The Colonist.

THURSDAY, NOVEMBER 4, 1897.

THE QUESTION OF THE DAY.

Daily new evidence is forthcoming as to the great interest taken in all parts of the world in the development of the Yukon gold mines, and the news which filters out from the river valley shows the correctness of the views expressed by Dr. Dawson as to the extent of the auriferous area. We must prepare in British Columbia for a good and permanent expansion of business from this source alone.

The latest reports received from the Kootenay are of the most satisfactory character, and the same is true of the mining districts of Yale, Lillooet and Cariboo.

Not very much new is to be reported concerning mines and mining prospects on Vancouver Island, Texada and the Coast; but the work of prospecting, developing and working are proceeding in a highly satisfactory manner. The indications are that there will be good news and plenty of it before long.

The above observations apply to an area of half a million square miles, and we think we may safely say that having regard to the extent of territory embraced in the gold and silver-bearing area, the richness of the deposits, and the favorable circumstances, on the whole, under which mining can be conducted, the showing is exceptional in the history of the world.

Some may take exception to the statement that the circumstances surrounding mining in this country are on the whole favorable; but we think it fully warranted. The elements which enter into consideration in connection with mining are many. Among them are surety of titles, the administration of the laws, the character of the native population, the healthfulness or otherwise of the climate, the cost and character of available food products, the cost and nature of the transportation problem, and so on. All these things and others of the same class must be taken into account quite as much as the richness of the deposits. The weak point in connection with our mines is the transportation. This in regard to the greater part of the area needs improvement, and we submit it to be the duty of both the Federal and Provincial governments to unite their efforts to that end. The transportation question is the crying one of the day. Upon it depends the development of large areas of mineralized country and the settlement of some of our best farming sections. The people of Canada and the province will stand by their respective governments in adopting a broad and fearless policy on this great subject.

THE PRIVATE BUSINESS OF MINISTERS.

The best and only answer needed to the long editorial in the Times of yesterday, finding fault with the members of the provincial government for not giving up their private business on taking office, is furnished by the fact that members of the federal cabinet have not felt called upon to do so. We can speak of two cases of which we have personal knowledge. The Hon. Minister of Railways and Canals and the Hon. Minister of Fisheries still continue their connection with the law firms of which they were members at the time they took office. A few days ago the despatches announced that the former had gone to Fredericton, N.B., to attend the meeting of the New Brunswick telephone company, of which he is a director and, we think, president. The Hon. Isaac Burpee, at one time Minister of Customs of Canada under Alexander Mackenzie, did not think of surrendering his large commercial interests on taking office. No one claims that ministers of the Dominion or the Provinces should do anything of the sort, and nothing that Sir Charles Tupper said could be twisted to mean anything of that kind. He stated that he had resigned his connection with the public enterprises with which he was connected, because he felt that as premier he ought to be in a position to deal with every matter impartially. He did not say that he gave up all his private business interests, and no one with a grain of common sense would think that he ought to have done so. Even the Times does not think so. All it is trying to do is to get a shot at the members of the local government; who can do nothing right in its eyes. If they should offer the Times eternal happiness it would prefer to keep on in its course in the other direction.

Possibly the subject is worth a little treatment on its merits. We have no leisure class in Canada who can undertake the business of politics. We have very few professional politicians. Most of our public men are practical business men, who have pushed themselves to the front by their energy, men who have made a success of their own affairs and whose best recommendation as managers of the business of the people is to be found in their conspicuous personal success. The country does not want a lot of business nincompoops in charge; nor is it so unreasonable as to ask that when a man takes office, with the chance of being turned out by the popular whim at any day, he shall sacrifice all his business interests. Nobody wants anything of the kind. If such was required at the hands of our public men, we would soon find that the only people who would undertake to manage the affairs of the people would be those who were conspicuous failures in managing their own. So far from its being to the discredit of the members of the provincial government that they have large private interests, it gives the people of British Columbia an additional guarantee that they have a ministry composed of practical and reliable men.

THE FARMERS AWAKE.

