

Weekly Rossland Miner.

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WE MUST HAVE A PUBLIC BUILDING.

The Dominion Government, it seems, according to letters from Hewitt Bostock, M. P., and J. B. McArthur, read at the board of trade meeting on Wednesday, is not inclined to erect a federal building in this city, at least not at present. In these communications it was stated that it was thought that the city in petitioning that a structure which would cost \$100,000 be erected was asking for more than the Government thought it could afford to give. It was also stated that, as there were a number of other applications for public buildings in different portions of the country, it was thought Rossland's application should lie over for the present. It was intimated, however, that there might be some consideration paid to an application for a structure that would cost \$50,000.

The Federal Government evidently does not fully recognize the great need that there is for a public building in this city. It is palpable that the location of the custom house and inland revenue office are most inconvenient. It is from the lack of a proper post-office that the city suffers the most. When the general delivery windows are thrown open, particularly in the evening, there are long rows of people waiting in line to acquire for mail. These interfere with those who have boxes considerably, as they are compelled to stand in the way. The present quarters are far too small for a city of the size of Rossland, or for a postoffice located in a city of this size where mail is not delivered by carrier.

Rossland is a city of frame buildings, and there is consequently considerable danger from fire. The postoffice contains hundreds of valuable letters at all times, to say nothing of the government funds that are kept on hand. A conflagration is liable at any time to come along and sweep the structure away and destroy its contents. It is palpable that there is great necessity for a large, well equipped, fireproof postoffice building in some central portion of the city in which could be housed the postoffice, the customs house and the inland revenue office.

A public building that would cost at least \$100,000 is no more than this city is entitled to. The customs collections last year amounted to about \$116,000, and last month they were over \$14,000. If a building were put up that would cost \$100,000, the sum expended would only amount to considerably less than the amount that is collected here annually from customs dues alone. It is certain, too, that the revenue derived from this source will increase for a good many years to come. As the third largest city in the Province Rossland is certainly entitled to this consideration. The inland revenue returns and the postoffice receipts, too, amount to a large sum each year.

In addition to Mr. Bostock, the representatives from the other constituencies of British Columbia should be ready to assist Rossland in securing what is so badly needed. Messrs. Maxwell, Morrison, McInnis, Prior and Earle should put their shoulder to our wheel on this occasion and help this good measure on its way. Just because they represent other constituencies in the Province should be no reason why they should not help the leading mining town in the Province to secure a public building that is not a luxury but a crying necessity. Therefore, we call on the representatives of the people of British Columbia to take an active part in this matter, and if they give but a long pull, a strong pull, and a pull together they cannot fail to bring about the desired result.

WANTED—A PUBLIC LIBRARY.

In a new and comparatively isolated community, like Rossland, there is one lack that is most keenly felt by a large number of residents, and that is a shortage of the better class of books. The great bulk of the residents came here for the purpose of bettering their condition. Many broke off association with homes where there were many comforts, including plenty of books. They, in the hope of mending their fortunes, are willing to suffer many deprivations, but one of the hardest of these to bear, in the absence of the better class of books. It is true that if they can afford it they can purchase the lighter literature of the day here, but the stocks as yet carried by book vendors are not very large, nor do they cover a very wide range. Very few are in a position as yet to accumulate private libraries of any size, but say that they hope to do this when they are in

better circumstances than they are at present.

The rising generation, too, is cut off from the better class of reading, which they should have access to. This is to be greatly regretted, for much of the character is formed by reading the works of the masters of human thought when the mind is in the formative period. There can be no doubt that good books wield a great influence upon those who read them during the earlier years of life. By this it is not intended to be said but what good works are useful to those of more mature years, as well as those who are yet in their teens.

There is one way that this demand for good reading matter can be supplied and that is by the formation of a public library. A place of the size of Rossland should have long since been supplied with an institution of this kind, but in the rush for advantages that are purely material this most important matter has been lost sight of. In Eastern Canada, in the United States and in Great Britain the public library has been considered for years as almost essential as school or hospital.

Steps should at once be taken to provide a library of this sort. It is true that the St. George's church and the Methodist church have small libraries, which are open to all who wish to enter them, but they are too small and incomplete to deserve the names of public libraries, although all honor is due to the effort of these churches to fill to the best of their ability what is considered to be a need of the public. They are useful as far as their limited facilities will permit, as they furnish pleasant resorts for those who might otherwise go to worse places.

