

VIC MEXICO WILL AT VICTORIA

Will Be Put on
Early in
the Year.

(Special Correspondence.)

Prince Rupert, Nov. 23.—A meeting of the merchants and business men of Prince Rupert was held in the Masonic club room on Tuesday night for the purpose of forming and organizing the Prince Rupert board of trade. The meeting was well attended, over 75 of the leading business men being present. Fred Stork, who has the distinction of being the first mayor of Fernie, was called to the chair; and M. M. Stephens, for several years city clerk of Phoenix, B. C., was made secretary.

After a short address by the chairman, in which the reasons for forming a board of trade were clearly defined, the following motion was put and carried unanimously:

"That this meeting proceed to organize a board of trade, to be known as the Prince Rupert Board of Trade; that a Dominion charter be procured as soon as practicable; that no person who is an employer of Asiatic labor shall be eligible to become a member and a member who becomes an employer of Asiatic labor shall cease to be a member, and his name shall be struck from the roll."

The annual membership fee was placed at \$10, and forty-two names were enrolled as members. G. W. Morrow then suggested that the meeting take immediate steps to secure a better mail service for the Queen Charlotte Islands and for points on the coast north of Skeena river; that an appropriation for a mail service had been or would soon be made, and it would be given to steamships that made Vancouver their home port; but that the service in order to be of the greatest benefit to the people served should be by steamships that made Prince Rupert their home port.

After an interchange of opinions the following resolution was drafted and adopted, and on motion, wired to the postmaster-general and William Sloan: "Resolved, that the postmaster-general and William Sloan, M. P. for Columbia district, be requested, on behalf of the Prince Rupert board of trade, to arrange that mail contracts let for points on Queen Charlotte Islands and British Columbia coast points north of Skeena river shall be for at least a weekly service, and that the forwarding post office shall be Prince Rupert."

A committee of three members was then appointed to make a draft of a constitution and by-laws to be submitted to be called by the chairman.

AN OPINION FROM NOVA SCOTIA.

ANAN, N. S., Nov. 26.—Miss E. Brown has been cured of Bronchitis and throat trouble by Catarrhine which gives instant relief to coughs and colds, and is the cleanest and most convenient of all remedies. Most everyone here uses Catarrhine which the druggists claim is the best remedy they sell. It prevents winter colds, and two months' treatment costs only one dollar; sample sent twenty-five cents. Better get "Catarrhine" yourself.

400,000,000 DEAL.

Control of Lake Superior Corporation Passes Into New Hands.

Philadelphia, Nov. 25.—A deal was completed yesterday whereby the control of the \$400,000,000 Lake Superior Corporation passes from Philadelphia financial institutions to interests represented jointly by New York and Philadelphia parties. President Lloyd of the Commercial Trust Company, of this city, completed the negotiations, paying yesterday afternoon for the bonds of the corporation held by Philadelphia institutions.

Mr. Lloyd says he was engaged merely as an agent, and refuses to give the names of those interested in the deal, which ends, it is said, a long struggle between interests represented by the Canadian Improvement Company and local banks.

The British steamer Vienna has arrived at Vancouver from Magdalena Bay. She will load 3,000,000 feet of lumber at the Hastings mill for Melbourne, Australia. The Vienna was built at Glasgow in 1899 and is of 2,653 net tonnage. On this trip she loaded coal at Norfolk, Virginia, for the Canadian States coasting station at Magdalena Bay and left there on November 6th.

THREE DYING.

Nov. 21.—Two train and three were fatal today in a collision of the trains on the Toxaway near Lake County. Following is the report: It is understood that the train had been a signal.

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STRIKE RICH OR IN ABANDONED MINE

Lead Located Within Few Feet
of Where Former Own-
ers Quit Work.

(Special Correspondence.)

Vancouver, Nov. 25.—Within five feet of the spot where an English syndicate quit work on the Cornell mine, on Texada Island, on which they had spent \$250,000, mostly for development work, a tremendous copper-gold ore body has been found, which promises to make this mine one of the biggest mining propositions in British Columbia.