Mr. Paterson, who has for the past few weeks been engaged in visiting the farming sections for the purpose of organizing Farmers' Institutes, gives a highly favorable report of his reception. Everywhere he finds the farmers awake to the great opportunity at hand for their industry and fully appreciative of the great benefits to be derived from co-operation. This is excellent news. It means more for British Columbia than can be very well measured now. We are sending hundreds of thousands of dollars away every year for farm produce. The amount that will be sent away next year to pay for food for the great inrush will be enormous. No matter how great is the area sown to crop, no matter how many tons of butter our farmers make, no matter how many sheep and lambs they have to dispose of, they will be unable to overtake the demand. The year after it may be different. At least we may reasonably suppose that by that time the home supply will more nearly equal the home demand.

We are particularly gratified to know that the farmers appreciate the benefit of co-operation in regard to all their lines of business. By it only can they hope to make a success in some lines, and by it success in all lines can be greatly augmented. Of all the acts passed by the legislature last season, of all the subjects of government policy, to which the legislature was asked to give effect, none will contribute more to the welfare of the farmers than that providing for institutes, for the reason that it will give new life to that important interest. It is in matters of this kind that a government renders itself most useful. The farmers can succeed only in proportion as they help themselves. That act gives them a means of doing so.

A TREAT IN STORE.

The following extract from the Denver Ledge is not a joke. It is one of those ebullitions in which some few of the interior papers indulge in occasionally:

A perusal of the Coast papers would also lead a stranger to believe that Canada was discovered and founded for the sole benefit of four heaven-born concerns, the Dunsmuirs, the C. P. R., the Hudson Bay Co. and the Turner administration. All the acts and deeds of these benefactors are inspired by an all-wise providence (a small p. please) and the editorial goose, no doubt, hangs high and sweet while the editor is the hireling of greedy public men and grasping monopolists!

Some day we shall take compassion upon our contemporaries in question and print the rules of order for the government of a Coast paper, showing what days Mr. Turner sits up all night to see that nothing goes into the paper that he does not like, what days the Dunsmuirs take their hand at it, when it is the Hudson Bay Co.'s turn, how often the job comes round to the C. P. R., and so on. We shall also publish a full page cut showing the editor in the act of stuffing away in his bursting pocket book the filthy lucre contributed by these concerns to him for permission to allow his name to be used. It is a sole-stirring sight.

FALSEHOOD FROM SEATTLE.

The Post-Intelligencer replies to some observations of the COLONIST with a good deal of violence and a more than usual degree of untruth. The subject is the 100-pound exemption temporarily permitted to foreign miners going into the Yukon. In the first place, it conveniently ignores, while charging the COLONIST with falsehood, the real point of its own proposition, which we disputed. The Post-Intelligencer never discussed, as it claims, any 100-pound exemption. At least, if it did, its reference has escaped our notice. What it talked about and what it deliberately sought to deceive its readers about, was an alleged $100 exemption. The difference is considerable. What is, in point of fact, exempted amounts in weight to two sacks of flour. What the Post-Intelligencer claimed was exempted was equal in value to, and might be, 100 sacks of flour. In short, our contemporary claimed the exemption to be from twenty-five to fifty times as great as it is in point of fact.

The second false statement of our contemporary is that the COLONIST caused a certain statement to be circulated through the Associated Press to the effect that the exemption would be abolished. This is wholly untrue. In the first place, the COLONIST does not furnish the Associated Press with its news telegrams, and has no control over them, neither are they sent out by any one in the COLONIST office or in the employ of the COLONIST. In the next place the first the COLONIST ever heard of any such report was through a telegram from Ottawa saying that the officials of the customs there denied that any such intention had been arrived at.

So much for the falsehoods of our contemporary. Now for the facts as far as they bear upon the latter point. The exemption clause was adopted by the customs authorities solely as a temporary relief to an unfortunate lot of people who had been misled, largely by the Post-Intelligencer, to suppose that no duties would be collected on their outfits. The suggestion for such a temporary arrangement came from Victoria, and it so happens that the COLONIST was consulted by the Collector of Customs as to its advisability, and agreed with that officer that under the very distressing circumstances of the case it was not unreasonable to grant such an exemption. The matter was not done in a corner. All the business men in this city knew what was being done, and very few of them raised the least objection. Both the city papers expressed themselves as pleased that an arrangement of this kind could be made. It was felt to be necessary to do something to help the unfortunate people out of the hole into which they had been led by false guides. Now, however, things are changed. There is no longer any excuse for any one to believe that duties will not be collected, and there is therefore no reason why any one should have any exemption. Hence the merchants of the British Columbia cities will bring the strongest pressure to bear that they can to induce the government to bring the exemption to an end with the close of the year. There is no very great objection here to the 100-pound exemption of itself. The reason of the agitation for its abrogation is the fact that the Post-Intelligencer and other papers are employing it as a means of deceiving miners.