The question of how such a library could best be started and maintained is one that will require considerable consideration. In some cities library funds are started by means of entertainments, and in others libraries are founded and maintained by the city authorities, and a special tax is made for their support. At the outset some leading capitalist, who wished to hand down his name to posterity, could give a good round sum and in return for this the library could be named after him forever. Here is an opportunity for some one of the many individuals who have made their fortunes out of the mining properties of this camp to earn a fame that will be lasting, and at the same time be of great benefit to his fellow townsmen.

In this they would be following the example of Andrew Carnegie, the distinguished Scottish-American, who made an immense fortune out of the iron business. He has given, altogether, \$6,174,500 for the establishment of 24 free libraries or institutes in the United States and Scotland, and his conditional offers now outstanding, all of which will be accepted, will take \$2,000,000 more from his purse. The list of gifts shows that \$5,200,000 was expended in founding the institutes and libraries at Pittsburgh, Allegheny, Braddock, Homestead, Duquesne and Johnstown, the cities or towns in Pennsylvania where his employees live.

In this way Mr. Carnegie is rearing monuments for himself that will prove far more enduring than the one that will be constructed above his body, and which will be made of perishable brick and stone.

A BANNER YEAR FOR MINING.

It is becoming more and more evident that the year 1899 is a banner year for mining. Never before in the history of this neighborhood has more interest been taken in the industry, nor was there ever a more general inclination to make investments in both stocks and mines. The idle money is being taken from banks, safe deposit vaults and other hiding places and being invested where it will yield good returns. There is a great confidence prevalent that money put into mines is as safe as any other form of investment where reasonable precautions are taken. When investors are as careful when putting their money into mines as they are when purchasing real estate there will be fewer losses to chronicle. There is a great desire manifested to invest in legitimate mining. This has been shown in the several large deals that have been put through in Toronto and Montreal, which are now the Meccas of those who have good properties to place. In most of these deals the properties which changed hands were large ones. The deals for the Republic, the Payne and the B. C. were of this character. There were no chances taken in investing in these properties. They were in a position to ship and had large reserves of ore when they were acquired. In the case of the Payne and the Republic they had paid dividends before the recent change of ownership. Besides these mentioned there have been a number of transactions of a similar character but of smaller magnitude.

These transactions are but a reflection of the optimistic spirit that is abroad in the land. We all can remember the three or four years that followed the panic of 1893 when a pessimistic spirit prevailed, and when men seemed to cease all the forms of speculation except that of dealing in money. Then for awhile money was something more than king. For the last two and a half years money has kept getting easier and easier until now almost a climax has been reached and there is a fever on investment. While this desire is at its

height is the opportune time for those who have meritorious propositions, to float them and get them in a position so that they may be made to yield their wealth. The tide of mining investment is now on the flood and the opportunities which do not at all times exist are here and should be taken advantage of. It seems to us that the so-called boom that was to come through the interest that London was to take in the mines of British Columbia is a long time in coming. It may be, that we will all be considerably older than we are now before it will have arrived.

Toronto and Montreal are giving us the most substantial recognition that promises to produce a boom of no small proportions, and we should take full advantage of the generous and venturesome spirit that is shown by the people of the two greatest cities of Canada. When our cousins across the water finally make up their minds that this is a good place in which to invest, they will be compelled to go, in a number of instances, to the people of Toronto and Montreal for mines, and the residents of these two places will then have opportunities for selling out at a good profit. In the meanwhile the investments that have been made and that will be made during the present year in mines in this neighborhood are certain to result in great and lasting good to our mining interests.

SIR WILLIAM'S ADMIRATION.

It will be seen from an Associated Press dispatch, which appears in today's news columns, that Sir William Van Horne has admitted that old rails were laid on the Crow's Nest Pass line. To the press correspondent Sir William had very little to say, but what he did say was practically a confession that the charges made by The Miner in regard to the matter, were true. That is, he acknowledged that for the purpose of repairing its mountain division, on which the rails were found to be too light, the C. P. R. used money of the Canadian people, granted to the corporation expressly to build the Crow's Nest Pass road, while the old rails first laid on the main line, very many years ago, were taken up and carted over to do service on the Crow's Nest. The exchange was made without the knowledge of the people and we are charitable enough to suppose, without the connivance of the members of the government. As it was not authorized, it was, of course, accomplished in a secret, stealthy, surreptitious manner. It would not bear the light of day. It was done in the dark, or by the light of the moon.

