presentatives.

The house adjourned at 10:45.

Victoria, May 6. The speaker took the chair in the legislative assembly to-day at 2 o'clock.

Mr. Semlin moved: That a respectful address be presented to His Honor the Lieutenant-Governor, asking His Honor to cause to be sent down to the house copies of all orders-in-council and all correspondence between the government, or any member thereof, and any other government, or any person whatever, in reference to the construction of any railroad or railroads from the coast to Teslin lake, Cassiar or Omineca district.

The mover said that a short time ago he had asked for the same kind of a but that it was refused on the ground that negotiations were going on and it would not be in the public interest.

be brought down at present. He would say that negotiations for a road from Teslin lake to a point on the Pacific coast were near concluded. The correspondence would in no wise affect the loan bill. There was atthing in it that would be of any advantage in the discussion.

Mr. Sword said that the answer of the premier was not satisfactory. The Opposition members were really not in a procession and the refusal of the guestion and gues

position to vote intelligently on the bill which was about to be unought down until they got some information on it. It was not fair to ask the house to go on with the discussion unless the Opponition where were in a position to

tenay was provided for, and no returns were then asked for. The correspondence wanted by the hon. leader of the Opposi-tion was in no way connected with the bill. The bill was simply for the purpose

should build the road. He thought that Teslin Lake, when the government asked the house to "From the put through a bill on this question, involving an expenditure of \$1,500,000, the members should be put in possession of the correspondence leading up to it.

The premier promised that when moving the second reading of the bill he would explain all the conditions.

Mr. McPherson said he thought that returns were asked for and brought down last year in connection with the Koote-Mr. Williams then read from the book

of proceedings to show that Mr. Mc-Pherson was right in his thoughts. The premier maintained, on looking up the correspondence referred to, that it was all of an un opportant nature.

Col. Baker said that it had once been stated that it was not in the public in-

stated that it was not in the public interest to bring down the correspondence asked for, and this was so.

Mr. Cotton said the Opposition could not be expected to be satisfied with such a reply. Look at the position it placed them in. The bill had been foreshadowed in the speech from the throne, and some time ago the hon, member for North Victoria had challenged the Opposition for not having expressed themselves on it. On Wednesday last the bill was brought down, and within an hour of the time that it was placed on the members' desks the hon, premier announced that he prothe hon, premier announced that he proposed to prorogue the house on Thursday next. The second reading of the bill was to be moved to-day, and yet not a scrap of information in regard to the Yukon railway had been given to the If the government thought Opposition. If the government thought this was the proper way to deal with the people of the country they were making a serious mistake. This railway was not so much in the interests of the province as the one of last year. would bring a large income to the Dorainion government, and had first been taken up as a Dominion government measure entirely. Now, information was wanted on what had taken place between

Mr. Higgins thought the house was entitled to the very fullest information on the matter. If there was any coron the matter. respondence the house ought to see was for the house to say whether it had any bearing on the question.

Mr. Kellie said the government imagin-

the two governments.

ed that the Opposition members were a lot of children, who should be fed with a spoon and made to take their medi-Col. Baker said if the members would

only have a little patience and wait till the second reading of the bill was mov-ed they would get all the information Mr. Kennedy objected to being told

to have patience, when they had already been told that they had only three or four more days to sit. The members on the Opposition side of the house were machines, who put up their hands en told. They wanted to vote intelligently. The members on the other side of the house through their cacuses probably knew all about the bill, and the Opposition should be given as much

Mr. Semlin, in closing the debate on the metior, said he had heard no reason why all the correspondence should not be brenght down. The house was asked to vote \$5,000,000, and the government had given nothing to show why it was desirable. This was not treating the country fairly. In what position would the Opposition members be to discuss a matter on the spur of the moment which matter on the spur of the moment which had been under the consideration of the government three months?