GERMANY'S ALLEGED POLICY.

It is alleged to be the settled policy of Germany to break up the British Empire. The task is somewhat of a formidable one, and William the Restless will be several years older and, if it be not *lese majeste* to suggest it, somewhat wiser than he is now, before it is accomplished. The reason for this policy is to be found in the fact that Germany produces a surplus population of nearly a quarter of a million people yearly, who must emigrate, and as there are no German colonies to which they can go, Great Britain having absorbed all available parts of the earth, it becomes imperatively necessary to smash the British Empire into fragments, so that Germany may get some of the pieces. For this purpose Germany must have a fleet, and as big a fleet as possible. The Kaiser is not vain enough to suppose that he can do the job all alone. He realizes that he will require assistance, and his plan is to get Russia and France to join him in his laudable desire. It must be as plain as a pikestaff to anyone that it is the unquestioned interest of the two latter powers to help Germany pull chestnuts out of the fire. At least the Kaiser so sees it, and who shall presume to dispute the evidence of his mental vision?

There are a few trifling difficulties in the way of this charming plan. One of them is that Great Britain can build ships faster than Germany, and while the people of the United Kingdom will bear almost any amount of taxation rather than see the naval prestige of the Empire threatened, the German people are very greatly opposed to any very great schemes for any such expenditures. The German mind does not take kindly to German colonization, under German auspices. The average German leaves home to get rid of Kaiserism. It is a costly and burdensome article. It interferes with him in every relation in life. To a British subject it would be intolerable. It is getting worse all the time. By what remarkable freak of nature the grandson of Queen Victoria and Prince Albert and the son of Frederick William became such a phenomenal compound of mediæval notions, will remain an unsolved problem. To what remote ancestor he has "thrown back," to use the language of the horse-breeding fraternity, it is hard to say; but the fact remains that this man, who is talking about developing a German empire beyond the seas, is the very incarnation of the antithesis of all that has made the British Empire possible. The corner stone of the Empire is freedom. No world encircling fabric can be constructed upon Kaiserism.

Another trifling difficulty is the fact that the Germans are not a maritime people. Britons are bred to the sea. To a certain extent the French are also. But the Germans are essentially landsmen. You can make a navy, if you have money enough; but you cannot man it without sailors, and you cannot make sailors out of a people like the Germans. They are the best soldiers in the world, for anything requiring dogged perseverance and discipline; but they have never yet displayed those characteristics which alone make a people a sea power. The Kaiser may be a sort of deputy providence, but he cannot recreate a nation by an imperial flat.

Another obstacle in the way of his plans is the unquestioned unwillingness of the British Empire to be smashed. Indeed, we venture to say that when the smashing operation was once fairly begun the relation of smasher and smashee might not be worked out exactly according to programme. The British people have a holy horror of being smashed. They have an awkward fashion of hitting back and of hitting back hard. It may be quite true that Germany has not many points on the sea coast where she could be struck a hard blow; but it is equally true that this fact militates against the chances of her ever becoming a maritime power and hence of being able to administer any severe blows to Great Britain.

Taking it all in all, we do not see any reason to lie awake at night thinking about what is to become of the Empire when the Kaiser has got ready to hit it. Possibly the young man, if he ever tries to carry out his little plan, may simply add one more to the long roll of those who "didn't know it was loaded."

MESSRS. SEMLIN and Cotton have gone up to Kootenay on a political tour. This is well. It may have something of a historical interest to the good people of Kootenay to see the two gentlemen who have led the opposition to defeat for so many years. After next session not so much interest will attach to their movements, as it seems to be the intention of their respective constituents to permit them to retire to the privacy of their own business. The Kootenay people, if they got well acquainted with these gentlemen, must have found in Mr. Semlin a very agreeable personage, with no very well defined views as to what he thinks necessary to be done, and in Mr. Cotton also an agreeable individual, who fancies that all the world has gone wrong and, "cursed spite, that he was born to set it right." The COLONIST wishes them a pleasant journey and a safe return. The Bismarckian contenance of Mr. Semlin and the soft uncertainties of Mr. Cotton would be greatly missed from the legislature at its next session, if anything should occur to prevent them from coming back.

