

# Rossland Weekly Miner.

Published Every Thursday by the  
ROSSLAND MINER PRINTING & PUBLISHING CO.  
LIMITED LIABILITY.  
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LONDON OFFICE:  
J. WALKER, 24 Coleman Street, London.

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SPOKANE OFFICE:  
ALEXANDER & Co., Advertising Agents, Room  
F First National Bank Building.

EASTERN AGENT:  
EMANUEL KATZ, 20 Temple Court, New York

THE SUBSCRIPTION PRICE OF THE WEEKLY  
ROSSLAND MINER for all points in the United  
States & Canada is Two Dollars a year or One  
Dollar and Twenty-five Cents for six months;  
or all other countries Three Dollars a year—in  
advance. The subscription price of the  
DAILY MINER is \$1 per month, \$5 for  
six months or \$10 for one year, foreign \$12.50  
also in advance.

## MR. LALONDE FOR MAYOR.

The strong effort made to induce Mr. C. O. Lalonde to allow himself to be put in nomination for the mayoralty has finally been successful, and he yesterday intimated to some of his friends that he will stand for the office. Mr. Lalonde's reluctance to fill the position of chief magistrate can be quite readily understood. It means that for a whole year an immense demand will be made upon his time by the business of the city to the complete neglect almost of his own private affairs. As he is not a man of much wealth this is a matter of great importance to him, as it not only will necessitate the employment in his business of additional hands, but it will deprive his affairs of his personal attention and supervision which is always the best guarantee of continued success. That he has consented, however, in the face of these serious objections to offer his services for the next year to the municipality is a proof of his high conception of duty to the community and of his loyalty to the interests of the town of which he has always been one of the best and most enterprising citizens. That he should be willing to sacrifice his time and his own personal interests for those of the town ought to win for him the support of every ratepayer who is anxious to see the affairs of the municipality under the management of capable and conscientious men.

Mr. Lalonde's career as a citizen of Rossland has, it is not too much to say, been one of more usefulness to the city than that of any other individual resident. He was here in the early days, before the city obtained its charter, and it is a well-known fact that he actually advanced the necessary money to obtain for its incorporation. It was in consequence of his public spiritedness and well recognized business capacity that he was induced to accept the nomination in the first contest for the mayoralty and behind him on that occasion were the best citizens of the town. Next year he was elected to the council by acclamation and as chairman of the board of works he pursued a policy in road building and sidewalk which gave to the city practically all that it possesses in these respects of good today. In the next council, to which he was elected by an overwhelming majority, besides being chairman of one of the most important committees he acted as chairman of the finance board, the actual chairman of which was absent for the greater portion of the year.

Mr. Lalonde's career in the council was marked by exceptional ability, energy and fairness. He made it his business to see that the town, as a whole, was properly served and not the selfish interests of a section or a class. His experience in municipal affairs previous to his arrival in Rossland, his ready grasp of the needs of the city and his promptness to serve them made him the most valuable alderman that this city probably has sent to its council board. The knowledge which he acquired of local affairs during his two terms as alderman have fitted him as we think we are safe in saying, no man in Rossland is fitted to discharge the duties of the mayoralty. It is well known that Mr. Lalonde will have nothing whatsoever to do with cliques or jobs and that he may be absolutely relied on to carry into effect as far as the power lies with him to do so a policy for the benefit of the people.

But Mr. Lalonde has served the city otherwise than as an alderman. Since 1896 he has been a school trustee and it is largely, in fact, chiefly owing to him that the system of schools in Rossland is in the comparatively good condition it is today. With a persistency, which could not have been greater had his own private interests been involved, he kept impressing upon the government, our needs in this respect and time and again he forced concessions from them which were the result of his insistence rather than their desire to do justice by the community.

He, in conjunction with Mr. Archibald Cameron and Mr. Edwin Durant, was the leading spirit in establishing the school of mines which has lately been subsidized by the government and which may be expected from this time on to be one of the best and most notable institutions of Rossland. Had it not been for Mr. Lalonde and his two associates this institution would not have obtained the hold it has, or become what it undoubtedly now will become, one of the best features of our town life, because it is the beginning of what we hope to have here finally, institutions of higher learning. Mr. Lalonde was chosen president of the school and remains this position still, although it has

been taken under the wing of the province. The community at large has shown its confidence and high opinion of Mr. Lalonde by placing him in many positions of honor and importance, among which might be mentioned the presidency of the Board of Trade, which he now occupies.