The motion was lost. All the government followers voted nay, while the Opposition registered a solid yea.
Mr. Kidd asked the hon. attorneygeneral the following questions:

Is there a royalty collected on cordwood cut on lands acquired previous to (2.) If so, by what authority is the

Hon. Mr. Eberts replied: (1.) Yes: on

ernment has not recignized, nor cannot recognize any claims arising out of deflications committed by Prevost, except in his official capacity. In those estates in which he was appointed trustee add in which he was appointed trustee, administrator or guardian, the government that not control over his appointment or I think, be induced to stay over in the

Mr. Semlin moved an amendment to

Mr. Williams said he hoped the government would consider this. They had themselves taken out of the bill the objectionable clause which had been put in specially for the new division of Cassiar, and as this took away their chance of having a government supporter re-turned from there, they ought not now to want the extra representative. The amendment was lost. The report

was then adopted. The report on a bill intituled "An Act uscuss the loan bill intelligently.

The premier replied that the correspondence asked for could not very well be brought down at present. He would say that negotiations for a road from Teslin lake to a road fr to confirm an agreement between Her Majesty, in right of Her Province of

respective to enterplained that the larger

part of the negotiations had been conducted by interview up to a point where on with the discussion unless the Opposition members were in a position to know as much about the question as the members on the government side of the been stated that this is the control of the been stated that the control of the been stated that this is the control of the been stated that the control of the been state house.

The premier claimed that the same kind of a bill had been brought down last year, in which a railway into Koohard to say which is the most important. This, however, is of great importance. The bill provides for \$5,000,000, But, as the members of the house know, half of this amount was provided last year, bill. The bill was simply for the purpose of putting the government in a way to be able to pay \$4,000 a mile when a suitbe abl able contract would be made.

Mr. Williams did not think that the premier had made a very happy comparison. The question here was whether the Dominion or provincial governments to the Pacific coast of Canada to

"From the opinion of those best qualified to know, from the general view in British Columbia, and my own view, this road must prove to be of great benefit to the province. For the progress and benefit of British Columbia it is absolutely necessary to open up the country with roads and trails and especialy with railwars if possible. On the latter lines the government has brought down this bill. That great country to the north can only be opened up by a bold railway policy. We now propose to go through hundreds of miles of this territory and develop portions which have hitherto been ne glested. The great gold rush to the north has brought the question prominently be-fore us and we feel that we are justified in taking up the work. The government encouraged to carry this out because it is plainly evident that it is owing to the policy of the government in subsidiz ing railways in previous years that many country is opened up to the extent which it is. I don't believe the Kootenay country would be returning one-tenth of the revenue which it now returns had it

"Some of the plans which have been adopted by the government for the development of the country might be questioned, but we are gaining more knowledge as we go on and our plans are gradually changing. Last year it was decided to give a definite money grant to the dif-ferent lines of road which we determined to assist, believing that the system of guarantee was perhaps detrimental to the province. Many people advocate state ownership of railways, and there is a good deal to be said in favor of such a policy in certain countries. It has been pointed out that in New Zealand gov-ernment ownership of railways has been successful, and I believe to a certain extent that it has. But there should be no comparison between New Zealand and British Columbia, the conditions are so different. New Zealand is a colony and has control of its own tariff. At any Dominion government dropped out of the time by a slight change in its customs tariff it can add greatly to its revenue, whereas British Columbia has to depend the columbia tariff its columbia by the property of the policy of great the columbia tariff its columbia t whereas British Columbia has to depend on direct taxation. The policy of gov-ernment ownership of railways might be adopted by the Dominion. I do not say that it should be adopted, but I do say that it would be impracticable for the province. New Zealand appears to have made a success of state ownership of railways, though we have not full infor-mation on this subject, the New Zealand blue books not giving the rates on freight and passengers. On the whole the New Zealand lines paid a little over three percent., but taking them separately they did not pay. The profit was made on lines near large cities, and it appears that the people have to pay for this in high rates on freight. I have seen high rates on freight. I have seen recently in a reliable publication that freight and passenger rates in New Zealand are high, and the travel is of the slowest. The trains run just when they like without any attention to schedule and stop when they like and where they like. It is said in favor of them that they pay but it is no argument that a railway would pay under crown owner-ship in British Columbia. The railways of New Zealand have no competition. while in British Columbia they would have to compete with gigantic enter-prises, so therefore it was decided that the best way to have the road built was by a definite bonus.