When it is brought to light, however, and the managers of the C. P. R. know that they cannot successfully deny it, they adopt their usual tactics—i.e., brazen it out. They say that it was done with the best of intentions and, "to induce the people to swallow the pill, they coat it with sugared promises," when completed, it (namely, the Crow's Nest Pass road) will be just as good as the best sections of the main line.

When listening to C. P. R. promises with what force those lines in Macbeth must strike the people of Kootenay: "If 'twere done when 'tis don't, then 'twere well it were done quickly."

But the people are weary of promises, and they pine for performance. The eternal iteration of "we are going to do," has been ringing in their ears ever since that masterly rush of the C. P. R. into the Kootenays, when, after having reconnoitered for some years to see what would result from the courageous enterprise of Montana capitalists, it suddenly swooped down upon and deprived them of the fruits of their foresight and labor. Having successfully accomplished this singularly shrewd piece of sharp business, and feeling that they had the people at their mercy, they generously and benevolently said, "some day we will do something big." At stated intervals they have repeated this promise. They never seem to recognize that it may finally become stale, flat and even unprofitable to the people. Sir William is as bad as the rest in this respect, and yet we are given to understand that he is a man of genius and originality. Why does he not say something different from what Mr. Shaughnessy, Mr. White, Mr. Marpole and the whole host of minor officials are constantly uttering?

There is, however, a new note, a slight touch of humor, as it were, in the concluding words of yesterday's interview. In speaking of the Crow's Nest Pass road, he said that they would lay the heavy rails "as soon as we deem it wise to put them down." This is equivalent to saying in vulgar phraseology, "we shall put them down when we get good and ready." We suppose they will.

THE CORBIN CHARTER.

The last issue of the Vernon News contains an article on the Corbin charter which is a beautifully mixed up piece of special pleading for consideration for the interests of the Okanagan district and for exclusive railway transportation privileges for the C. P. R. in the Boundary Creek country. The territory which would be tapped by the proposed road, the article says, "is one which will soon team with a large mining population, and by the very nature of things the markets thus afforded for farm produce should belong to the agriculturists of this section." This is the text on which the editor builds up his entire argument. In other words he would have the Boundary Creek district with its growing population and progressive development remain for ever tributary for its agricultural supplies to that portion of the province of which Vernon is the capital. Surely this is a stupendous piece of selfishness not inferior to the best efforts, in this direction, of the C. P. R. itself. "Such a line as that proposed to be erected by Mr. Corbin," the article states, "would be unquestionably calculated to build up the industrial interests of Spokane, and help out the farmers south of the international line; but this would as-

surely be done at the expense of our own farmers and miners."

So the people of the Boundary are not only to be placed at the mercy of the C. P. R., as far as transportation is concerned, but they are to be compelled to purchase the products of the Okanagan farmers at whatever prices those farmers may choose to demand. It will, no doubt, strike the people of the district, whose interests are most in question, that no matter how rich their mineral properties may be they will not be able to work them at a very great profit to themselves if they are to pay five prices for everything they buy. Are we to be told that the people of the Okanagan district are so lacking in ordinary business enterprise that in addition to the tariff barrier already existing against American products they want such a policy of exclusion adopted in their favor as will make the bringing-in of the products of the farmers of the United States absolutely prohibitive? If this is the case now what may they not demand in the future?

But the article in continuing argues that Mr. Corbin's apparent liberality in not asking for a subsidy will not bear very close scrutiny, because he "simply asks access to the ore of the Boundary Creek country in order that he may haul them out to American smelters and haul in American produce to the consumers on this side of the line," and farther on it adds, "This road will do nothing towards developing an unopened district, as it touches no section which is not already traversed by the C. P. R."

Mr. Corbin's road is certainly being built to obtain as much of the transportation business of that country as possible, and, no doubt, it will haul material to whatever point on its line its patrons desire. It will lie with the mine owners to say where their ore is to be smelted, and if the Canadian smelters know their business they will certainly, with all the advantages of short haul and other considerations, be able to underbid the American companies. Mine owners will not send their ores to smelters in the United States from a mere matter of sentiment. To obtain the traffic there promises to be rivalry between the railway companies, and the people of the district will get the advantage. This is exactly what the Boundary Creek country people want. Were the C. P. R. to have the monopoly of the transportation they could demand what rates they chose, and those rates would have to be paid, and in addition to a railway monopoly they possessed a smelter monopoly the mining interests would, indeed, be at their mercy. It seems to us that the Corbin railway will, therefore, serve a most useful purpose and most decidedly assist in the development of the country.