## THE MAYORALTY CAMPAIGN.

The definite announcement that Mr. C. O. Lalonde is in the field for the mayoralty will be received with the largest measure of satisfaction by all classes of citizens. The feeling is almost universal in the community that if public services in the past, knowledge of the city's requirements, and capability for the office constitute any claim on the position then Mr. Lalonde possesses a paramount title. So thoroughly, in fact, is this opinion concurred in that no one who has ever served the municipality at the council board would for a moment entertain the idea of opposing him or even of accepting nomination while there was any probability that he would be a candidate. His record as an alderman for two consecutive years has gained for him the respect and admiration of all classes of the community. The proper discharge of the duties of his office as a councillor was with him a matter of first importance, and during the two terms which he served he gave more attention to the business of the city than he did to his own. The consequence was that during those two years the affairs of the corporation were more thoroughly looked after than either before or since. With a comprehensive grasp of the city's business, and with the practical ability of which he is possessed it would be unwise at the present juncture for the citizens to lend their countenance to any opposition to his candidature. Mr. Lalonde, when elected, will be the representative of all classes to a degree which no mayor has heretofore been in Rossland; he will not only put into effect a vigorous and progressive policy, but he will fill the position with that dignity which the office demands. Of his return there is not the slightest doubt. All classes of citizens have signified their intention of voting and working for him, and the only question will be one of majority.

## THE MUNICIPAL CAMPAIGN.

The municipal campaign in Rossland has been formally begun by the announcements on the part of Mr. C. O. Lalonde and Mr. H. Daniel that they are in the field seeking the suffrages of the ratepayers for the office of mayor. As the elections are yet two weeks distant we may expect to see the usual number of candidates for the aldermanic office in the running by nomination day. It seems to us that between the candidates for the mayoralty there should be no possible doubt as to the choice made by the citizens. They want, it is reasonable to assume, their municipal affairs prudently and wisely conducted, and that this may be the case it is absolutely necessary that they should have a chief magistrate who has had experience as a member of the city government; one who knows by personal knowledge and experience the requirements of the community and who possesses the practical ability to satisfy these requirements. From this standpoint, and it ought to be the only reasonable one in considering this question of selecting a mayor, everything is favorable to Mr. Lalonde. He is one of the oldest residents of the town and one of the most intelligent and progressive. He commands not only the respect but the absolute confidence of every member of every class in the community. It goes without saying that with Mr. Lalonde in the mayor's chair the people would be absolutely satisfied with the honest intention of every action of the council which had received his endorsement. This would be so, not only because of his unquestioned integrity, but because of the knowledge which he has of our civic affairs and the capabilities he possesses to deal with them.

On the other hand Mr. Daniel, who is a most estimable citizen, and whose private character is a guarantee that any public trust committed to him would be administered in the most faithful manner, has had no municipal experience whatsoever, either in Rossland or elsewhere. He has never served on any aldermanic board nor has he ever had any experience of civic government more than that which can be acquired by the most ordinary observer. He is a young man, and his youth necessarily argues inexperience. We have the fullest possible belief that Mr. Daniel would make a capital alderman, and two of three years' training at the council board at that capacity would fit him to fill the position to which he now aspires with signal ability. Let him, however, fit himself for the position of first magistrate by first serving his apprenticeship in a subordinate position. The duties to be discharged by the mayor of this city are too vitally important to be entrusted to the direction of an inexperienced man, no matter how honest he may be or how capable in ordinary business affairs.

## LARDO-DUNCAN RAILWAY.

The news that the Canadian Pacific railway has let a contract or a large number of ties to be used in the construction of the Lardo-Duncan branch will be cheering to those who are interested in the development of that country. It is one of the

richest silver-lead regions in British Columbia and the miners there, while developing their properties, have long and anxiously awaited the advent of a railway. Many of the mines there have reached an advanced stage of development, and once the railroad is finished the output should assume considerable magnitude.

There are a number of applications to be made to the provincial legislature for charters to build railways, and the coming year promises to show considerable activity in railway building. Every facility should be afforded those who are in earnest about constructing these iron highways, but the legislature should not show even a fair face to the mere charter monger. We must have railroads in order that the country may be developed, and the more seekers there are after charters who mean business the better.