"The Cassiar and Omineca districts are going to be important parts of this province—probably the most important—and with development—by railway soon a large number of settlers will be moving in there. We want to see the northern part of the province increase in population to the same extent as the southern same extent as the southern part, and I am confident that in a very short time after the railway is built it will be increased forty or fifty thousand. "It has been argued that this road will benefit the Dominion more than the province, and that therefore the province should leave the Dominion government Hon. Mr. Eberts replied: (1.) Yes: on lands held under the pre-emption record. (2.) By authority of section 58 of the land act (rev. stat., 1897), pre-empted lands being the property of the crown until a drown grant had been issued.

Mr. Helmcken asked the home attorney general: if it was the intention of the government to pay the claim of the beneficiaries under the will of the late Martha McNeill, arising out of the acts of James Charles Prevost, the late registran of the cossibilities. The farmers lon the Fraser to build the road. This to a certain tent is the misfortune of British Charles Prevost, the late registrar of the possibilities. The farmers on the Fraser

some outsiders had been allowed this courtesy.

The speaker replied that he must insist that the only outsiders who would be allowed on the floor of the house were ex-members, newspaper editors and representatives.

In answer to a question of Mr. Cotton that he should have made fortunes, and no doubt some act (C. A., 1888, cap. 31), having been allowed with a compiled with a compiled with a compiled by the government it was presentatives.

railway from Robson to Boundary Creek provided for in this bill, the pro-Mr. Semlin moved an amendation of strike out clause 7, proposing thereby to take away one of the representatives this road to a money subsidy. This road to a money subsidy. This road to a money subsidy. will connect the important district of Robson with Boundary Creek and also with the line to Penticton, thus opening up the splendid Okanagan country, bringing the farmers of that section rect connection with the mines, and thus providing a sure and good market for their produce. It will also greatly benefit the province by forming a through line over the Shuswap & Okanagan rail way, which is now costing the province a large sum yearly on account of the guarantee. With this connection, however, it is almost certain in a very short time to pay at least its expenses and inerest.

The necessity of an all-Canadian route through northern British Columbia to the Yukon has been forced on the attention of this province and of the Dominion, and in completing arrangements to carry out the railway works, it has been felt that not only, should, the great Kootenay be provided for but also the magnificent districts to the north, and in order to carriets to the north, and ry this out with effect, so as, if possible, to retain the trade of that part of our own province, it was absolutely necessity to take immediate action. Delay would

have been death to the government, so therefore, a preparatory agreement, as set out in a letter which I shall read, has, after many interviews and much discussion, been arrived at. There has, however, been little or no correspondence on the subject, as it was found desirable to discuss the matter fully, and then re-duce to writing the results."

The premier then read as follows:

Victoria, B. C., April 30th, 1898. The Hom J. H. Turner, Premier. Dear Sir, Referring to my communication to you of the 18th inst. re Teshin railway. My understanding of the mat-ter is that on April 20th the terms therein set out were "A schesed and amended to further meet the government's demands, and that the proposition verbally accepted by the government now stands as follows:
The railway to be a through narrow

gauge line from Tesiin Lake to an ocean port in British Columbia.

The port to be selected jointly by the rovincial and Dominion governments. The railway to be divided into two sec-

The northern section from the Stiking River to Teslin Lake. The southern section from the Stikine. o an ocean port. Work to be commenced simultaneously

n both sections at the Stikine before ine 1st, next. Northern section to be finished by August 31st, 1899.
Southern section to be finished within wo and a half years after selection of cean port.

Government to grant cash subsidy of \$4,000 per mile on both sections.

We to immediately construct, for the purposes of the railway, a wagon road over the northern section along the for cated line of railway. been that it was opened up by railways

cated line of railway. The wagen road to be free to the public for transportation purposes during the We to take over and assume all ex penditure in respect of any such wagon road under construction by the governe ment at date of contract with us. Security for the due performance of the whole work to be given to the satisfaction of the Lleutenant-Governor in Countie in the sum of \$75,000 for each section

orthwith upon the execution of the cond With reference to the modifications of the government to-day, I may say that I am willing to accede to the following: 1st. The subsidy to be \$4,000 per mile rom Teslin Lake to an ocean port the British Columbia, to be nominated by the Lieutenant-Governor in Council and the Governor-General in Council, such

subsidy not to exceed the aggregate sum of \$1,600,000.

