Mines and Mining

Provincial Department of Mines---A Friendly Criticism.

By Wm. M. Brewer, M. E.

In the British Columbia Mining Exchange for December, I notice a long article devoted to the origin and growth, work and objects, of the Provincial Department of Mines. So far as it goes, this article is well written and deals with facts connected with this important branch of the government business, and the writer has evidently confined himself to authentic information from reliable authorities.

There is no question but that the Department of Mines in this province is destined to become one of if not the most important portfolios of the government, and the reports which are annually made by the Minister of Mines are among the most important documents issued from the Parliament buildings.

When the convention of the Provincial Mining Association was held in Victoria early in 1904, I was absent from the province, but read the proceedings of that convention with a good deal of interest, and particularly that portion which criticised the Provincial Mineralogist. Although at the time I did not agree with many of the comments made at the convention, yet at the same time I did not consider it advisable to rush into print to air my own peculiar views on the subject. However, after reading the article in the B. C. Mining Exchange I was very much impressed with the following paragraph: "The total staff of the Bureau of Mines cannot be called an extensive one in view of the large and varied amount of work performed * * * the chief of the bureau is the Provincial Mineralogist. The Provincial Mineralogist has no direct assistant in his office, the total staff of the Bureau of Mines being the very limited number of three, viz.: the Provincial Mineralogist, the Provincial Assayer and Assistant Mineralogist and an assistant to the Provincial Assayer."

Right here is where my criticism of the department comes in, and I made it as a friendly criticism, not as a captious one, or because I have any personal axe to grind.

As a matter of fact, this portion of the department is of far greater importance to the province at large than probably any other department in the government, and it does appear to me as though a pennywise pound foolish policy has been and still is being followed with regard to its organization.

I know that the reports issued by the Provincial Mineralogist reach the public much more promptly and at an earlier date each year than the reports published by any similar department the world over. I know too that the Provincial Mineralogist has followed a policy and that consistently, too, of making his reports so conservative that capitalists may be governed by them in seeking investments in this province. I also know that many foreign publications have from time to time complimented him for this reason.

The criticism I would like to make is that in the first place it would seem a matter of false economy to call on a high-priced technical man, such as the Provincial Mineralogist, to edit the statistical reports made by the gold commissioners to the Minister of Mines, when such work could be done in an acceptable manner by a clerk at $1,000 a year salary.

In the same way take the statistical information furnished to the Minister of Mines by the various companies operating in the province. This, to my notion, could be collected and compiled by a clerk receiving a medium salary.

The technical work alone is more than sufficient to employ at least three assistants in addition to the Provincial Mineralogist, who should be kept in the field not less than nine months during the year, and occupy the other three months in writing their reports for publication with the Minister of Mines' report.

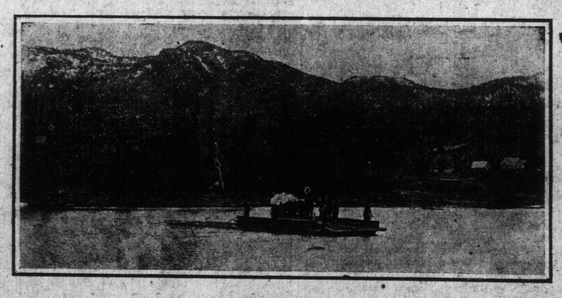
The prospective investor pays much less attention to statistics or to reports made by gold commissioners who, no matter how competent they may be to fill their offices, are not supposed to possess the attainments necessary to qualify them to make geological or mineralogical reports of their various districts. This fact is fully understood outside, and the average prospective investor, who is the man whom the government should most desire to reach, passes over the pages of the report devoted to such material with a merely superficial glance, but devotes his attention to the technical reports which deal with the actual mining operations being carried on, the geology and mineral resources of the province.

Another criticism I would make is that as a general rule too little attention is paid by the Bureau of Mines to the prospects occurring in outlying districts. Technical information relative to such districts usually receives great attention from the outsider because there are more opportunities and greater possibilities of investing in bedrock prices, than in the older established mining camps.

Of course this last statement may be criticised by the assertion that mining operators invariably call for well developed properties when seeking to make a purchase. But in my own experience I know that some of the heaviest operators in the United States are today investigating outlying districts remote from transportation.