## AUSTRALIAN FEDERATION.

In this issue is published an account of the federation of the Australian colonies. The newly formed federal government commences business today, and the consolidation of these colonies marks a new era in their progress, for in union there is strength. With a population which is made up largely of people of British ancestry, with a territory which is larger than the United States by 33,000,000 miles, and a population of about 4,000,000, a greater destiny awaits this portion of the British Empire than could be the case were they isolated colonies with tariffs which restricted the trade between them, and which gave rise to jealousies and not a little unfriendly rivalry. The progress of Australasia, peopled as it is with a progressive citizenry, who are energetic and enterprising, it is certain that their progress from a merely local or colonial standpoint, will be very rapid. Viewing it from the point of vision of imperialism, however, it strengthens the chain of colonies which Britain has established around the world. While it is true that the statesmanship of the Empire has not yet formulated a plan for the closer federation which meets with the approval of all the colonies, still when the time comes for it the man to formulate such a plan will come with the occasion and the union will be such as to suit all. It is, after all, a simple matter, as it is like a man who takes his grown-up sons into partnership with him. While the question of imperial federation has not yet assumed form of proportion, there is no question about the warm patriotic sentiment which exists in Australasia and the other colonies. We have had a splendid display of this during the war in South Africa. Where such patriotism exists, the mere matter of binding the colonies closer to Great Britain in some stronger form of political union than at present exists will be a comparatively easy matter. This will be a task for the great statesmen of the Empire to perform during the early part of this, the Twentieth Century.

## THE CIVIC NOMINATIONS.

With nomination day for candidates for the offices of mayor and councilmen less than two weeks distant it behooves the citizens, who are interested in having a good board to conduct their municipal affairs, during the coming year, to bestir themselves and bring out good and reliable men for the council. So far we have but one aldermanic candidate in the field, Mr. McKinnon, who has offered himself to the ratepayers for ward No. 2. The desirability, in fact the absolute necessity, of electing a council which will be in sympathy with the progressive, yet economical policy, which will be inaugurated by Mr. Lalonde in his capacity as mayor during the next year, must be manifest to all. It will not do for the citizens to simply concentrate their efforts on the election of Mr. Lalonde, for while the placing of him in the office of chief magistrate is a vital necessity in the interest of good government during the next twelve months, still it is only right and fair that he should have assistants in sympathy with his policy and who will act vigorously in helping to carry it into effect. It is, however, to be hoped that during the present week we will see a number of capable men in each ward offering their services to the electors as councilmen on the next board.

The great majority of citizens of every class would be pleased to find that Mr. Daniel had reconsidered his rash resolve to stand for the mayoralty and would decide to fit himself for this position by first serving a term or two as councillor. This would save the trouble and expense of a contest and would allow Mr. Lalonde to be returned by acclamation. It would besides gain for Mr. Daniel not a little credit with the citizens—credit for good judgment and a frank recognition of his present unfitness for the position, owing to his inexperience, and therefore inferiority of municipal affairs, which, however, would be remedied by a year or two's apprenticeship in the council, as well as winning for him a character for generous deference to an older, more experienced and more capable man, a man, in whom the citizens have the utmost confidence, who they know will give them good civic administration and whom they intend to elect.

We think that it would be the gravest kind of error for a city like Rossland to mediate for one moment the selection of an inexperienced man like Mr. Daniel as its chief magistrate. No matter how capable Mr. Daniel may be in the ordinary lines of business, no matter how much credit he may be given for a desire to

serve the city faithfully and well, his inexperience, at every point during the year would prove an insuperable obstacle to the proper conduct by him of the civic government. It would be impossible for him, with his absolutely limited knowledge of affairs, to inaugurate a vigorous policy or keep down the expenses to a reasonable level. We have not a few instances in Canada of the folly committed by cities in electing inexperienced men to this important position. There is perhaps no more glaring instance of this than the return of W. H. Howland as mayor of Toronto. Mr. Howland was a business man of considerable capacity. He was regarded as strictly honest and upright in all his dealings, and he was selected by the people because of his reputation for the possession of these qualities. He had no experience, however, of municipal affairs, and after his second term of office it was discovered that through his incapacity for the position, simply by reason of his inexperience, his administration had cost the city hundreds of thousands of dollars.