The Lieutenant-Governor in the con-Council to have supervision of the construction of the wagon road, also of the railway rates, which two matters shall mutually adjusted and agreed upon before the evecution of the contract. beg to say that my firm are prepared forthwith, upon the granting to them of the said subsidy, to execute a contract upon the above terms, so modified, with provision therein for the full and satisfactory equipment and operation of the midwayo.

beg to remain. Yours faithfully, LEWIS LUKES, For Mackenzie, Mann & Co. Mr. Cotton wanted to know why the

Dominion government had been mentioned in the agreement as having a voice with the province in naming the port on the sea coast. The premier replied that it was because the sea coast terminus would be made a port of entry and that could only be one by the Dominion.

done by the Dominion.

Continuing his speech, the premier said: "It will be seen that the grant will cost the province \$CH,000 h yenr, including the one per cents for sinking fund, which really the sits an actual cost to the province of \$45,000 inferest. The company are to return to the government 4 per cents on their gross earnings, and in addition the road becomes assessible to the extent of \$2,000 per mile. It is estimated that the revenue will be about \$50,000 per year. Then there will be the taxes from the district, which has hither to practically yielded no revenue. There to practically yielded no revenue. There be the provincial revenue tax of \$3 per head; townsites will be springing up along the line, and twenty or thirty thousand dollars in taxes from the resident population in a few years' time may be considered a most moderate calculation. This looks as if the cost to the country will be very little after the com-

pany gets to work on the line. may be said that establishing a port of entry at a northern point will be njurious to the coast cities, but in answer o this I would say that I think the cities of the coast quite capable of taking care of themselves. There is bound to be a benefit from the establishing of a port of entry at a northern point, as all that northern country will thereby be brought into companion with the communication with the outside

world.'

On the report of the redistribution bill Mr. Kellie moved an amendment to section 5 which would take all of the Duncan River settlement out of the Revelstoke division and put it in East Slocan.

The amendment was carried.

Or them will be willing to go to work.

We can get hold of those men and make settlers of them. There will also be others who will prospect in the northern part of the province and bring out some of the great mineral resources there.

"In connection with the 80 miles."

Said earlier that under the plans about completed by the government it was now certain that the Vancouver, Victoria and Eastern line would be commenced at Penticton within a few weeks. The amendment was carried.

"In connection with the 80 miles." little doubt that the preliminary work would also be commenced on the Chilliwack section during the present year. When the premier had concluded My Semlin asked for an adjournment of

debate. The premier said "No,"
Mr. Cotton protested against the debate going on until the opposition members had some time to consider the agree-

The government then agreed to adjourn the debate till Monday next. Committee was resumed on the British Columbia Gold Gravels Gold Mining Co. bill. Progress was reported.

The British Columbia Metalliferous Mines bill was withdrawn on the second

The report on the Cattle Marking bill was adopted. The bill was then read a third time and passed.

On the report of the Industrial Communities bill, Mr. Sword moved to add

the following as an amendment: "The provisions of this act shall not apply to the incorporation of any company or association whose capital stock is in shares or in which the interests of the members in such company or associaon are transferable

This was accepted in the adoption of the report of the government scaling committee, and was about to support the motion with a few remarks when the n. member for Comox asked him to cut his speech short. This somewhat anwed Dr. Walkem, who accused Mr. Hunter of not having taken a sufficient nterest in the matter, and warned him that there were some loggers in his contituency who would look after him Hunter retorted that Comox was all right. That he did not have to take

any five acre lots off it to ensure his rection as the hon, member for South Nanaimo had done.

The report was adopted.

The house went into committee on the Provincial Elections bill, and after some deliberations rose, reported progress, and were granted leave to sit again.

At 6,0,00ck the house adjourned, to sit again at 2 o'clock on Monday.

Notices of Motion. On Monday next the Hon. Mr. Eberts will ask leave to introduce a bill intituled 'An act to amend the investment and

Mr. Kennedy will move on Monday "That an order of the house be

A BOLD ROBBER.

The Germania Chosen as the Scene of Desperate Hold-Up.

To be confronted with the business end of a revolver in the uncanny hours of the pleased are the directors with the shownight is by no means a pleasant sensation. But such was the thrilling experience of Payable upon completion of each seds Robert Dudgeon, of the German's saloon, The railway to be assessed at \$2,000 Macrae. It was about two or three o'clock The railway to be assessed at \$2,000 per mile when completed.

The government to receive 4 per centrol of the gross receipts of the railway.