It is supremely ridiculous to imagine for one moment that the Provincial Mineralogist can do full justice to the field work which should occupy his attention and at the same time edit all the reports including the statistics, write his own technical reports, and be on hand to receive visitors in his office without being furnished with the necessary assistants. In my opinion, and of course it is merely offered for what it is worth, altogether too little attention has been paid by the Department of Mines in the past to the publication of such valuable technical information as would be an aid in making investments in the mining industry in this province.

With that part of the department reorganized, by such appropriations being made as will be sufficient to furnish the Provincial Mineralogist with a corps of competent assistants then I am perfectly frank to say that I cheerfully indorse the statements made by the editor of the B. C. Mining Exchange.



Crossing the Tahkine river. This ferry is located twenty-two miles from White Horse. Teh log cabin on the right is Mr. Prickett's roadhouse—one of the finest on the trail. On the left is one of the numerous N. W. M. P. posts along the trail.

The Alsek District.

Considerable interest has been attached to the Alsek mining division by reports brought out by Mr. Muirhead, who owns a number of claims on Bullion creek, and by Mr. Lawrence Breese of New York, who has recently invested a large sum of money, about $300,000, to develop the properties. When passing through Victoria not long ago, Mr. Muirhead exhibited a large and beautiful collection of photographs, showing some of the scenes typical of this great mineral region, which, by the way, possesses all those charms which not only invite the seeker after riches, but allure the adventurous and the lover of sport. Beautiful water stretches abound, valleys susceptible to cultivation are found here and there, and the forests are productive of wood and timber yet destined to contribute to the wealth of the province. Several photographs, supplied from Mr. Muirhead's collection, are shown below. Unlike many of the placer fields, the Alsek is not handicapped by lack of water. In fact, it is said to have an overabundance of it due to the prolific supply from the glaciers.

As a result of investigations conducted by Mr. Breese, who spent a year in the district, a big plant will be established there for extracting the gold, which it is expected will employ about 128 men during the coming summer.

This district, Mr. Breese says, thanks to the government, which has constructed good roads, is easily reached, and in this respect possesses a great advantage over other new mining camps. As a placer camp, it could not be described as a rich district, although in the aggregate a large sum has been taken out with the pick and shovel. Individual cases of wealth having been found in this way were, however, not plentiful.

Next summer Mr. Breese will probably instal an hydraulic plant on Bullion creek. Very exhaustive assays made during a year's sojourn in the country showed him that the gravel ran from 35 cents to 2½ ounces to the yard. It is his intention to build a flume right along the bedrock. His monitors would then operate on the benches, and the force of the water would carry everything through the flume, when the boulders which were not numerous or of large size could be easily managed.

"I must think the Alsek mining district of British Columbia is all right or I would not invest $300,000 in the district."

This statement was made by Lawrence Breese, a New York millionaire who is a guest at the Vancouver Club, Vancouver. The remark was made in answer to a query of the Colonist correspondent.

Mr. Breese talked with much reserve as he stated that so many ridiculous statements and reports had been made about the district referred to that it made one who had spent a year in the country very impatient. He was asked if he would not give a general idea of the district, from his own standpoint, to the Colonist

He stated that the district, thanks to the government, who had provided roads, was easily reached, and therefore in this respect had greatly the advantage of many other new mining districts. At the present time the country was practically deserted. There were twenty-five men in there, many of them working for him, proving up the low levels. He was very desirous of knowing if the gravel was worth working at a great depth. Hard pan was not deep, but there had been considerable gold found below hard pan, and it was thought that possibly good values might be discovered at great depth.

Alsek was not a rich camp. When asked to compare it with Atlin, a comparison which had sometimes been made, he said he had been in Atlin, and the conditions were so different between the two camps that it was impossible to compare them. When the alleged scarcity of water in Atlin was referred to at Atlin, Mr. Breese said that the trouble was in Alsek there was too much water. The trouble was not that there was not enough, but that there was more than enough, which was sometimes inconvenient. The supply coming from the glaciers was so copious that devices had to be resorted to moderate the power.

