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A CHAT WITH PAUL E. JOHNSON

SAYS THE GREENWOOD SMELTER WILL START ON AUGUST 1st.

The Plant Was Ordered During a Recent Eastern Visit—Smelter Charges Will Be Low.

Mr. Paul E. Johnson arrived in the city Saturday from Greenwood. He is the general manager of the British Columbia Copper company's smelter at Greenwood...

"I returned from the east 14 days since, and while in New York, ordered the machinery for the smelter of the Edward P. Allis company of Milwaukee...

"I also visited Montreal and interviewed Mr. T. G. Shaughnessy of the C. P. R., in relation to the cost of the haulage of ore and coke. He gave me very reasonable figures. We can lay down Crow's Nest coke in Greenwood for half the price which the English coke used to cost in Nelson when I was in charge of the smelter there...

Mr. Johnson is en route for Madera, in Southern California. The California Copper company, which is controlled by the same people who are in the ascendancy in the British Columbia Copper company, has just finished a smelter there, and it was blown in on the 1st of March for the first time. He is going down to overlook the plant. It was built under plans drawn by Mr. Johnson. He will return in 14 days. The Madera smelter starts with a capacity of 150 tons per day in one furnace, but the plan is so laid out that four additional furnaces can be added. The companies has some very large bodies of copper ore to draw from, and it will not be long before additional furnaces will be added. The ore is 67 per cent copper, and the vein is 30 feet wide. It is one of the largest copper propositions in California.

FROM THE FRONT.

A Letter Written by Mr. Duncan Campbell from Springfield.

A letter has been received from Mr. Duncan Campbell, from Springfield, South Africa. He is a cousin of Mr. A. Lorne Becher of this city, and first lieutenant in the Second Lancashire. It is as follows: Springfield Store, Jan. 13.—We arrived in Cape Town on the 19th of December, after an uneventful voyage, broken very pleasantly by a six hours stay in Maderia, which is a most delightful place. We transhipped into the Kosmos steamer at the Cape and sailed up the west coast to Durban, arriving here in the day on the 23rd. We immediately disembarked and trained up to Estcourt. There we stayed till January 6th. Our time while there was very fully occupied, and we were kept at work manoeuvring. There was also rather heavy outpost work, and one was very lucky if he got five nights a week in bed. I spent some very uncomfortable nights, as it is now the rainy season here, and never have I seen such torrents. I very soon got accustomed to it, and can do my spell of sleep in a puddle of water quite comfortably now. On December 27th I had a good time going up the Cheiveley with an armoured train in command of an escort of 150,000 rounds of ammunition for the 6th brigade. It poured with rain on the way back, and as we were fairly swimming in it. As soon as we got in our line of communications I wired to Frere and got a cattle truck, which we hitched to the train, and so got in quite comfortably to Estcourt at about 12 midnight. We got on our orders on the evening of the 8th, and at 3 a. m. on the 9th, the whole 8th division moved out, consisting of the following: 28th, 29th, 6th, 61st and 78th batteries of field artillery, the 81st being a howitzer battery. The Middlesex, Dorset, Somerset, York and Lancashire and 2nd Lancashire Fusiliers; a full hospital, an ammunition column, 14th Hussars, supply column, supply pack, 37th company R. E. with 30 ox wagons, each wagon having 16 oxen, carrying 24 pontoons and bridge material; 90 stretcher bearers, two 4.7 naval guns, and six 12-pound naval guns, and three squadrons of the Imperial Light Horse, the column covering some eight miles.

On arriving at Bushman river we found it to be in flood, and this caused a delay of three hours in a pouring rain. We arrived at Frere late that night. Left next morning and marched till 3 next morning, had two hours sleep and came on to Springfield. Got rid of the Boers very easily there, and crossed the bridge, which the enemy did not have time to blow up, and came on about two miles. where we are now. Springfield, which is not marked, is on the Little Tugela, about 15 miles as the crow flies northwest from Frere. Tomorrow we expect to attack the enemy's right flank, which rests on the Big Tugela, about three miles ahead, their left flank being east of Coenoso. It is very sickening reading the opinions of amateur soldiers at home. They talk very glibly of the inferiority of our artillery, totally disregarding the fact that we are the attackers, and consequently have and will for weeks to come, be compelled to use field artillery against guns of position. Our siege train will be in position in another week, and I imagine that then a different tale will be told. Up to the present the Boers have outnumbered us, but the arrival of the 6th division will place us slightly in the majority. Their positions have to be seen to be realized. Semicircular ranges of hills, guarded on their flanks by natural obstacles, a river and a perfectly clear field of fire of some 1,500 yards. Their present position is in front of us. The Boers' artillery is posted on a high hill. Their front is strongly entrenched. The advanced post is practically of no use to them, as it is covered by the British artillery. There are three fords to the river. If our howitzers do their duty we should be able to enfilade them from our right flank. If we can get by here, there are no further great natural obstructions between us and Ladysmith. I am in grand condition. I was feeling a little pulled down when I left England, it never seemed to agree with me there. The second lieutenant of promotion are here transferred to another battalion, of which I am exceedingly glad, as I wish to stay on with this battalion until I get some special service. On the day following the sending of this letter, a dispatch was received by Mr. Lorne Becher, stating that Lieut. Campbell had been wounded in action.

