,000."

Mr. Frings added that he met a survey party at Athabasca Landing returning to Edmonton with four men laid up with scurvy, whom they picked up on the Finlay river. Their story was to the effect that they saw a board nailed to a tree on the bank with the words "HELIUM" and signs of colored blankets to draw attention. On investigation they found five men laid up with scurvy completely unable to move, and starving. One man had been buried in the snow outside the hut and another man had died during the trip down the Finlay river.

BOUNDARY COUNTRY RAILWAYS

NEW LINE WILL TAP FRANKLIN CAMP.

Hon. J. R. Stratton of Toronto Seeking an Important Charter—Grand Forks as a Smelting Centre—The Attitude of Hon. Mr. Blair.

T. W. Holland, secretary of the Grand Forks Township company, who was in the city yesterday en route to Toronto, informed The Miner that his principals are behind the recent application to the Dominion parliament for a bill authorizing the construction of a railway through the Boundary district. The proposed route is from Cascade, B. C., to Grand Forks, with branches up the north fork of Kettle river, to Carson, B. C., (on the Boundary line); to Midway, another point on the frontier, also traversing the intermediate camps. The prior application of J. B. McArthur and J. Kerrigan, of Rossland, is identical, with the omission of Midway as the western terminus. Both seek to build a line to Carson which commands the outlet from Republic and the other camps on the Colville reservation.

"I do not anticipate any difficulty in obtaining the desired legislation," said Mr. Holland. "The necessity of railway competition in the Boundary is so obvious that parliament cannot fail to look upon our application favorably; besides Hon. Mr. Blair, minister of railways, is on record as declaring that the development of the enormous resources of Southern British Columbia is intimately bound up with the question of additional railway facilities. The comparative failure of granting for the treatment of Republic ores will result in the diversion of an enormous tonnage to Grand Forks, where ideal conditions for smelting exist. While smelting costs more than crapping, the increased saving of the values when Republic ores are mixed with the sulphide ores of the Boundary will more than offset the other conditions. Hon. J. R. Stratton, provincial secretary of Ontario in one of the applicants for the proposed Canadian charter. He owns large interests at Grand Forks. If parliament grants the necessary authority, the construction of the road will be commenced forthwith."

If you want a big price for your furniture, sell it to Glass.

ROSSLAND WEEKLY MINER

TABLOID JOURNALISM

Extracts From the Rossland Miner of February 1900.

Chamber of Mines. At the annual general meeting of the Rossland Chamber of Mines held in their palatial board rooms yesterday the treasurer announced that the Canadian Pacific, Great Northern, and Canadian Northern railways had each contributed \$25,000 to that institution, that the West Consolidated and the War Eagle Consolidated had also contributed a like sum. The financial statement shows a balance of over \$300,000 on hand at the end of the year. The chamber now employs 15 lecturers in Europe and two in Eastern Ontario and five in the United States. Senator J. B. McArthur was again elected president by acclamation.

Come Along, John. Word was received yesterday from London that the series of lectures on the Gold Fields of British Columbia by Mr. A. J. Macmillan are being well patronized by the British nobility and others with money.

The Public Library. The Carnegie library, adjoined by the old fire hall, received another big batch of scientific works by Dominion Experts yesterday. There are now over 200,000 volumes catalogued.

Arrival of Oil Magnates. There arrived last night in Col. W. I. Reddin's private car Oude, the following distinguished oil magnates of Spokane: Col. W. I. Reddin, John D. Rockefeller, J. M. Grier, General Charles D. Rand, His Excellency Governor Rogers of Washington, and Hon. Van B. De Lashmutt. The party is here for the purpose, it is said, of forming an oil trust to control the product of Whitman county, which now averages 2,500,000 barrels a day. This is no pipe dream. Col. Reddin says he finds a great many changes since his first visit to Rossland over 40 years ago. At that time he operated the Giant mine, and now shares, now worth \$25, were then selling for 4 cents, called 30, whatever that meant. Col. Reddin is a jolly, genial, jovial white-haired old gentleman, and tells some interesting stories of Rossland in its early days. Mr. Rockefeller will lecture tomorrow evening in the First Avenue Presbyterian church on "The Folly of Wealth."