Against its view the News admits "it is pitted the argument that the people of the Boundary Creek country would receive much benefit from the competition thus afforded." This, it says, may or may not be the case, and it warns its readers that the roads may combine to keep up rates. We would suggest that if high rates are to be feared through such a combine, they are much more to be feared, where there is a monopoly.

The most astonishing portion of this astonishing article, however, is in the following pitiful piece of pleading for the interests of the Okanagan, as opposed to that of the Boundary country and all the rest of the Province:

"In a general way it may be admitted that the more railroads we have the better; but there are exceptions to the rule, and such an exception occurs when the general or national interests suffer for the benefit of a single community, or where another district (such as the Okanagan) is impoverished in order that a neighboring section may reap some advantage. This is a principle everywhere recognized. Our tariff laws are framed in accordance with it; the government at Ottawa is bound to take a broad and comprehensive view when national interests are at stake, and this is a national question in every sense of the word. The Boundary Creek country has no reason to fear the future whatever the outcome of Mr. Corbin's fight for a charter may be. It is rich in mineral wealth, beyond all present knowledge, and its development by means of home railways and home smelters is already assured; it can well afford to take a wider view of the situation than that dictated by local interest, and it would be palpably unfair for it to ask other sections to sacrifice their permanent industries for its temporary gain."

We are to understand from this that it is to the interest of the Okanagan district that Mr. Corbin's railway should not be built, and that that the Boundary country which would be benefited by the line, is to forego that benefit because of national considerations, which are bound up in the advancement of the interests of the Okanagan farmers. This is peculiar reasoning, but it is the editor of the News who is responsible for it.

Okanagan asks the Boundary to take a broad and comprehensive view of the matter and not press for this road, because it would hurt Okanagan's interest, although it would be benefitting the people of Boundary. Does it not strike Okanagan that this is profoundly selfish?

ARE THEY PURCHASABLE?

Is the railway committee of the house of commons a purchasable body? Are the parliamentary representatives of the people of Canada in the market at so much per head? This is the question which the people of the Boundary Creek country are at present asking themselves, not without dread lest the suspicion, which has lately been excited in their minds, should prove a reality. The tension which it creates and from which they will not find relief until the matter of the Corbin charter has been decided one way or another at Ottawa, is infinitely more depressing than the realization of their worst fear could be. Once they know that their interests have been sacrificed, if it

should come to that, they will have a plain road before them. Their duty then will be to take such steps as they may legally do, to safeguard the interests which their representatives in parliament have knocked down to a bidder against whom they are just now unable to contend, if, indeed, their sense of principle would allow them to do so in the only manner which would be effectual.

The suspicion, in which we may say we do not share, that there is danger of jobbery to defeat the granting of this charter, is becoming universal in this district, and there is a rumor current in Grand Forks that an influential citizen there was warned by the agents of the C. P. R. that he and his fellow townsmen need expect no relief against the big corporation from the advent in the district of the Kettle River Valley railway, because a charter would never be granted to the Corbin company. The boast is said to have been made quite openly that money enough could be obtained to control the railway committee of the house of commons.

Now we are quite well aware that in the past the C. P. R. has manipulated that committee to suit its own purposes. We know that some years ago there was no concealment of the fact that in all railway matters, and especially in regard to those which affected the western portion of the Dominion, it controlled the government. It must be remembered, however, in particular excuse of those who were then at the head of the affairs of the Dominion that this western country was not, until a very recent period, well known to the great body of legislators in the east, and that the members of the cabinet even did not possess that acquaintance with the districts which the C. P. R. company was attempting to corner up, which qualified them to make a very good bargain for the country. The C. P. R. was able, partly through the cupidity and partly through the ignorance of the members of the house to obtain, what common decency should have prevented the granting of, had a complete realization, of what was being given away, been possessed by our representatives. To what actual extent this excuse can be made for the government of the past must, however, remain a matter of opinion.

But this excuse can never be urged for the members of any succeeding parliament. The immense value of the gold and silver territory of British Columbia has been proved beyond doubt, and today the most ignorant and obscure person within the wide limits of the Dominion knows something of the mineral richness of this province, and wants to know more. The members of the Dominion parliament cannot fairly plead the excuse of lack of information for anything they do.

When they are called upon to decide whether the C. P. R. shall possess a monopoly of the railway privileges of the Boundary district they will be expected to determine from absolute knowledge what is best for the country and its inhabitants. They will have to say whether, against the united protests of the whole Kootenay district, they will hand over, for years to come, the monopoly of the transportation, with all that that involves, to a company which has conducted a campaign of plunder from Fort William to Victoria, which has threatened with complete extinction communities daring to ask for justice or refusing to bow in abject submission to its dictates, which has wreaked by every species of violence known to a powerful corporation, their rights from the people, and which, to suit its own ends, has retarded or completely tied up the development of rich and fertile territories.