A NOTE from the editor of the Vernon News informs us that the office of that paper has been destroyed by fire; but adds that he is out hustling for a new plant. May he successfully hustle. The News is a good paper and we should be sorry to miss it from our exchange table?

W. F. THOMPSON, of the Trail Creek News, is to head an expedition to Klondyke next year. He will start from Ashcroft and go overland. He will get there, and probably start half a dozen papers on the way.

THE Times is right. The development of the Oriental trade will make Victoria the metropolis of Western Canada. More: It will make our City one of the richest on the whole Pacific Coast from Point Barrow to the Horn.

THAT talk of a raid on Dawson City by a lot of Americans is the wildest kind of rubbish; but it will pass in the absence of any other news from the Yukon.

SO AN expedition is to go in search of Andree! When a man goes deliberately and gets himself lost, he ought to be allowed to find himself.

CAN anyone explain why in the year 1900 there is more than a week between Christmas and New Year's?

THE CANADIAN PRESS.

PROFANE BUT TIMELY.

We, like other papers in British Columbia, have been pestered by cranks on the spelling of Klondyke. We beg to inform all readers that we do not care a continental how it is spelt. All we care about it is the fact that Klondyke is in Canada, and that we can outfit in Nanaimo cheaper than any city in the United States. Dam the spelling anyway!—Nanaimo Review.

TO PROTECT OUR ORCHARDISTS.

It is now looked upon as certain that the government will take up the question of protecting the people from bogus tree agents, who in the past have swindled many by selling at exorbitant prices seedlings and culls which were purchased in many instances in Washington and Oregon at from 3 cents to 6 cents a tree and sold here at from 35 cents to 75 cents a tree. These are sold generally on the representation that they will bear fruit similar to what is shown in the lithographs which the pedlar carries with him. The latter as a rule present specimens so fine that even the pictures make one's mouth water, but when the tree comes to bear, its fruit is no more like the pictures than a Swede turnip is like an early Crawford peach.—Vancouver World.

WINTER OF THEIR DISCONTENT.

The unexpected has happened. The leaders of the opposition, Charles A. Semlin, of West Yale, and his chief henchman, F. C. Cotton, editor of the Vancouver News-Advertiser, have at last condescended to visit the great Kootenay country. The sole purpose of their presence here, so far as can be ascertained, is to secure votes for their party at the next elections. To say that they have experienced a "frost" is putting it mildly.—Rossland Miner.

The World's Favorites for Dyeing Light, Medium and Heavy Goods.

Diamond Dyes do a range of work far beyond the possibilities of soap grease and crude package dyes. The common dyes on the market are deceptive in character and composition; they are made to sell, not to give guaranteed satisfaction. The majority of the colors of soap grease and crude package dyes are so weak that they will hardly stain the hands. Diamond Dyes give colors to light, medium and heavy materials that are as fast as a rock, and last as long as the goods hold together. The heaviest tweeds and cloths can be dyed with Diamond Dyes. Soap grease and imitation package dyes dare not attempt such work, because the colors are not sufficiently penetrating and powerful.

If you desire success in the dyeing operation, and wish to save money, use Diamond Dyes for home Dyeing. All up-to-date dealers sell Diamond Dyes and strongly recommend them.

Will be found an excellent remedy for sick headache. Carter's Little Liver Pills. Thousands of letters from people who have used them prove this fact. Try them.

A SURPRISE IN STORE.

The Boundary District Will Produce It With the Greatest Camp on This Continent.

A Country Where Big Capitalists May Make Fortunes in Gold and Copper.

GREENWOOD CITY, B.C., Oct. 25.—Of all the branches of the Kettle river, Boundary Creek is best known. Its name is synonymous with that of the mining country which it drains, though why it should be called Boundary I fail to discover. The creek itself is a considerable river, and it drains a district that would make a good sized English county. The river runs almost due north for 40 miles to its source, and is fed by hundreds of tributary streams. At Greenwood, Copper creek joins it from the west: a few miles further up Eholt creek enters. Eholt and Copper creek are the main tributaries of Boundary creek.

The course of Boundary river lies between a series of lofty and noble mountains, but ever and anon valleys of great beauty are formed by encircling mountains, and through these the river flows sluggishly along. In one of these diminutive valleys, about 10 miles north of Midway, are the infant cities of Anaconda and Greenwood. They are about a mile apart, and both are bidding for future fame and prosperity. Anaconda was the first-born, but Greenwood has far outstripped its rival. In fact, the Enterprise of Greenwood folks has made this town the trading centre of the Boundary country.