The railway company to have the office of repaying at any time the total subsidy.

The stranger then repeated the delight of the gross receipts of the railway.

The stranger then repeated the delight of the gross receipts of the railway.

The stranger then repeated the delight of the gross receipts of the railway.

The stranger then repeated the delight of the gross receipts of the railway. his cost and both men found themselves looking down the barrel of a revolver. The bartender then handed over the money under the direction of the pro prietor and the visitor disappeared instant ly. He was followed by Dudgeon to the Grand Pacific, where the police subse-

quently took him in charge. In the dock this morning the prisoner of robbery. Upon this he was brought up and committed for trial.

Clarence Carter and Charles Kennedy, two young men each eighteen years of age, were brought before the court this morning, charged with a breach of the bicycle bylaw in Beacon Hill park. There was a direct connection between this case and the next one, which was a charge against Wm. Smder, pr., for riding a horse at an immoderate rate in the park. Carter and Kennedy were riding a tandem wheel at teacon Hill, when they had an altercation in passing Smder, who was mounted on a horse. The latter pursued them at a gallop, and they to escape from him increased their speed beyond the limits prescribed by the speed beyond the limits prescribed by the bylaw. Snider overtook them and struck both of them with his riding whip. The magistrate severely reprimended Smider and as he had been before the court before for assault fined him \$10 and \$2 costs. Carter and Kennedy, were discharged, as their offence in the opinion of the court was not wilful.

Peter Reinholt Sanberg was brought up. law in Beacon Hill park. There was a

HELLO, DAWSON!

Vancouver, May .- Mark Exchange, of Vancouver, who recently returned from Dawson, states on behalf of the Anglo-French Telegraph Company, capitalized at \$500,000, that it is intended to immeifely lay a cable between Vancouver Wrangel, Dyea and Skagway. This cable will be connected with a telephone line to Dawson City. The Anglo-French Co. is now applying to the Dominion government for a charter. In the meantime they are sending a survey party north to take the necessary observations and clear the right-of-way. The company will have offices in Victoria and Vancouver.

LAW INTELLIGENCE. The full court to-day heard argument

in Eves v. Genelle, and reserved judgment. ment.
In re In J. Blake: Two yearsyago Mr.
Blake was disbarred by the benchers for
account of facts which came out before
them on the investigation of a complaint In conclusion the premier said: "As I said before, this is a bold railway policy, but British Columbia has always been bolder than any other province in the Bossellictor's keeping certain moneys recovered in the action of Izen v. Izen. Mr. minion. When this line is completed it will make altogether 1,000 miles of rails way in the province that have been built in the last few years through the efforts

B. C: IN LONDON

British Capitalists Much Interested in Development in the Boundary Creek District.

An Interview With Captain Adams -Notes Regarding Provincial Mines.

London, April 6.—Amongst the well spite the large expenditure made by company, it has paid the original sy known Canadians at present in London is Captain R. C. Adams, of Montreal, managing director of the Adams British Columbia Exploration Company, Limited. and president of the Midway Townsite Company, who is registered at the Hotel Cecil. I met Captain Adams on Thursday last in the offices of his company on Gracechurch Street, and op-tained from him some interesting information regarding his company. The company was floated in England about a year or so ago, and numbers amongst its shareholders many prominent men in the financial and commercial world the chairman being Mry Wilberforce Bryant,

of Bryant & May, the well known match manufacturers. The company possesses valuable mining properties in different parts of British Columbia, in the Slocan, Fairview, Salmon River and Boundary Creek districts. Development work has been concentrated chiefly on the Mount Adams group on Mount Adams, benear Sandon. The claims he above the fam-ous Slocan Star and Ruth mines on the summit of the mountain at an albitude of 7,500 feet, and are probably higher situated than any other claims in Brit-ish Columbia. There is an unusually large surface showing on the property, owing to the danger from snow slides, a tunnel to strike the vein had to be started much lower down. It was thought that the vein would be struck at e 800 feet, but at 80 feet the ore body was encountered, and has now been followed some 500 feet through good walls. Both solid gatena and concentrating ore have been met with, and a trial shipment sent last year to the Omaha smelter went 97 ounces of silver and 65 per cent. lead to the ton. This, it must be stated, was not cleaned or picked ore and the concentrates will go at least 120 ounces silver and 80 per cent. lead. The value of the mine has thus been fully proved, and during his stay in London Captain Adams has received a cablegram from his son, Walter C. Adams, the company's engineer which shows the company's engineer, which shows that the quality of the ore is steadily improving. The cable says: "Have 2 feet granted for a return of a copy of the report of Judge Harrison on the recent investigation held by him into the affairs of the provincial jail at New Westminster."