Important Strike. On the 3,500-foot level of the Evening Star a rich body of telluride ore has been encountered. This is supposed to be an extension of the old Virginia lead, which caused such an excitement toward the close of the last century.

Is Miles Wide. After forty years of continuous work the beginning wall of the Jumbo has at last been reached. Mr. M. R. Galusha can now be happy.

Connection Between Mount Roberts and Mars. The Nikola-Tesla and Marconi Consolidated Signal Service company has at last established connection between Rossland and Mars. Professor L. Stone Wiggins, the local agent, says "biz" between these points is looking up. L. Stone is quite a wag.

Rossland School of Mines. Professor Richard Marsh was yesterday elected by unanimous vote dean of the faculty.

I. X. L. The I. X. L. paid its fortieth annual dividend yesterday. There is some talk of its aged president, Hon. John S. Baker, resigning.

Settled at Last. The differences between the Gooderham-Blackstock syndicate and the Canadian Pacific Railway company have at last been adjusted. The railway company retains the smelter at Trail and the U. & B. syndicate the mines. Rossland will now forge ahead.

Don't Forget Tonight's Lecture. Don't forget the lecture tonight by Maj. General Grogan on "How to Survive the Dewet." This is a lecture on the old Boer of 1900-1901. The chair will be occupied by General Charles S. Warren.

Press Notice.—The Trail Creek News says that there was hardly a dry throat in the audience last night and the lecturer himself was almost too full for utterance.

Another Le Roi Suit. A unique suit has been entered in the Superior court of Rossland by Mr. Valentine Peyton Morgan the second against the Le Roi company, for \$600,000 and 40 years' interest. (Mrs. Graves, Jr., makes a declaration that his pa told him forty years ago that Governor Mackintosh said he intended doing the square thing by his old friends, hence the suit.

Sale of the Britannia. It is announced that the Rothschilds have taken a bond on the Britannia group on Howe Sound. The price is not divulged, but is stated to be in the vicinity of \$60,000,000, with a cash payment of \$500,000, the balance in a year. The late Senator Clark of Montana would have bought the mine, but died during the negotiations.

Will Soon Be Crushing Ore. Mr. Thomas James, manager of the properties of the Onondaga Mining company, which are located near Erie, is in this city at the Allan house. He reports that he has just returned from a visit to New York, whither he went for the purpose of conferring with the management of his company. The sawmill at the mine is up and is sawing lumber for the mill and other buildings. The ten-stamp mill is being put together, and should be ready in a month or six weeks. In the meantime the task of developing the mine is being vigorously pushed.

PAIN OVER THE EYES. HEADACHE AND CATARRH RELIEVED IN 10 MINUTES.

That dull, wretched pain in the head just over the eyes is one of the surest signs that the seeds of catarrh have been sown, and it's your warning to administer the quickest and surest treatment to prevent the seeding of this dreaded malady. Dr. Agnew's Catarrhal Powder will stop all pain in ten minutes, and cure. Fifty cents. Sold by Goodere Bros.

The White Plague

Popularity is the proof of merit.

ONE-SIXTH OF ALL DEATHS DUE TO CONSUMPTION.

Its Ravages Spare no Class—Rich and Poor Alike Fall Its Victims—How This Dread Trouble May be Prevented.

Consumption has been well named the great white plague. One-sixth of all the deaths occurring in Canada annually are due to the ravages of this dreadful disease. Its victims are found among all classes; rich and poor alike succumb to its insidious advance. Only a few years ago the victim of consumption was regarded as incurable, and horror-stricken friends watched the loved one day by day fade away until death came as a merciful release. Now, however, it is known that taken in its earlier stages consumption is curable, and that by a proper care of the blood—keeping it rich, red and pure—those who are pre-disposed to the disease escape its ravages. Consumption is now classed among the preventable diseases, and those who are pale, easily tired, emaciated, or show any of the numerous symptoms of general debility, should at once fortify the system by enriching and purifying the blood—thus strengthening not only the lungs, but all parts of the body.