## A SATISFACTORY SHOWING.

The mines of this camp produced \$3,500,000 in the year just ended, and for the seven years, commencing in 1894, the total output was \$13,210,730. There are few camps in any country that have made better showings in the first seven years of their existence than this. It is true that Cripple Creek, where the ores are very rich and more easily mined than they are here made more rapid strides and reached a larger production in less times than was the case here. There is this difference, we believe between this and Cripple Creek and like very rich camps, that our mines will last longer and the produce in the end will be much greater than theirs. The country rock here is more than ordinarily hard and it takes time and considerable money to open up a property, but the ore bodies widen out and become larger and more easily and economically mined at depth than near the surface. All the conditions here are favorable to deep mining for the reasons that there is but little water to contend with and the heat is not very great at depth, and hence it is believed that the mines can be worked to a depth of about 6,000 feet at a profit.

The production of about \$3,500,000, as large as it was, we believe, will be greatly increased during the present year. It can be said with truth that the larger mines of the camp spent a considerable portion of their energies during the year in putting in big power plants, deepening their workings, and in fact, in getting ready to mine on a much larger scale than heretofore. The smelters at Trail and Northport, to which all the ore of the Rossland mines is sent for treatment, are engaged in doubling their capacity for reducing ore and it now looks as though both mines and smelters are ready for a banner year. It is palpable, therefore, that the output this year will, unless unforeseen circumstances occur, reach at least 500,000 tons against 221,902 tons for last year, and it is within the range of possibilities that the output will equal the total previous production.

The residents of Rossland may, therefore, look forward to one of the most prosperous years that they have ever experienced, during 1901. It will witness a large increase in the payroll, a good-sized addition to the population and an augmented business for merchants of all kinds. This prosperity will keep on increasing for many years to come and before we realize it we will have become as great as Butte, the wonderful gold-copper camp of Montana.

## A SCHOOLMASTER NEEDED.

There seems to be need of a schoolmaster armed with a geography in Winnipeg. The Free Press says: "Beginning January 1, an automobile line will be put in operation between Dawson and Grand Forks, B.C." Perhaps the Free Press man means an airship line; or perhaps the author of the Edmonton trail to the Klondike has secured a "sit" on the Free Press.

## Married Last Evening.

Mr. Alex. Dunlop and Jeannie Taylor were joined in the holy bonds of matrimony last evening. The ceremony took place at the home of Mr. John Dunlop on Kootenay avenue, and was performed by the Rev. W. T. Shackhouse. A large number of the friends of the high contracting parties were in attendance and participated in the sumptuous wedding feast. The happy couple will take up their residence in their home on the corner of Columbia avenue and Georgia street. Mr. Dunlop is a contractor and carpenter and has many friends in this city, while his bride is a popular young Rossland lady.

## Cairns-Maybee.

Mr. Robert Cairns and Mary Amanda Maybee were married last evening. The ceremony took place at the residence of Mr. James Burdette on Washington street. Mr. Cairns is an engineer on the Canadian Pacific railway, and was formerly a resident of Oxford, Ont. Rev. W. T. Shackhouse performed the ceremony. Mr. and Mrs. Cairns will reside at Trail.

## VELVET (ROSSLAND) MINE.

### Captain James Morrie's Report on Its Present Condition.

Captain James Morrie, M. I. M. M., consulting engineer for the New Gold Fields of British Columbia, who visited the camp last summer and fall, on his return to London issued the following to the shareholders of the Velvet (Rossland) Mines, Limited:

Formation.—The general formation of the country rock surrounding the veins belongs to the granite family commonly known in this district as gabbro, essentially of an igneous origin and character. Through this formation, running in different directions, more particularly having a north and south course, there are porphyry dykes plainly visible, and showing very conclusive evidences of large mineral deposits in them. Practically the whole country rock in and surrounding these dykes is more or less mineralized, iron and copper sulphides predominating. In my opinion these conditions point very conclusively to the presence of large ore deposits which, I think, will undoubtedly be met with at different points when the mine is more fully developed.

Character of the Veins and Ore Bodies.—The veins are, I think, best described as "replacement veins," that is by the replacement of heated water or minerals in solution replacing or dissolving the country rock, and filling up the fractures or fissures caused thereby with minerals, more particularly copper and iron pyrites. In places these mineral deposits are very pronounced and massive, carrying very high values in both gold and copper; and in one point in particular, viz. the 300-foot level—the deepest point yet reached in the mine—I was very much impressed with the massive ore deposit met with, which I found to be fully 15 feet wide, about 6 feet of which is practically solid iron and copper pyrites. Seams or bands of almost pure chalcopryite varying in thickness from 6 inches up to 18 inches are met with in this ore deposit, which, as assays gave as high as 2.88 ounces gold, 3.6 ounces silver and 30.45 per cent copper; or a total value of about \$30 per ton of 2,000 pounds. With reference to these ore bodies I may say that I am of the opinion that as a rule they will be somewhat irregular in their general character, consequently no general fixed or fast rule for their size or occurrence can be laid down, and it is practically impossible to give anything like definite estimates of the contents or value of such deposits. In my experience of such mining I have invariably found that these segregated veins or ore deposits have been very productive and maintain their character and values to very great depths, and though they may not be regarded to be so reliable as what are known as "true fissure veins," I believe I am safe in saying that the large irregular masses of mineral deposits of the world such as these hold the premier position.