proving. The caple says: Have 2 leet inches concentrates in proportion of 4 to 1 of original ore. The vein is strong and well defined." Ever since commencing work on this property the company has pursued a conservative policy of case dilly continuing development work insteadily continuing development work in

stead of shipping as much ore as possible. In fact, no more ore was got out than was absolutely necessary. Owing to the danger from slides only a very small force can be worked in winter, but so ing made that a much larger force will be put on at the beginning of May and on the tunnel will be actively com-

menced. Another property owned by the company is the Bon Ton, near Kaslo. Not much work has been done on this claim, but its development will be commenced this summer. The Mammon group, on the north fork of the Salmon river, in rather impertinent, and he related to company. The stranger then repeated the demands to the barrender, who also refused.

Qu'ck as a flash the visitor slipped his. Nelson district, will also be opened up nountain, south of Fairview, and the

lordick, in Summit Camp, Boundary listrict—but in the absence of railway Boundary communication in this district their development has long been delayed. however, Captain Adams states that after five or six years of repeated disappointments, there is every possibility of a road being built this year by either gave Fred. E. Freeman as his name. Upon hearing the particulars of the case the perhaps both. As soon as the railway is magistrate determined to make an example of the man and directed the chief or police Boundary Creek country, as the district to withdraw the charge of pointing a loaded revolver at Dudgeon and to prefer one the richest—in British Columbia. The company's property in the Boundary Creek district consists of the Cordick claim in Summit Camp, the B. C. and R. Bell, both well known claims, being located on extensions of the Cordick. The company have refused several offers of purchase, one being made by Smith, the pioneer miner of the d

was not wilful.

Peter Reinholt Sanberg was brought up on the charge of attempting suicide. The story which he told in court, together with his wretched condition, excited considerable sympathy for the unfortunate fellow. It appears that the primary cause of his despondency was the infelicity of his domestic affairs. H's wife transferred her affections to another man, and left Sandberg. He reterned to Sweden, but could not resist his desire to come back once more to Los Angeles. He stated that he had been drinking heavily on his journey here from Montreal and had induced such a mental condition that suicide appeared the easiest way out of the difficulty. He is evidently very weak and almost fainted during that taking of the swidence, pleading piteously with the magistrate to be allowed to go on to Los Angeles but was committed for trial.

HELLO, DAWSON IT

**John Lord Hellow II was committed for trial was not with the court of the controlled by the C.P.R.), a branch of the C.P.R. And almost fainted furning the taking of the swidence, pleading piteously with the magistrate to be allowed to go on to Los Angeles but was committed for trial.

With SON IT

**Midway would be of course the centre way out of feet of the court of the first line of the Great Northern and Northern Pacific through Myers's creek. The American roads are especially anxious to get in. As their lines would also tap the Eureka camp, just across the international boundary, which is very rich in minerals. With such railway facilities Midway would be of course the centre was not become an important distribution of Boundary creek and Kettle river, is bound to become an important distribution of Boundary creek and Kettle river, is bound to become an important distribution of Boundary creek and Kettle river, is bound to become an important distribution of the Boundary country. They are as follows: From Robson, from Penticon, the Washington Central from Midway in order to tap the rich miner as follows: From Robson, from Penticon, the south of t Midway would be of course the centre of the district, and would naturally be Possibility of Telephone and Cable Line most suitable location for a smelter. At the present time several projects in connection with the erection of a smelter are being considered and just recently into correspondence with Captain Adams

on the subject. On the question of railway construction in this district Captain Adams is very outspoken. He says that it is a crying shame that year after year Mr. Corbin has been refused a charter, bu now he thinks that his offer to build 20 miles of road can no longer be refused owing to its favorable terms. (The Cor-bin charter has since been refused at Ottawa.—Ed.) The manifesto issued by Sir William Van Horne regarding the allway question in the Boundary country Captain Adams characterized as a remarkable document and said that; it, was absurd to allow a district to remain inc through it. He believed in support-Canadian railways and industries. but not in granting a monopoly. In his opinion, however, both Mr. Corbin and the C.P.R. will build this year, and then the district will have a tremendous boom. He thinks that the Canadian Pacific, Railway will build its line in three sections—from Vancouver to Penticton,