It dates two years back, and it has already a mayor and a board of aldermen. Robert Wood, the mayor of the town, has led a life typical of the western pioneer. He landed at Victoria in 1862, and hastened thence to the Cariboo country in search of gold. He was merely a youth then, and though he spent ten years in the Cariboo, fortune did not smile on him. Then he tried ranching in the Fraser river valley. But after ten years' experience in ranching he moved his household goods to Vernon, and began the life of a trader and shopkeeper, coupled with farming. He did pretty well, built a flour mill, but achieved no fortune. In 1895 he again sought fresh fields and pastures new. Nearly 60 now, Mr. Wood found himself camped in the woods at the junction of Copper and Boundary creeks. Here he resolved, Alexander-like, to found a city and to woo the fickle goddess of fortune once more. This time she smiled, for every trail leading from Greenwood connects it with a mining camp of promise. A few miles to the east and up the mountains is the Greenwood camp itself. To the west, up Copper creek, is Deadwood camp as well as Copper camp. To the north, five miles away, are Long lake and Pass creek camps, and to the southeast is Smith's camp.

Wood's care on first settling here was to transform the Indian trails that led to the mining camps into good country roads, and he has done it. Indeed, travel over the Boundary country is naught but pleasant, for the roads are good and the scenery is glorious. Every valley, mountain slope and hilltop is clothed with forests of fir, pine and tamarac, with cottonwood in its gorgeous autumn foliage along the creeks, unfolding a vista of enchanting mountain scenery whenever a vantage point is reached along these mountain highways. It is impossible to overstate the beauty of these rolling mountains, with their glorious forests and their narrow valleys and dells and glens. In fact it looks like a waste of physical beauty for for countless ages the unappreciative savage alone has gazed on this glorious scenery. Yet it is melancholy to think that soon these mountains will be shorn of half their splendors, for the enterprise and the greed of the white man will be their doom, and half a century hence those sloping hills and lofty mountains will be stripped by the settler and the miner. It really seems to me the duty of the provincial government to take some steps to save at least a portion of these forests. A part must perish before the advancing tide of civilization, but their indiscriminate destruction is a national calamity. And the mining industry devours the forests. The Anaconda Mining Company consumes over 5,000,000 feet of lumber annually, and here will be a mining industry greater than any ever before seen in a district of equal extent.

At Deadwood I went over the Mother Lode. A tunnel pierces the ledge at right angles and cuts a vein 207 feet from the foot to the hanging wall. A winze 100 feet deep is sunk in the tunnel, and all this work with the shafts sunk from the surface exposes a body of mineral so enormous that it will take a century to exhaust it. There are a dozen men working on the claim, for this property has been acquired by a New York syndicate, who are developing it in anticipation of a railroad.

In the same camp is the Sunset, also a most promising claim, which is developed by various open cuts and a tunnel 150 feet long. Peter Larson, one of the best known and most enterprising of Montana men, owns the Good Hope; and the Morrison, which has a fine ledge from 15 to 20 feet wide, is owned by the Loring-Crane syndicate. The surface indications in this camp are very fine, and the work in the Mother Lode indicates extraordinary possibilities. But the Deadwood ores are low grade and will need economical mining and treatment. They are ventures for large capital, but with capital they must become big and profitable producers of gold and copper.

Copper camp is but 2½ miles distant from Deadwood. The Big Copper is the great show claim of this camp. It is a wonderful showing of oxide of iron, iron pyrites, and a red oxide of copper. The ore on the surface runs 9 per cent. in copper, but the vein has not been placed, nor the extent of the ore body discovered. Mr. D. C. Corbin owns two very excellent propects near the Big Copper. They are the King Solomon and the Enterprise. But he has postponed development till he builds his railroad. The ore in this camp runs high in copper, and there is no doubt but that with the advent of railroads an army of industrious miners will find employment at Copper camp. At present, however, but little development work is being done. The claims are mostly owned by men without capital, and of course shipment to smelters is out of the question.

Most development work is now being done at Greenwood camp. Here also the ledges are of enormous size, and gold values are found equal to those of the Le Roi. The Parrott Company, of Butte, have purchased several claims here, including the Stemwinder, and paid handsome prices for them. But they are doing no work, but merely waiting for railroads.