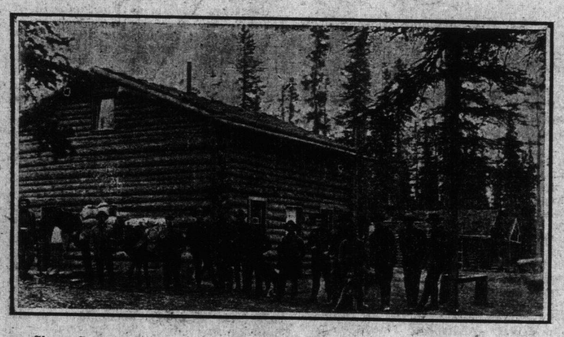
As regards the placer diggings, nobody had got rich over them. A few made good money In the aggregate a large sum had been taken out with the "pick and shovel," but when the whole returns were recapitulated, it would likely be found that the men who sought their fortunes, in most instances made only wages. He said he had abandoned all his claims on the other creeks outside Bullion. He had given them up without attempting to operate them. He had decided that there were but two creek in the district that had proven to be good, and those were Ruby, up as far as discovery, and Bullion.

It was likely that the new creek, Burwash, might prove all right, as the upper reaches had not been properly prospected yet.

He had spent an entire year at Alsek, thoroughly investigating the situation, and the result had been that he was content to spend over $300,000 to work Bullion creek.

Mr. Breese was asked if he represented a syndicate. He replied that he did not, that it was his own capital he was investing.

His object in remaining so long in the district before coming out to civilization was to prove as far as it was possible to do the richness of his property on Bullion. To do this he continued to test the auriferous gravel all one season. As a result of these tests he had concluded that Bullion was rich enough to run the risk of installing machinery and establishing a big plant on the spot.



Sheep Camp—Now the headquarters of Mr. Breeze's hydraulic company.

Mr. Breese was asked how he was going to recover the gold, what machinery would be used, and what plan would be adopted. It was inferred by his remarks that later on it was likely the higher banks of the creek would be operated, perhaps by dredge.

His plan, however, for next summer was, he said, to hydraulic Bullion. His very exhaustive assays demonstrated that the gravel ran from 35 cents to two ounces and a half to the yard. There was no gold peculiar to the district, although there was coarser gold on some creeks than on others. However, the gold of the district was found in some spots fine, in some spots coarse, in some spots very coarse, and it was sometimes found in flakes.

He was going to build a flume 600 feet long right along the bedrock on Bullion creek. His monitors would then operate on the benches and the force of the water would carry everything through the flume when the boulders, which were not numerous, or of large size, could be easily managed.

When asked how many men he would employ, he replied that he could not say positively, but he estimated that he would engage on all his works next summer 128 men. He intended to make his operations extensive, as he believed his careful inspection of the property had warranted it. He was in Vancouver arranging the details for his next season's work.

Mr. Breese was asked where his machinery and supplies would be bought He replied that he would get his machinery from the United States. He would, however, buy his year's supplies in British Columbia. This would include the season's provisions for the camp, horses, cattle and complete outfit, apart from machinery.

He would have an electric plant installed which would be economically operated by water power, and no means would be spared to make his venture a success.

Sluicing on Bullion above the Canyon. This ground properly worked will average an ounce a day per man. This claim, which is owned by Mr. Muirhead, is situated above the timber line.

THE SIMILKAMEEN

Remember the Name, It Will Be Famous.

Vancouver, B. C., Dec. 30.—The year 1905 is expected to see both the Canadian Pacific and the Great Northern railways build into the rich Similkameen country, which has been agitating for transportation for a dozen years. In addition a St. Catharines, Ont., company will construct the Nicola, Kamloops & Similkameen line, if it makes terms with the provincial government. It is reported here that the McBride administration has formulated a railway policy that will enable these and other roads to go ahead as soon as weather permits in the spring. The C. P. R. is not particularly anxious to build into the Similkameen just yet, but the forward move on the part of the American line is supposed to have forced its hands. It is announced here that representatives of the two lines have met and so arranged routes that there will be no paralleling. The two lines will tap different sections of this rich mining and ranching country. No confirmation of these reports can be had at headquarters, but the public believes them. The Great Northern will build under the Victoria, Vancouver & Eastern charter granted by the Dominion, the provincial charter having expired. The federal charter allows the Great Northern to build its line in and out of the boundary, but gives no expropriation powers to branch lines, these being confined to the main road. The company will ask the provincial government at the forthcoming session for expropriation powers.