Penticton to Midway and Midway t Robson.
In the town itself the Adams Company

has spent a large sum of money in the erection of buildings and the construction of streets and roads. It has built a level road to the south down the Kettle River and thus the steep climb over the hill is avoided and Grand Forks reached in about three hours. It has just completed, at a cost of \$5,000, irrigation flume, some three miles length, which will render a large are and suitable for cultivation. It intention of the company to sell in small holdings for fruit farms and already several applications received, including one from a man who intends to establish a creamery. Decate a dividend of 25 per cent, and the

shares are now at a premium, so that the investment promi profitable one, while Midway itself ha bright future before it. In the course of the interview, Captain Adams referred to the connection of members of the provincial cabinet speculative mining companies and demned in strong terms the pri using the names of cabinet ministers in promoting companies. Great surprise has been expressed in financial circles

London that Premier Turner and the Hon. C. E. Pooley had allowed their names to be used as such, a proceeding which would undoubtedly cause no little injury to the province. injury to the province.

Captain Adams intends to remain in London a couple of months and will be present at the annual meeting of his company in Mar.

The Recordin (B. C.) Exploration Co. The statutory meeting of the shareholders of the above company was held on Wednesday last at the company's offices in Queen Victoria street, Colonel Engeldue, the chairman, occupying the chair. I have sent you by this mail a full report of the meeting, including the chairmin's report. It will be seen that the company has secured several properties in British Colubmia as well as ome in the Lake of the Woods district Mr. Thomas Richard, the company's e pert, described most of the and Mr. Muons, one of the shar who has recently returned from British Columbia, spoke at considerable length regarding the Boundary Creek distrect Like Captain Adams, he is of opinion that that district is one of the richest in the world, and it only requires railway communication and a smelter to open up. Mr. Munns paid considerable attention to the railway question during his visit and like Captain Adams he is opinion that either Mr. Corbin or th

. R. will build this year. Several shareholders also spoke expressing great satisfaction at the progress made by the company during its brief existence, and the meeting closed with a hearty vote of thanks to the directors. The Smelting Corporation, Limited. Considerable interest has been aroused n mining circles by the formation of the Smelting Corporation, Limited, which has secured the patent rights for a special treatment of ores containing zinc. As is well known such ores cannot be treated by ordinary methods and are charged a special rate by the smelters.

As many British Columbia ores are of this class, it is thought that the process will be highly useful for the treatment.

ment of our ores, and many British Columbia mining men have gating into the process, amongst them be ing Mr. McIver Campbell, of Vancouver, who is interested in the Idaho. The company, about which I will give further details next week, is an unusually strong one, the chairman being the Right Hon. William Lidderdale, one of the directors of the Bank of England

Beports From the Mines. Hall Mines. The returns for March show that 7.437 tons of ore were smelted, yielding 357 tons of matte, containing approximately 15, tons of copper, 111,420 ounces of silver and 272 ounces of gold.

Fairview .- A cab egram. the end of last week, stated that the stamp mill was started on April 2nd, and that everything was working well. Mikado (Lake of the Woods)-A cablegram from the manager states that during a period of 27 days, ending March 31st, the mill crushed 1,116 tons, yielding

530 ounces of gold. But little interest has been taken during the last few days in the mining marets and dealers only returned from the holidays for the making-up. Amongst British Columbians, British Americas and Globes had a firm tone and Whitewaters strengthened to 3-16 premium. Hall Mines advanced 1-16, but other stocks were neglected.

AN EXTRAORDINARY HOLIDAY. The mayor of Foggia, Italy, has granted a public holiday to the villagers of that interesting old town in honor of the baptism of the children of a Signora Rosa Zurlo, who recently presented her husband with four sons, all born on the same day, and who are to be called Dante, Petrarca, Tasso and Arlosto.

Wife—The doctor orders me to the mineral baths at Carlbad, and you refuse me the means to go. That shows how little you value me!" Husband—On the contrary, I do not wish to lose a pound of you.—Fliegende Blatter.