The English syndicate abandoned the mine about a year ago, selling out to a small company, which again sold out in a few weeks. The mine changed hands in quick succession until a close corporation was formed and called the Northern Texada Mines Ltd., composed of Vancouver and Seattle men, which in two months uncovered a big ore body commencing five feet from the spot where the English company's experts gave up in disgust. A continuance of two other ore bodies had been discovered, but they had been stopeed out, was found, both within a few feet of where the former operators left off.

G. L. Tanner, of Seattle, managing director and secretary of the company on his return from Texada Island, said: "When the Northern Texada Mines, Ltd., took over the Cornell mines they were full of water and several thousand dollars were spent in pumping them dry. We found then that the waste had not been taken out and this also had to be removed from the tunnels. Since continuing development work (the English syndicate having spent \$250,000 on the mine), we located a tremendous body of ore, five feet from where the former company quit. This ore body is solid, and is twenty-five feet wide and thirty-five feet long. We do not yet know in what direction it runs as there is ore all around. The former company stopeed out two other ore bodies from the 260-foot level to the surface, and there they quit. Within twenty-five feet of one body, however, is a continuance of the ore and a continuance within fifteen feet of the third body. The ore assays \$38.16 to the ton, made up of \$22.30 in gold, four dollars and a few cents in silver, and the balance in copper. We have installed a 65-horse power boiler which with an ore boiler on the ground of 45 h. p. gives us over 100 horse power. We have installed a five-drum Franklin compressor, 700 feet of 7 1/2 inch cable, a new engine house, a new blacksmith and carpenter shops; in fact, we have renovated the works, for we confidently believe this will be one of the big mines in the province. We have made two shipments of ore and another shipment is ready. We will ship all our ore to the Ladysmith smelter, and have enough blocked out to keep us busy for the next six months."

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SOCIETY FORMED TO SIMPLIFY SPELLING

Philologists Organize in London
—Prominent Men
Among Members.

(Special Correspondence.)

Montreal, Nov. 24.—The Canadian Pacific Railway Company has spent millions of dollars on bridges this year. Bridges represent by far the larger part of its expenditure in construction, although that embraces works of such magnitude as the tunnels through the Rockies and the new lines that are being built through the prairies and from Georgian Bay to grain Peterboro.

Just what the bridge building of a transcontinental railway involves can be judged from the official statement that there are 5,885 bridges on the C. P. R., the combined length being \$1.55 miles. As many as forty-four new bridges have been erected this year or are in process of completion. Montreal and Quebec—the old north shore line of the Quebec, Montreal & Occidental, built by the provincial government and sold to the C. P. R. Since the building of the new bridges, the weight of engines has increased vastly. Within the past year the standard has been raised from 37,000 to 55,000 pounds.

The old bridges could not have carried engines of such weight with safety. The whole bridge work of this section is being replaced by other structures of a more substantial character. Over the St. Maurice river has been built a bridge eleven hundred feet long, consisting of five spans, over the Ottawa river one of nine hundred feet, over the St. Anne de la Parade one of eight hundred and fifty feet, and over the Rivière des Prairies, or Rivière, one of six hundred feet. The Jacques Cartier river and Port Neuf bridges are four and five hundred feet respectively. When all this work is completed there will be an enormous saving in running expenses. One of the chief reasons for the able to take a train load that formerly needed two engines and two crews. The need of this reconstruction has been felt, particularly since the Atlantic Expresses made their terminus at Quebec.

The Atlantic division of the line—the section running through Maine and serving parts of New Brunswick, has been provided with several new bridges this summer. The chief of these is the Grand Falls bridge over the St. John river. It has a three hundred and twenty-five foot span, and its total length is twelve hundred feet. In the Woodstock bridge is a bridge of eleven hundred feet, including five spans of one hundred and fifty feet in length. There is also the Aristocrat river bridge, which is six hundred feet in length. The chief of these is a bridge of bridges up west is not less instructive as to the conditions of modern rail-roading. The largest of all is a bridge over the Selkirk river, about half a mile long, and the Selkirk bridge is a bridge of three spans of one hundred and fifty feet in length. It is a combination of height and length that is rarely matched. It weighs twelve thousand tons over the foundations of the pier and end permanent structure. 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