There has been some opposition to this policy of the Great Northern to build lines into British Columbia, like so many fingers on a hand, with the state of Washington as the palm and Seattle as the wrist; but the people of the Similkameen say they want the Great Northern or any other railway, and they do not care how it comes so long as it is constructed. With its advent they expect the biggest mining boom that British Columbia has ever seen.

As it is, even without railroads, mining has made greater progress in the Similkameen during the year just closing than at any other period in its history. Were transportation facilities available several properties could start shipping and continue indefinitely the sending out of ore. It is impossible to ship, however, when everything has to be hauled on wagons at a cost of from $20 to $30 a ton, according to the distance from Penticton, the Similkameen port at the southern end of Okanagan Lake. Men who know the country have no hesitation in saying that the Similkameen is the richest mineral portion of this province, outdoing Rossland, Nelson, the Slocan, the Lardeau, and even Southeast Kootenay, with its St. Eugene and its Crow's Nest Pass coal fields. Moreover, the district claims that given a railway it will become known as the greatest cattle-raising and fruit-growing section in British Columbia. Already there are ranches in there worth several hundred thousand dollars, but the popular policy will be to divide large estates into small holdings.

The Similkameen country has been well described by R. W. Northey as stretching from Fairview on the east to Penticton on the west, a distance of seventy miles, and from the boundary line northward a distance of fifty miles, within which country are embraced some of the richest mines and broadest valleys in the province. There are thousands of acres of splendid ranching land, suitable for fruit and vegetable growing, and for dairying and stock raising.

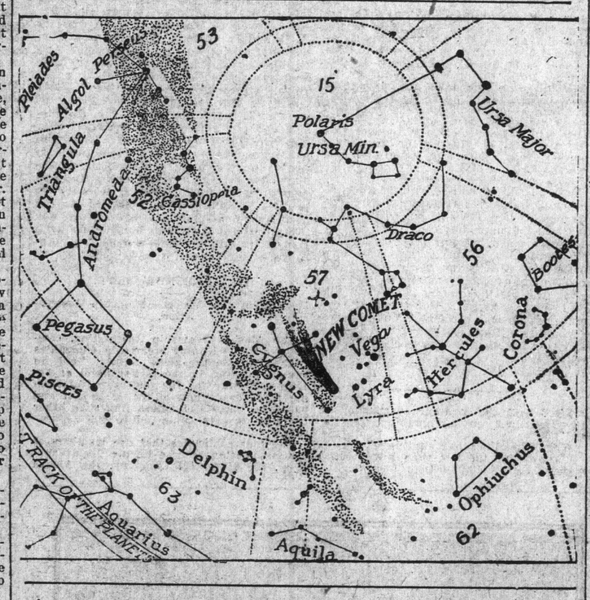
The biggest mining property in the country is undoubtedly the Nickel Plate, near Hedley. This was secured by the late Marcus Daly at a time when he is reported to have said that he would take up nothing less than a second Anaconda. There is a forty-stamp mill, which is to have sixty stamps added immediately, and the amount of gold produced is close on to $4,000 every twenty-four hours. The Nickel Plate people do not talk about their property 5,000 feet in the mountains above Hedley, but they have spent hundreds of thousands of dollars on it until it dwarfs Le Roi, the War Eagle and the Centre Star, and is beyond doubt the richest and most valuable mine in the province, with a payroll at the mine and mill of 250 men. The official report of the Minister of Mines gives $2,000,000 as the sum spent on the claims and the mill to place the company in its present enviable position.

Encke's Comet

By Edgar L. Larkin. Copyright, 1904.

Encke's periodic comet shows well in the telescope now. The sky is very clear tonight, and the best observation yet secured was just made, 8:30 p. m., Nov. 25. Its position was right ascension 21 hours 33 minutes, declination (north) 12 degrees 42 minutes. This brings it in the western part of the constellation Pegasus and near a splendid cluster of small stars known as Messier 15. The comet is moving southwest to sweep around the sun. It is at this writing about 46,000,000 miles from the earth. It is not visible to the unaided eye. The nucleus is very faint and difficult to see, even in the great telescope, if, indeed, it has one; but the tail is quite wide, diffuse and faint and is nearly circular or slightly oval or elongated.