Will the railway committee do this at the dictation of the C. P. R., understanding the demands of the people for simple fair play. The settlers in the Boundary Creek country have gone in there in good faith, expecting that they would enjoy the fruits of their labor and skill. Surely the government would not make it possible for any corporation to take these people by the throat and demand their money or their commercial life.

It is no secret that the C. P. R. has made immense sums out of the sale of townships, large portions of which were granted to it for bringing its road to these places. It is no secret either that, in many instances, sore complaints were made against the corporation for its band-like manner of insisting on its portion. This has been one of the crying scandals connected with the construction of the line.

What have been the facts in this connection in the Boundary Creek district? In Grand Forks, in Cascade, in Greenwood, in Eholt? It would be well for the government to make enquiries of citizens of these places and in doing so to learn, in particular, what inducements for compliance, what threats in the event of refusal, were held out.

REPRESENTATION FOR KOOTENAY

It would appear from the tenor of the dispatch of our special correspondent at Ottawa, that there is little hope of obtaining, for some time to come, an additional member for this constituency, now represented in the House of Commons by Mr. Hewitt Bostock. Despite in need of additional parliamentary representation, and that the interests of the city of Victoria might quite well be left to one member, there is not enough public spirit in the Island members to concede the claims of the great mining district, and they may be expected to fight against any measure for a fair redistribution. The time has long gone by when the city of Victoria should be looked upon as the central point of the Province of British Columbia. We do not, for a moment, wish to depreciate its importance, or say a word look-

ing towards depriving it of any of its privileges, but the time is past when it it to be considered at the expense of the Province. It has been outstripped in population by Vancouver, and as a distributive center it must soon give place to the younger and more advantageously situated city on the mainland. In the future, when it will have been outclassed in size and commercial activity by many of the towns now springing up in the interior, it will continue to be of importance as the Provincial capital and to attract attention by its beautiful location and admirable climate. But there is no promise at present that it will be able to hold the position it now occupies in relation to the province. It is, too, an old established place, and its needs, from a standpoint of parliamentary representation, are well known and easily understood. On the mainland every thing is different, and especially is this so in the mineral region which is progressing with such rapidity. It is of supreme importance that these districts should have members in the house who thoroughly understand the new conditions which are constantly being created and should intelligently watch legislation which may affect their interests. The future prosperity of Victoria itself is involved with the proper development of the interior, and her citizens should be willing to forgo the luxury of a superfluous representative that the necessities of the rest of the province might be served.

EDITORIAL NOTES.

It is not for Canadians that the managers of the C. P. R. desire Canada to be reserved. They want it reserved for the Canadian Pacific railway.

Money spent in corrupting the railway committee of the House of Commons would be more usefully employed in the work of construction. It would render unnecessary the laying of old rails on the company's lines.

The Trail Creek News thinks that the people of British Columbia should not complain about the old rails on the Crow's Nest Pass road, because they say these rails afford a service which is better than walking. But the country did not give a subsidy of \$11,000 per mile for a service which is only better than walking.

A railway, the only merit of which is that it affords a service which can make the proud boast of being a better service than walking, will hardly recommend itself as a competitor of the splendidly constructed and equipped American lines. The Canadian people will not consider that they have obtained much value for the outlay of an immense amount of money if this is all they have received.

At the present time there is no provision in Rossland for the registration here of births, deaths and marriages. It has generally been found difficult to collect these statistics satisfactorily under favorable conditions, and it is most unreasonable that the returns should be made to Nelson. It must be charitably supposed that the government has been so occupied with its internal affairs that matters of this sort have been overlooked. It should only be necessary to call the attention of the authorities to the matter to have it remedied. The city clerk should be appointed registrar forthwith.

The mayor, in a letter addressed to the Provincial Premier, points out the present highly unsatisfactory cemetery arrangements in this city. It is simply scandalous that the condition of affairs referred to by his worship, should long continue. If the attorney-general can grant the city authorities any relief in the matter he should do so promptly. It is surely bad enough to have a large section of the best building lots in the city so tied up in litigation that no title to them can be given, but Rossland should at least be in a position to grant a decent permanent resting place to her dead.