The Snow Shoe is under bond for $50,000, and development work is being rapidly pushed. From surface indications the ledge must be fifty feet wide, and ore is found that will run $40 in gold to the ton. The ore in the Stemwinder goes 7 per cent. copper, $42.40 in gold, and some silver, and the Gold Drop runs even still higher in gold. The Gold Drop is now owned by Ontario and Manitoba people, and expensive machinery is being put in to develop the property, which is a very promising one.

The Monarch and Tamarac are owned by R. E. Browne, the famous South African expert. These claims have a wonderful showing, and some of the ore runs $40 in gold to the ton. These claims are to be soon extensively developed and can hardly fail to become permanent mines. The same is true of Ironsides, on which development work is being prosecuted. I found a splendid showing in the shaft of the Ironsides, for it is all in ore that will be highly remunerative when a railroad is built. The vein apparently is 30 or 40 feet wide. This property is owned in Montreal and Toronto, evidencing how widely scattered already is the ownership of Boundary properties. The Rawhide has another good vein, apparently 12 feet wide, and a sample assay gave 11.7 per cent. copper, 2 oz. silver, and $8 in gold. Indeed the Greenwood camp is of marvellous promise, and if developments justify that promise it is destined to surpass all other Canadian mining camps. This camp alone should produce 1,000 tons of ore a day within a very short time.

The camp can be reached from a railroad built through Pass creek, but the elevation of the camp is fully 1,300 feet above the railroad route to Greenwood City. This will necessitate a difficult feat of railroad building. The railroad must come up the North fork of the Kettle river and Pass creek, then over a divide to Eholt creek and and along Eholt to Boundary creek. Greenwood camp nestles at the top of the mountains overlooking Eholt valley, and it is up the sides of these mountains the railroad must climb in order to reach what is undoubtedly the richest camp in Canada.

At the Summit camp, it is true, recent developments give immense promise. The B. C. is developing an ore body that bids fair to make it surpass the Le Roi. In the Wellington camp are a number of claims which look exceedingly well. Chief of these are the Winnipeg, Keystone, Ora and the Columbia. The Winnipeg is now putting in big machinery in anticipation of shipping and smelting facilities being afforded next year. Long Lake camp is about four miles north of Greenwood, but here, while there is ad excellent surface showing, there has been but little genuine mining.

Captain Hall, the superintendent of the Le Roi, a man of great experience and knowledge, went carefully through the Boundary country a year ago, and estimated that 1,000 tons of ore would be shipped daily the moment a railroad reaches here. Since then the developments on such properties as the Mother Lode lead to the almost certain conclusion that the Boundary country will be the biggest producer of copper on the American continent within a very few years. To do this capital is needed to open up the mines and railroads to haul the ore to smelters. I found several representatives of London syndicates investigating the resources of the country and investing in claims. Most of the prospects are now owned by poor men, and these as a rule are difficult to trade with. They hug the thought that their prospects are certain to make mines, and that they are enormously valuable, but they do not offer terms to justify conservative mining men in taking hold.

Moreover, this is not the country for poor men to grow rich by investing in mines. It is essentially a country for big capital and combination of capital. The mining industry will in time support a population of 100,000 people here, but that population will be hardy miners and their families. The miner cannot wash the gold out of the dirt, as he does in the Klondyke. No glittering nugget will ever reward his digging or delving here. He will get good wages, constant employment, and he will live in a very healthy bracing clime. But capital will reap the big harvest of profit from this country.

Most of the ore in this country contains lime in some form, hence it will flux itself more easily than the ores of Rossland. I am satisfied that in time smelters will be built at Kettle river points as well as at Columbia river points for reducing this ore. Moreover, mixing this ore with Rossland ores will do away with the necessity of using limestone; hence it is of vast importance to Rossland to make railroad connection with the boundary.

The railroad problem is, of course, the great problem here. The mine-owners want a railroad to Trail, and they want Mr. Heinze to build it. They want Mr. Corbin to reach their camp also. I have already shown why Mr. Corbin is likely to get here first, for it is almost certain that the Canadian Pacific will put every obstacle possible in Mr. Heinze's way to prevent him building into Boundary. Developments should be carefully watched by those Canadians interested in Rossland and Boundary.

P. A. O'FARRELL.

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