This comet is one of the most interesting bodies known to astronomers. Its periodic time is decreasing—that is, since 1786 it keeps moving faster and faster. Innumerable arguments have been held since 1819, when its orbit and velocity were actually computed by Encke, for whom it is named. It was at once argued, since it kept moving with accelerated velocity, that it must meet a slight resisting medium in space, such as tenuous gas. For by means of the higher analysis it is known that should a body of small mass and of great dimensions as a comet rush around the sun through a thin resisting medium the result would be an increase of speed.



This seems strange to one not versed in the higher mathematics; but the explanation in words in place of formulas is that the friction of the rare gas does tend to retard the motion, but the motion cannot begin to slow down before the sun's attraction pulls it off its track and a little nearer. But no body can go an inch nearer the sun without flying faster. This fact is based on the known rigid laws of gravity and motion. Therefore the speed is increased and the time of moving around the sun decreased.

Here are the times of revolution around the sun at a few returns:

Years—	Time of Revolution. Days.	Hours.	Min.
1819-1822	1,211	15	50
1822-1825	1,211	18	12
1825-1829	1,211	10	34
1829-1832	1,211	7	41
1838-1842	1,210	23	31
1855-1858	1,210	18	41

And so on, shortening its time of circuit on an average of two and one-half hours each revolution. This was maintained until in 1868 the increase of speed diminished nearly one-half. Professor Young says that from this "there remains much doubt as to the theory of a resisting medium." His theory is that the comet, at terrific speed, dashes many times faster than any cannon-ball through a stream of meteors. No other comet has been observed to accelerate, so the question is obscure. All the astronomers of the world are on the alert to see what it will do this time. This comet has the shortest "year" of any known—1,211 days, approximately, or three and one-third years, nearly. The writer has seen it on several returns.

A remarkable fact about the present comet is its diminution in size when it reaches its nearest point to the sun. When first seen it is usually 130,000,000 miles away; and at that time has a diameter of 300,000 miles. Then it flies onward with rapidly accelerating speed to the nearest approach to the solar globe, a distance of 33,000,000 miles. But behold! its diameter is then about 14,000 miles only! That is, when first seen its volume is 10,000 times greater than when in perihelion. The entire subject of comets is a mystery. Thus, the spectrocope shows that the light emitted by a majority is like that radiating from the base of a common gas or candle flame, which we know to be caused by the union of a hydro-carbon with oxygen.

Some of the light of comets' tails is reflected by the sun; but some is due to the materials of the comets themselves. The tails of comets behave as though repelled by a force emanating from the sun.

Various opinions have been advanced on this perplexing question. The electrical theory of repulsion had many adherents. That the sun is surrounded by an electrostatic field, which repels the thin gas of the comet away into a streamer; but the writer heard the great Swedish astronomer and physicist Arrhenius at the World's Congress of Electricians in St. Louis elaborate a profound mathematical theory of the pressure of radiant energy in general. The vast subject cannot be shown here.

The most appalling apparition ever seen by the eye of man was the enormous comet of 1882. It actually passed within only 300,000 miles of that awful furnace, the sun's surface. It plowed through the hot gases surrounding the solar mass with the world-startling speed of 300 miles per second. On September 17, 1882, it was watched from the Cape of Good Hope until it got white hot close to the edge of the sun, when it vanished. The observers thought that it had disappeared behind the sun; but no, it crossed the mighty front. It passed between the earth and sun in fifteen minutes and traversed the disk 866,000 miles in that short time. When crossing the sun's face it was invisible. It therefore must have been transparent or as hot and as bright as the sun; for if cooler and darker it would have been seen as a dot or spot—that is, the nucleus.

The writer watched it hour after hour. The nucleus at one time reached the length of 100,000 miles, and in one place its width rose to 5,000. It boiled with fervent heat, and to this moment visions of the terrific spectacle are vivid. The tail at its maximum reached the enormous length of 100,000,000 miles and therefore extended out beyond the orbit of the earth, where it was 10,000,000 miles wide. The stars were always easily seen through it, showing it to be very rare. The spectrum was that of a hydro-carbon gas.

Well's comet, also of 1882, plunged into the sun's external gaseous envelope and became white hot. Its spectrum then presented the lines of the two well-known metals—sodium and magnesium. Most of the comets that whirl around the sun are callers on the solar system. They come to pay us their respects, make a graceful curve in space, a parabola, on which they speed around the sun, and dash away never to return.