SICK

fleadache, yet CARTER'S LITTLE LIVER PILIS re equally valuable in Constipation, curing and preventing this annoying complaint, while hey also correct all disorders of the stomach, thinulate the liver and regulate the bowels Even if they only cured

HEAD who suffer from this distressing complaint; but fortunately 'tieir goodness does not end here, and those who once try them will find these little pills valuable in so many ways that they will not be willing to do with our them this arter all suck head

and very easy to take. One or two pills make a close. They are strictly a zetable and do not gripe or purpe, but by their gentle action please all who use the at. In visits at 25 cents, the control of CARTER MEDICINE CO. Yew York.

PD Small Dose Small Price

Provincial

VANCOUV Vancouver, May 6.-A Adam is reported to have est mineral deposit ever ish Columbia. It is in the district, and according to Mr. Fanchop, M.E., the fifty feet in length and more than a mile, giving \$50 to \$100 in gold value The steamer Cape Otw for Australia with twenty

full cargo.
The meeting to nomin to represent Richmond the provincial governmen journed till next week. At a meeting of suppo vircial government at evening, Mr. T. J. Traj permanent chairman. erson, barrister and Liberal association there as the candidate on the NEW WESTMI

The May Day cele Westminster at 1 o'c the grand procession, the Grescent, headed and three companies and three companies gade. The royal carria Majesty the May Quee Ross, and her maids of Hendry and Miss Doro Hendry areas and the ex-queen, Mis and her maids of hono and Miss Milligan. Th contained the lords in was followed by man principal streets on the cession were lined with the coronation of the sses were deliver dresses were delivered t ex-Queen and the dai maypole followed. Gam proceeding and the even up with daneing. The l is an exceedingly hands opened the ball. A large ple from Vancouver from Vancouver the fete.

MAPLE RI An old pioneer has d of ex-Reeve Henry Day to bed on Monday night good health. Later heard him breathing h thing possible was done but he passed away a Captain Pittendrig came up from New Port Hammond, to I the body. The coro Port Hammond. conveyance and had miles to and from the deceased. The jury r of death from natura evidence showed decea from heart disease. The deceased was bor Ontario, in 1838. He Columbia in 1862, and tion of eight years' abs at Maple Ridge ever si took a prominent part more than a week ago couver. A widow, four ters and a host of frie

FORT STEE Premier Turner has so reply to the telegram s Baker by Mr. T. T. Mc

auce with the resolut at a public meeting of o to the Fort Steele hospicircumstances I would to give this application of l lear it will be imp There are numbers of s before the governmen gent, and if the mat again it will be neces anke, and the govern cannot see its way c sum in the supplement cient to cover them all. Indian Agent Galbr his periodical visits of Indian reservation of river. He also arrang bution of seeds for th among the Indians. vided out of funds su minion government, and ly of vegetable seeds, arrots, cabbage, onio Indians on this reserv most satisfactory progr says the Prospector, in a marked degree the of the government supe ing exercised over th

The health of the Mr. Galbraith says, ing, a result of better and improved sanitati ment is lung disease, ing. The habitations, dians are not as good The ventilation in bad. On the reservaquantities of excellent proposal has been ma ment that sufficient of to provide a fund to for the Indians, and a ber of well-bred stallie ber of well-bred stalli

tion, and serious crin

prove the live stock | NELS Mayor Houston, re of Nelson, and Mr. J presenting the South rade, are now in Ot the government the posing an import dut.
Alderman W. F. Te
or in the absence of Ottawa. Canadian Pacific Ra running lines up! Su Ymir camp from Koc will then push of Two men named Di victimized, so it is Kaslo people during by issuing forged c cashed in each instaltion. They both skip

the money, and Prat by the provincial au from Kaslo. Later as no proof of his Gagnon and Lachas shiners captured by on the Crow's Nest r camp, came up for a Judge Forin last w Judge Forin last we court were the variou in making the liquor fined \$100 or a month has a two mile contra. The other ovening big, genial butcher pany sugget blown in and parrowly esca and harrowly esca
The him has a gas pl
and Scott has the it
lifted the cover off t
out, and lit a match
any dirt in it. Before
the fact, an explosion
knocked him head of