Among those who have escaped a threatened death from consumption is Mrs. Robert McCracken of Marshallville, Ont. Mrs. McCracken gives her experience that it may be of benefit to some other sufferer. She says:

"A few years ago I began to experience a general weakness. My appetite was poor; I was very pale; was troubled with shortness of breath and a smothering feeling in my chest. Besides these symptoms I became very nervous, at times dizzy and faint, and my hands and feet would get as cold as ice. As the trouble progressed I began to lose flesh rapidly, and in a short time my cure is permanent, but did not get relief, and as a harsh cough set in I began to fear that consumption had fastened itself upon me. This was strengthened by a knowledge that several of my ancestors had died of this terrible disease. In this rather deplorable condition I was advised to try Dr. Williams' Pink Pills. I at once procured a supply, and had not taken them long when I noted a change for the better. By the time I had taken six or eight boxes I was able to move around the house again and felt better and stronger in every way. I continued the use of the pills until I had taken a dozen boxes, when all my old-time strength and vigor had returned, and I was as well as ever. During the time I was using the pills my weight increased 26 pounds. Several years have since passed, and in that time not a symptom of my former trouble has made itself apparent, so that I think I am safe in saying that my cure is permanent. I believe Dr. Williams' Pink Pills saved my life, and I strongly advise ailing women to give them a trial."

Dr. Williams' Pink Pills are a tonic and not a purgative medicine. They enrich the blood from the first dose to the last, and bring health and strength to every organ of the body. The genuine pills are sold only in boxes with the full name "Dr. Williams' Pink Pills for Pale People," printed on the wrapper. If your dealer cannot supply you send direct to the Dr. Williams' Medicine Co., Brockville, Ont., and the pills will be mailed post paid at 50 cents a box, or six boxes for \$2.50.

OPENING A NEW GOLD REGION. Plans to Work Recently Discovered Mines in Africa Near the Congo's Source.

The world will undoubtedly hear a good deal about Katanga in the next few years. Within the past year a large gold region has been found there. A great deal of capital, energy and labor are now being invested in the work of developing not only the gold district in the southern part of the territory, but also the whole of Katanga, which includes most of the far upper Congo and is as large as France. It extends east and west from Lake Tanganyika to the upper Sankuru river and north and south from five degrees south latitude to the southern border of the Congo Free State.

This was the great slave hunting ground of the Arabs from Zanzibar and the scene of the war of 1892-94, when the Arabs revolted because the Congo state told them they must cease to hunt for slaves. It took nearly two years to drive the Arabs out of the country. Then the vast region was greatly disturbed by two native revolts, which were not effectually suppressed till 1897. Today the whole country is tranquilly. Commandant Lemaire has just been travelling there for more than a year without firing a shot at a native.

The improved means of communications have brought Katanga within easy reach of the sea and the work of developing its resources will thus be largely facilitated. Its western frontier can now be reached from the mouth of the Congo, by the railroad around the lower Congo rapids and steamers on the Sankuru river in from fifteen to twenty days. In less than thirty days the eastern frontier may now be reached by steamers on the Zambesi and the port Shire rivers and Lake Nyasa, and the portage service on the Stephenson road from the head of Nyasa to Lake Tanganyika. With comparatively rapid transit thus assured to both the western and eastern frontiers the work of distributing the pioneer force of occupation will make rapid progress.

The Katanga Company, which holds a concession of about half of this country, and the Congo Free State itself, are the agencies that are carrying on the work. Early in 1900 the company established three posts, one in Mvua Bay, on the southwest coast of Tanganyika, and the others on the Luapula branch of the Congo. It is supposed that by this time the company has transported in sections to Lake Moero the steamer it sent from Belgium, and that the vessel will soon be afloat on the lake and on the upper Luapula as far as Johnson Falls. When this vessel is ready for business there will be steamboats afloat on the five of the Central African lakes, the Victoria and Albert Nyanza, Nyasa, Tanganyika and Moero; then, Bangweilo will be the only lake of importance in Central Africa whose waters are not yet ruffled by the paddlewheels or propellers of steam craft.