Development, Present and Future.—The development up to the present consists of sinking the main shaft to a depth of 350 feet, and the installation of a 100-horse power engine on the vein at the 100-foot level, north and south, total drive at this level 350 feet. At the 100-foot level drives and cross-drives 528 feet. At the 250-foot level drives and cross-drives 388 feet. At the 300-foot level 688 feet. In the main shaft to a depth of 350 feet, levels mentioned 450 feet. Main shaft level 554 feet. Prospecting shaft and costaining trench work 250 feet, or a total footage of 3,400 feet. I may remark that the development referred to has opened up and exposed a large amount of both first class shipping and concentrating ore, but owing to the very irregular character of the vein and ore bodies, it is a very difficult matter to give detailed estimates of the amount of ore in sight, but I am of opinion that after giving due allowance for possible and reasonable contingencies, there are upwards of 100,000 tons of first class shipping and concentrating ore available, which I estimate will yield in the aggregate of \$20, or \$24 per ton.

In referring to the development up to the present, I can only say that this work has been carried on under the most difficult and costly circumstances, owing to the very nature of the country rock, the mine, and the difficult means of access. The only means of reaching the property and getting in supplies for the mine was by a very rough mountain trail, over which it was practically impossible to transport the heavy machinery, which is absolutely necessary for a proper system of rapid development of the mine. I am pleased, however, to say that, to a great extent, the difficulty of access and transport to the mine has been removed by the building and completion of a wagon road from the nearest railway point to the mine, a distance of about 10 miles. This road is now open for traffic, and other supplies are now being hauled to the mine. A new compressor plant of 15-horse power is now in course of erection. When this is completed the development of the mine will be proceeded with vigorously by sinking the main shaft to the 400-foot and 500-foot levels, and opening out drives and cross-drives at these points. Other points in the mine will also be developed and opened up for stopping out of ore, and while this is being done the necessary preparations on the surface for handling and disposing of large quantities of ore and debris will be carried out by the erection of a new winding plant capable of handling large quantities of ore, and such other work as may be necessary. Further the construction of a sorting house for the purpose of sorting the ore as it is hauled up out of the mine, also ore bins for the first class ore, and properly constructed floors for the stacking of the second class ore will be proceeded with. The erection of a concentrating plant is also anticipated.

Up to the present the development of the mine has been carried on through a small prospecting shaft sunk on the camp side of the vein from the surface to the 100-foot level, and from this point to the 300-foot level vertical. This shaft being very small and crooked from the surface to the 100-foot level, was both unsafe and totally inadequate for the present requirements of the mine, and to remedy this a new main vertical shaft is being sunk from the surface. This new shaft connects with the old shaft just below the 100-foot level, and the old one from this point to the 300-foot level forms part of the new shaft. By cutting down and straightening this the whole will form one main three-compartment shaft, 12 feet long by 5 feet

wide. Through this shaft a large amount of ore and debris can be hauled, and a new station steam, or compressed air, pump will shortly be fixed at the 300-foot level, capable of pumping 400 gallons of water per minute from this point to the surface, and sinking will again be resumed below the 300-foot level.

Mining Plant.—The present mining plant consists of a winding engine of about 20-horse power, a multitubular boiler of 20-horse power, and two steam capable of lifting 100 gallons of water per minute for 300 feet. This plant is quite for present requirements, and is in a proper manner a more suitable powerful mining plant is necessary. I am pleased to say, is now in progress. The new compressor plant, in course of erection, the foundation buildings for this plant being complete.