The War Eagle after a long period, during which it shipped but little ore, has again got down to business and is sending large consignments to the smelter. Should it keep up the record made in the past two days there will result a banner year for shipments. Now that this property has increased its output there may be looked for a gradual increase till the shipments will be much greater than they ever have been before. This will increase the number of men employed in the mines and make a business better for the merchants. There has been some complaint amongst them lately on account of business being a shade dull. This, it is hoped, will not be the case in the future, as when the mines are sending over 3,500 tons of ore per week to the smelters it is certain that it has a beneficial effect on the entire community. The payroll is, after all, the thing that keeps the wheels of commerce in motion in a mining camp.

The publication in this paper of the lectures delivered in the School of Mines by experts in the several departments of mining and in the reduction of ores, has caused an increased demand for these issues containing them. There is a growing demand for this class of knowledge throughout the Kootenays and elsewhere, and therefore the desire of the management of The Miner is to secure more of a like nature. Mining men are, therefore, cordially invited to contribute articles of interest to the columns of this paper. The columns may also be considered as open for the discussion of subjects which in any manner affect the mining industry. There should be more interchanging of ideas among mining men, as it will result beneficially to the mining interests, as well as keep those engaged in the industry in better touch with all that is up-to-date in their calling.

One company alone ordered 4,000 copies of the Rossland Miner's map of the camp. There are only a few left. The price has been reduced to 50 cents.

ALL SORTS

C. P. R. Employ
Because

GREENWOOD

An Englishman
the Purpose
A Mountain
brook—Other

The Fernie Press has the statement that the resigned his position as the Crow's Nest Pass the Yukon.
Two Indians found three fine silver pieces about \$100 for the \$80 post on the Yukon.
F. W. Jones, Whyte of the C. position. Mr. J. pointment of sec the Columbia River which William with headquarters.
Several men were in and around the loops, left the camp, let the reason given for pay.
Mrs. F. L. Ch bookkeeper for a and mouth of the shot herself at her was handling a W. accidentally discharged her foot. The woman was dangerous.
Nelson schools over 200 people room each week. The best lots are let at \$3,000 to the way of the East the publisher of the and now the Miner sheriff—Nelson E. Justice Rochus should have his name remembered by Columbia. He speaks decent language at ladies could not help said.
The statement is liable authority the smelter in the Bout 20th instant.

A. E. Leatham means, who had been a gro house for several last week with his guide, for the Bridge river, after and, unfortunately, some of the animals assortment in that a party or two were have, have never been. The body of a resident of lower Friday, in his cabin, recently Pentecost and evidently occurred from the fact that was found in close to an inquest was conducted.
A blacksmith named in McEllan's camp, robbed of over \$200, proprietor of the Foust is wanted by police.
P. Burns & Co. 800 brick building. The Bank of Montreal and Commerce which have branch Greenwood, are each increase in business in it is said that about trees are to be sent district this spring, particularly adapted all kinds of fruit, that in years to come will be dotted with some.
A mountain lion is everything in sight at by A. Shelton, to chickens. He a Tuesday afternoon who gave the alarm weapons in Crow's and A. Good, and Camp, a club, J. B. dog pistol, M. McN in pursuit and soon mal, who had turned growth of undergrowth fired to drive him off this not proving effect the attack. The lion but a well directed him hours de combat ture adorn the Crow Cranbrook Herald.

Rev Dr. Paget, re Muscatine, Iowa, is St. Peter's parish, News-Advertiser, a new duties the first Paget is the author Ideal of the Priest Other Sermons," an publications. The Archdeacon Pentecost pointment has recognition of Revelstoke been heartily concurred.

FROM THE
Tran
A. B. Clabon to interest in the Cadogan claims on Sheep Creek.
Wm. R. White by attorney in fact, to company, limited, 1 penter mining claim \$1.
Thomas Lapslie, a dian company, 45 C. B. Lord to Rossland mineral claim on J. E. Mills to C. C. est in the Beaver national mineral claim \$1.
James McKay to Queen and Grand on Sullivan creek, C. A. Bakwin to White Bird mineral claim Kootenay, \$1.
Receipts in
To James C. Port mineral claim, \$100.
General Pow Wm. R. White to Certificate
To Thomas Lapslie on the Carpenter claim.
To Wm. Davis, on claim.
To F. R. Block fractional mineral claim.
To J. E. Miller, on fractional claim.
To C. H. Doughty mineral claim.
To Thomas Peacock mineral claim.
To James Chamber mineral claim, to from April 13th, 1899.

Only a few left. map of Rossland ca 50 cents.