Lowe Observatory, November 26, 1904.

Ragged clothes quickly—that's what common soaps with "premiums" cost; but

SUNLIGHT SOAP REDUCES EXPENSE

Ask for the Octagon Bar

DR. PRICE'S Cream Baking Powder

Made from Grapes

45 Cents a pound can

25 Cents a half-pound can

At all grocers

For fifty years Dr. Price's Cream Baking Powder has been the standard. It is the greatest aid to perfect household cookery.

With least labor and trouble it makes all hot-breads, biscuit and cake of finest flavor; light, appetizing and wholesome.

WIRELESS TELEGRAPH.

New Station of Pacific Company Opened at Seattle.

Port Townsend, Jan. 14.—The new station of the Pacific Wireless Telegraph Company at Seattle was formally thrown open to the public today.

This company now has four land stations and one on the revenue cutter Grant. The land stations are located at Port Townsend, Fort Casey, Friday Harbor and Seattle. Victoria is to be the next point to be connected with the system, and the completion of the Seattle station will release the company's working force from that point so that full attention may be given to Victoria. It is hoped to establish communication between the latter city and the other stations within a month, much preparatory work having already been done.

The system was first thrown open October 17, 1903, when the stations at Port Townsend and Fort Casey were put in operation. The event was a notable one, impressive ceremonies, attended by hundreds of local people and numerous invited visitors from many states, being held.

The company's first practical work was done in Southern California, where stations were erected at San Pedro and at Avalon, on Santa Catalina Island, off the coast. This system was operated three years and experiments conducted before the present system on Puget Sound was established. The California system is still in daily operation.

The plans of the company involve the erection of a station at Cape Flattery and several other points on the Sound and British Columbia. General A. L. New, the vice-president and general manager, has also stated that Alaska will have his company's attention as soon as possible.

RUSSIANS WERE WITHIN RIGHTS

Damage Done to Ships at Port Arthur Before Surrender Is Condoned.

Tokio, Jan. 13.—There is a growing sentiment here to discourage further criticism of Gen. Stoessel's action in damaging the ships and fortifications at Port Arthur after his letter looking to the opening of negotiations for capitulation was sent to Gen. Nogi. The Nichi-Nichi today authoritatively says that there is no question as to the right of the Russians to blow up their warships and damage their guns while negotiations were pending, and it points out that they showed their good faith by stopping the destruction of property immediately that the capitulation compact was signed.

CROUP ABSOLUTELY CURED.

"There is no remedy in my opinion that can act more promptly than Dr. Chase's Syrup of Linseed and Turpentine. It cured my son of croup, absolutely, in one night. We gave him a dose when he was black in the face with choking. It gave him instant relief and cure."—Mr. Wm. McGee, 49 Wright Ave., Toronto, Ont.

BLOCKADE RUNNER NAILED.

Tokio, Jan. 14.—(1 a. m.)—The Japanese torpedo boat destroyer No. 72 captured the British steamer Lethington in Tsusitima straits last Thursday and brought her to Sasebo to be tried by the prize court. The Lethington is reported to have a cargo of coal for Vladivostok.

GOTCH A WONDER.

Montreal, Jan. 13.—Frank Gotch tonight at Sohmer park, before a crowd of 3,000 people, again demonstrated his superiority over "Yankee" Rogers, defeating him in two straight falls catch-as-catch-can, the first in 34:40 and the second in 19:14. Gotch had the best of it all through and gave Rogers a cruel gruelling.

AMERICAN FALLS DRY.

Ice Run and Low Water Affect Niagara In Remarkable Manner.

Niagara Falls, Ont., Jan. 14.—A remarkable condition of affairs has prevailed at the falls for the past two days. A heavy ice run and low water have almost blocked the American channel. The American falls are practically dry, and it has been possible to walk across from the mainland to Goat island in the bed of the river. The Canadian falls are not affected.

STARCH PLANT FIRE.

Big Factory in New York Damaged and Employees Have Narrow Escape.

Oswego, N. Y., Jan. 13.—The starch plant of the Corn Products Company here was damaged to the extent of $150,000 by a fire today, which destroyed three buildings used for the packing department, kiln room and scraping room. A portion of the granary department was also damaged.