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NEWS FROM NOME

Late Arrivals Bring the Winter's News From the Arctic Mining Camp.

In the Dawson Daily News, which two days before published the first news from Cape Nome, is a letter from F. A. Strong, a well known newspaper man, at Cape Nome, in which he says: Considerable prospecting will be carried on this winter. Many miners have an idea, whether tenable or otherwise, of prospecting only will determine, that at and below low water mark the richest sands will be found. Therefore, as soon as the ice is solidly frozen to the bottom of the shore they will begin prospecting, and their work will be watched with interest, inasmuch as it will tend to solve a much vexed question as to the origin of gold in beach sands. Prospecting in the tundra warrants the belief that it is impregnated with gold much in the same manner as the beach.

Tundra prospecting has not, as yet been carried on extensively, owing to the difficulties encountered in sinking to bedrock on account of water. The ground is found frozen to an unknown depth, the same as in the Klondike, and if it should prove rich an area of country will be developed that will be greater than a score of Klondikes rolled into one. From what has already been done, it is reasonable to predict that the tundra will prove very rich. Big prospects have been found in dozens of places, right from the grass roots, but the weather has not yet been sufficiently cold to enable bedrock to be reached. Work now in progress will demonstrate the value of the tundra from a mining standpoint.

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Near low water mark, bedrock is reached at a depth varying from eight to eighteen inches; back toward the tundra the depth to bedrock runs from four to six feet. There are three distinct kinds of bedrock; first a sort of quicksand-clay formation, near the sea; next, a gray sand-bedrock, and third, a blue-gray, gelatinous kind which has a strong odor somewhat resembling bilge water. The richest deposits are found on the latter bedrock. It is a mistake to suppose that ruby sand is distributed everywhere. It is not, and some of the richest sands do not carry the ruby variety at all. Some of the finds in the Nome district have been phenomenal; nuggets worth as high as \$30 have been found, while those worth from \$1 to \$5 each have been common. Men who could not make at least \$25 a day accounted the ground but poor diggings; \$10 a day ground was not considered worth wasting time on. As much as \$200 a day to the man was taken out, and in not a few instances cases are reported where two men rocked out \$600 in a single day of ten hours.

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NORTHERN PACIFIC THE FAST LINE TO ALL POINTS The Dining Car Route Via Yellowstone Park

Solid Vestibule Trains Equipped with Pullman Palace Cars, Elegant Dining Cars, Modern Day Coaches, Tourist Sleeping Cars

THE ONLY LINE EAST VIA SALT LAKE AND DENVER. SHORTEST AND QUICKEST ROUTE

Table with columns: Leaves Daily, Spokane Time Schedule, Arrives Daily

STEAMER LINES. San Francisco-Portland Route. STEAMSHIP SALES FROM AINSWORTH DOCK, Portland, at 8:30 p. m.

East West THE SURVEYS CHAIN MADE IT THE SHORTEST Transcontinental Route.

Through the GRANDER SCENERY in America by Daylight. Attractive tours during the season of navigation on Great Lakes via Duluth in connection with the magnificent passenger steamers Northwest and Island.

Kootenay Railway & Navigation Company Limited OPERATING Kaslo & Slocan Railway-International Navigation & Trading Company.

Spokane Falls & Northern Nelson & Fort Sheppard R'y RED MOUNTAIN RAILWAY The Only Direct Route to Nelson. Kaslo, Kootenay Lake and Slocan Points.

THE PIONEER LIMITED "AS OTHERS SEE US" "Nothing richer has ever been produced by any railroad."

Atlantic S.S. Lines FROM PORTLAND, ME. Allon Line, California, Feb. 25; Dominion Line, D. mission, March 3; Allon Line, Mongolian, March 7; Allon Line, Cambroman, March 8; Dominion Line, Cambroman, March 10

VICTORIA. But one small fire occurred during the month of February, a slight blaze on the roof of the Vancouver hotel—loss, \$10. The voters of South Victoria will meet at the Royal Oak on Friday, the 10th, for the purpose of selecting a farmers' candidate to contest the constituency in the forthcoming provincial election.

Canadian Pacific Nav. Co (LIMITED) Time Table No. 47, taking effect Jan. 1st, 1900. VANCOUVER ROUTE. Victoria to Vancouver—Daily, except Monday at 7 o'clock a. m. Sunday at 11 o'clock p. m.

NORTHERN ROUTE. Steamships of this company will leave for Port Simpson and intermediate ports via Vancouver, the 1st and 15th of each month at 8 o'clock a. m. and for Skidgate on each month.

S. S. INTERNATIONAL. Leaves Kaslo for Nelson at 6 a. m. daily, except Sunday. Returning, leaves Nelson at 4:30 p. m., calling at Balfour, Pilot Bay, Ainsworth, and all way points.

S. S. ALBERTA LARDO-DUNCAN DIVISION Steamer "Alberta" leaves Kaslo for Lardo and Argentina at 8:30 p. m. Wednesdays. Steamers call at principal landings in both directions, and at other points when signalled. Tickets sold to all points in Canada and the United States.