The work of establishing white stations has gone on with marvellous rapidity in the past few months. At last accounts the posts numbered fourteen, of which three, Albertville, Mvua and Moliro, are on the west bank of Tanganyika, Puerto at the north end of Muero, Lupungu and four others in the basin of the Sankuru and Lomami rivers and Lofos and four other posts on the Luapula river.

These posts and others that are to be established will be occupied in part by the collection of rubber. When Capt. Stairs, the Englishman who studied the resources of Katanga for the company, made his report he said that when caoutchouc became scarce on the coast Katanga would become a great source of supply. He did not know how soon steam transportation would be extended to the country. It will not be long before Katanga rubber, which may be obtained in that vast district in almost inexhaustible quantities, is on the markets.

It has been known for some years that there are rich beds of copper in that country and one of the purposes of the present enterprise is to obtain this metal. It has also been reported that gold exists there, but till very recently these reports were too vague to attract much attention. Le Mouvement Geographique of December 16, however, contains most important information.

It says that some months ago Robert Williams, a British engineer and the administrator of the Tanganyika concessions, informed the Katanga Company and the Congo Free State that his agents, while hunting for mineral sources north of the Zambesi made a journey into that part of Katanga which had been conceded to the Katanga Company and found there an important source of gold. Early in December a committee of the company entered into an arrangement with Dr. Williams and he gave them the details of the explorations and discoveries of his agents. The location and occurrence of the gold has not yet been made public, but the fact is now published that the discoveries were made by a party headed by George Gray, which started from Bulawayo and crossed the Zambesi in March, 1900. The gold bearing lands found in the Congo State were carefully mapped. The formation is more recent than that in the extensive gold-bearing area in Mashona Land and Matzbele Land, officially known as Southern Rhodesia, and is of a different character. It is more extensive than any gold formation that has hitherto been discovered to the north or south of Southern Rhodesia. "You may judge its value," wrote Mr.

The White Plague

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Oriel Mining and Milling Co., Limited

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Fifty thousand shares are now offered to the public at 15 cents. The property is one of exceptional merit, having a clearly defined vein traceable for 2,000 feet. Samples taken from various points on the outcrop from the main workings at a depth of 70 feet, give excellent values averaging \$25 in gold. The ore is of a class that can be readily treated on the ground by milling and cyaniding.

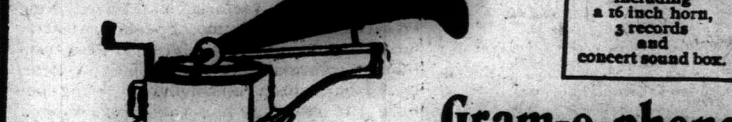
Among other well-known properties in the Ymir district are the Ymir, Tamara, Dundee, Blackcock, Wilcock, etc. For report and prospectus apply to

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Gray in his report, "by the fact that the beds extend horizontally and are cut at right angles by numerous fissures filled with the gold-bearing rock." While the exact location of this territory is still kept secret it is evident that it is outside the area that has been traversed by Belgian geologists. It is believed to be in the southern part of Katanga, north of the most northern part of the Zambesi river.

This discovery has probably given additional impetus to the efforts now making effectively to occupy all parts of Katanga. Two large expeditions composed entirely of men well seasoned in African service will leave Belgium in January and February under Major Weyns, who has long been on the Congo. He will start with the first party on January 20th by way of East Africa, while the second party will take the Congo route.

Sold Two Machine Drills. The Canadian-Rand Drill company yesterday sold to the Quebec Copper company two drills, together with hose and fittings. This company is operating the Marguerite, in the Deadwood camp.

A NEW BOOK FOR FEMININE HOME WORKERS.

Sent Post Paid to Any Address in Canada.

The manufacturers of the celebrated Diamond Dyes and the popular Diamond Dye Mat and Rug Patterns are now issuing a new and enlarged edition of the Diamond Dye Rug Book, that should be in the hands of every woman and girl in Canada. Many new and attractive designs for Mats and Rugs are shown as well as full directions for the making and coloring. Thousands of women who are interested in the making of pretty Rugs are sending for this book. Send in your address at once to The Wells & Richardson Co., Limited, 200 Mountain Street, Montreal, Que.