The flames originated in the packing room and were caused by the explosion of a boiler. With great rapidity the fire swept through the main building and cut off nearly every means of egress. The factory was filled with employees, who escaped with difficulty. Several persons were injured, one seriously. Jeremiah Sweeny jumped from the fourth storey and received a fractured hip, and William Caton, Michael Heman, Archie Bailey, John Hoerr, Anna Arnold and another were slightly burned in leaving the building.

Fire Chief Blackburn called out all his available apparatus and then summoned assistance from nearby cities. After strenuous efforts the flames were confined to three buildings, and the fact that the oil plant was deluged with water prevented the complete destruction of the plant.

Leopold Sells To Pierpont Morgan

Belgian King Disposes of Interests in the Chinese Railway.

American Capitalist Buys Into a Gigantic Railway Scheme.

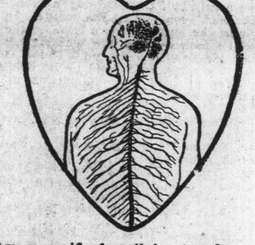
Paris, Jan. 14.—Information from Brussels reaching the highest quarters here, shows it is the extensive interests of King Leopold in the Canton-Hankow railroad which have passed into the hands of J. Pierpont Morgan of New York.

Negotiations on the subject had been going on for some time as it was contemplated to combine French, Belgian and American interests so as to eventually cover the Franco-Belgian concessions for a line from Pekin to Hankow, thus making a continuous line from Pekin to Canton, over 2,500 miles from north to south through the heart of populous China. The extent of this project is compared by those familiar with the negotiations with the transcontinental lines connecting New York and San Francisco. That portion of the project relating to Pekin and Hankow is still in abeyance, but the French view appears to be favorable to combine the interests so as to make a continuous route from the capital to the great emporium in the south. That portion relating to the Hankow-Canton railway is considered to have been closed by the transference of the interests, of which the personal holdings of King Leopold make up the largest part, to Mr. Morgan. This branch of the negotiations was conducted at Brussels. The concession of the Hankow-Canton railway was originally American and then passed under Belgian control. The line is about 1200 miles long, and the extension to Pekin will be about 1600 miles, a total of 2800 miles without counting the extensive spurs toward the Tientsin, Kio Chu and Shanghai valleys.

Reports from China show there is much native agitation against foreign railway enterprises. The authorities here fear this may interfere with the proper development of French, Belgian and American interests. The native opposition is not confined to the ignorant classes. It includes Chinese capitalists who are interested in the earnings of the railroads. These have combined with the Portuguese on the line from Canton to Macao. They recently held a violent meeting in a Buddhist temple, Canton, for the purpose of opposing foreign control of the railroads. The official reports showing the cancellation of the British concession for a railroad from Swatow to Chao-Chou, and its reissuance to Japanese is cited as another evidence of the nation's opposition to European and American railroad development. A curious feature is that the Chinese capitalists do not wish for entire control of the railroads, desiring sufficient foreign participants to ensure foreign governments preventing the extortion of Chinese officials. The French authorities are seeking to overcome the native opposition so as to permit a realization of the French branch of the extension projects.

According to figures recently compiled the total track mileage and siding of British railways amounts to 50,729 miles.

MILBURN'S Heart and Nerve Pills.



Are a specific for all heart and nerve troubles. Here are some of the symptoms. Any one of them should be a warning for you to attend to it immediately. Don't delay. Serious breakdown of the system may follow, if you do: Nervousness, Sleeplessness, Dizziness, Palpitation of the Heart, Shortness of Breath, Rush of Blood to the Head, Smothering and Sinking Spells, Faint and Weak Spells, Spasm or Pain through the Heart; Cold, Clammy Hands and Feet. There may be many minor symptoms of heart and nerve trouble, but these are the chief ones.

Milburn's Heart and Nerve Pills will dispel all these symptoms from the system.

Price 50 cents per box, or 3 for $1.25.

WEAK SPELLS CURED.

Mrs. L. Dorey, Hemford, N.S., writes us as follows:—"I was troubled with dizziness, weak spells and fluttering of the heart. I procured a box of Milburn's Heart and Nerve Pills, and they did me so much good that I got two more boxes, and after finishing them I was completely cured. I must say that I cannot recommend them too highly.