Buildings and Building Materials.—It is now necessary to erect suitable buildings for the machinery stores, stores, etc., also for housing the general mining staff, a large quantity of lumber will be required; but to purchase suitable sawn lumber at the saw mill and haul the same to the mine would be a very expensive matter. There being a large quantity of suitable timber near the mine, it has been considered advisable to erect a small saw mill for the purpose of cutting such lumber as may be required for the building purposes and also mining timber. This mill will pay for itself in a year, as the cost to saw lumber at the mine will not exceed \$8 per 1,000 feet, while the lumber, purchased from the saw mill company and hauled to the mine, would cost at least \$20 per thousand feet. I consider this mill a very valuable and important addition to the mining plant.

Access to the mine (wagon road).—During the past three months some of the difficulties of transport have been overcome by the completion of a wagon road from a point about one mile south of Sheep Creek station on the Spokane Falls and Red Mountain railway to the mine, a distance of nine miles. This road, though rough in places, may be regarded as a fairly good mountain road, with an average gradient of about four degrees. It has cost about \$7,000, or \$1,400 per mile, and the people of Northport and Stevens county, Washington, U. S. A., subscribed in cash and labor \$3,000 and the company the balance. This will be a good winter road, with sleds for transport, when covered in snow, and much easier than with wagons when the road is clear.

Shipment of Ore.—As there are large accumulations of ore on the surface, taken out in developing the mine, it has been considered advisable to ship a considerable amount during this winter, and arrangements have been made to do this by the erection of a railway siding, and the completion of a wagon road. A contract has been made for hauling the ore from the mine to the railway siding, and a freight and smelter treatment rate has been arranged on a favorable basis. The cost of hauling from the mine to the railway siding will be \$3.00 per ton, and the smelters will then freight and treat it for \$4.50 per ton, or a total cost of freight and treatment of \$7.50 per ton. The amount of ore, as per contract, to be hauled from the mine to the railway is to be a minimum of 20 tons daily. The smelter rate is for car load lots, which will average about 30 tons. I may remark that while it is possible to make larger shipments daily I have no doubt that lower smelter rates can be arranged; but, for the present, I think the arrangements are the best that can be made. The first shipments of ore will be taken from the dumps, but as soon as the sorting house and ore bins referred to are in readiness it is intended to sort some of the ore exposed at different levels.

I inspected the wagon road for the purpose of ascertaining if it would be possible to utilize the same or any portion thereof for a tram line or light railway, but taking it as it now stands, with its many sharp curves and bends and the irregular character of the road, it would be practically impossible to use the whole of it for that purpose, though it may be possible to utilize a very large portion. I may remark that this road has been the means of showing up the general character of the country through which a railway may soon be built. One object of the parties who laid out this road is to superintend the building of it had in view was to avoid as much as possible swampy places, the crossing of difficult ravines and deep mountain gullies, and also hard rock outcrops. To build a good road with a uniform gradient, under such circumstances, would have cost fully \$2,500 per mile, though the latter would probably be nearly two miles shorter than the present road, but it was not considered advisable to spend so much money on a road for the present, as a railway at a not distant date is anticipated. I may further remark that this road can be very markedly improved by spending \$150 per mile on the same, but for the winter traffic it is not thought necessary to do so.

With reference to the general appearance of the mine, I can only say that on the whole I am very well pleased. The very excellent showing at the 300-foot level very favorably impressed me. This, with the high values in both gold and copper is, I think, very conclusive evidence and confirms the opinion and predictions that I have given in former reports. I am now more firmly convinced than ever that the mine will materially increase, and my anticipations in this direction are very hopeful. The erection of the machinery and the development that I have outlined will now be carried out as rapidly as possible, and the mine placed in a thoroughly workable condition. When this is done I anticipate and predict a very profitable future for the Velvet (Rossland) Mine.

## Foresters at Enderby.

A new court of the Independent Order of Foresters was organized at Enderby on Thursday evening, 27th inst., with 28 names on its charter roll. The following officers were selected for the first year: Court Deputy, Wm. Fortin; Wm. Handcock; P. C. R. Norman; McLeod; V. C. R. Wm. H. Hutchinson; Recording Secretary, Samuel Bovell; orator, Rev. R. N. Lowell; organist, Hudson C. Aldin; S. W. Ernest B. Johnston; W. J. B. Bailey; S. B. Frank; I. B. Robt. D. B. Long; trustees, Wm. Bailey, W. J. Graham and Wm. Ashton. This is the 28th court of this progressive order established in British Columbia by W. E. Gillespie, D.S.R., during 1900. He has also instituted four courts in Washington state during the same year.

# MINING

## Shipments

at \$3.50

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