

COAST-TO-KOOTENAY LINE AGAIN

(Special to The Miner.)

VICTORIA, B. C., Oct. 7.—The Times' Ottawa special says: The financial statement issued by the Dominion finance department today shows that for the year ending June 30th last, there was a surplus of over \$7,000,000. When the capital account is included there were \$2,800,000 added to the public debt, which is now \$71,000,000.

The Canadian government is endeavoring to get a line of stock suitable for the trade of re-stocking the Boer farms in South Africa.

Official notice is contained in today's papers by Macdonell, solicitor for McLean Bros., for the Dominion charter for the Coast-Kootenay line, including a ferry and other desirable connections with Victoria. The local terminus is arranged for the north side of the harbor at the mouth of the Capilano river.

Frances A. Trupper, daughter of W. J. Trupper of Wainwright, and a niece of Sir Herbert Trupper, died today at Vancouver, aged 13.

Rose Murder Trial Will Be Concluded Tuesday

(Special to The Miner.)

NELSON, B. C., Oct. 4.—The Rose murder trial at Nelson is progressing slowly to a conclusion. Yesterday three witnesses were examined for the defence, the crown having concluded the case for the prosecution at noon. The third witness for the defence was the prisoner, who went in the box at 4:30 o'clock and was still under examination when court adjourned at 6 o'clock.

An adjournment has been taken to Monday morning, the jury being under lock and key in the interim. J. A. Macdonald of Rossland is conducting the case for the defence, and is making a splendid fight for his client.

It is probable that the case will be concluded before Tuesday at the earliest.

Athletes to Compete With Those of England

(Special to The Miner.)

NEW YORK, Oct. 4.—E. W. H. Jertberg, trainer of the Columbia Varsity track team, announced that he expected to take to England next summer a team of American track athletes to compete with the athletes of Great Britain. The financial success of the venture is sure, and enough money for expenses has already been promised.

Those who have so far been chosen to go and who have accepted, according to Jertberg, are:

Mike Sweeney, holder of world's record of 100 yards; Harry Gill, all-round A. A. U. champion in 1900; Frank M. Kanally, holder of the five miles A. A. U. championship in 1901; George Peary, the weight thrower, and Tom Keas and Ed Holts, the Boston sprinter.

First Football Practice of the Season

(Special to The Miner.)

With aching and scarred limbs and bruised chests, and with the sun sinking rapidly behind the mountain tops, the members of the newly formed Rocky Mountain Ranger and Bugle Band football team completed their first football practice and wended their weary way homeward. It was a great football practice, great for the spectators and players alike; in fact nothing so good has happened in this city since the time Al Davis returned from Colville with some feathers that Wilcox was kind enough to say resembled ducks.

The practice was, of course, the first of the season, and in consequence it would hardly be fair to make any criticisms of the playing or of the players. The playing was, in some cases, decidedly poor. Some of the players showed up well, others poorly, while still others demonstrated beyond the shadow of a doubt the fact that they knew little or nothing about the game.

They were all willing enough to play yesterday, and should, if they practice long enough, be able to put up a good article of association football. It will take good, stiff practice and plenty of it, however.

Some of the features of yesterday's practice was the excellent blocking tactics and good judgment displayed by a couple of the players. Their work easily stamped them as leaders in the team. A couple showed evidence of making good forwards if given but half a show.

Red Letter Week With the Militiamen

(Special to The Miner.)

The present week is an important one in the annals of the local militiamen. Today the members of No. 1 Company, Rocky Mountain Rangers, will have manoeuvres west of the city, on Wednesday Lieutenant-Colonel Holmes, D. O. C., will inspect the company and on the evening of the same day the corps will partake of its first annual dinner.

This morning the company paraded at the skating rink for the outdoor work, and as last Sunday's work along similar lines was decidedly interesting, it is expected that there will be a full parade of the company. The program calls for a morning of skirmishing over the rough ground to the west of the city, in the course of which the men will acquire valuable experience in this mode of warfare which has come into such vogue as the result of the South African campaigns.

SITUATION CRITICAL IN VENEZUELA

WILLEMSTADT, Island of Curacao, Oct. 4.—As proof that President Castro is in a critical situation in Venezuela a high official of the government, who has just landed here, reports that President Castro's wife has deposited her jewelry at the Spanish legation in Caracas.

A part of the revolutionary army occupied Villa de Cura on Friday and is now marching on Valencia. It is known as an official authority that the revolutionary leader, Matos, has sent a letter to President Castro, in which he suggests that the president make an inspection of the revolutionary forces in order to convince himself that it is a matter of improbability for him to resist them successfully. What answer President Castro made to this letter has not been divulged.

CARACAS, Venezuela, Oct. 4.—The official gazette today published a protest against the occupation by Great Britain of the Island of Fatas. The local press, which only yesterday learned of the incident, published vehement articles protesting against the attempt on Venezuela's national sovereignty.

MONUMENT TO ZOLA'S MEMORY

(Special to The Miner.)

PARIS, Oct. 4.—The subscriptions to the fund for a monument to M. Zola have reached the sum of \$3400, including \$400 from his Captains Dreyfus and \$400 each from his two brothers and his father-in-law.

It is estimated that 60,000 members of various societies will take part in the funeral procession. M. Zola's body, on the arrival of the cortege at the cemetery, will be placed on a catafalque, around which the members of the family and intimate friends of the dead novelist will group themselves, and after the orations have been delivered the delegations attending will be allowed to file past, followed by the general public. The body will then be replaced in the hearse and conveyed to a temporary vault.

STRAIN ON PRESIDENT.

Secretary Cortelyou Says He Must Have Absolute Rest.

WASHINGTON, D. C., Oct. 4.—Secretary Cortelyou yesterday, being asked as to the condition of the president, said: "The conference held yesterday was a severe strain upon the president. While in the judgment of his physicians his progress toward recovery has been satisfactory and continues, so they feel, to avoid the risk of a set back, he should be relieved of any duty for the next week or ten days only so matters will be brought to his attention as it may be imperatively necessary for him to consider."

THE AMERICANS DISSATISFIED.

TURIN, Italy, Oct. 4.—The prizes at the international exposition here which have been awarded the American exhibitors has caused dissatisfaction. "They consider that they were discriminated against and that they merited better awards."

SHAMROCKS AT VICTORIA.

Will Play Victoria Lacrosse Team Tuesday Afternoon.

VICTORIA, B. C., Oct. 4.—Arrangements were concluded tonight with the Shamrock lacrosse team of Montreal, champions of the world, to play here with the Victoria lacrosse team on Tuesday afternoon in connection with the Victoria Exhibition. Victoria being one of the strongest teams in British Columbia, a great game is expected.

LATE NEWS FROM THE SMELTER CITY

(Special to The Miner.)

TRAIL, B. C., Oct. 4.—A. E. Westcott has returned from the coast, where he went to arrange the funeral of Mrs. Thomas Haughton, formerly of this city. Mrs. Haughton died intestate in Victoria and \$600 in cash.

The city is enforcing the sanitary by-law and incidentally the bylaw governing dogs. Three dogs were impounded and destroyed this week. One resident of the gulch was brought before the police magistrate for refusing to pay the sanitary fees. Costs and a fine were imposed.

Kirkup of Rossland is in charge of a force of men engaged in repairing the wagon road down the west side of the river. This improvement is a result of Colonel Prior's recent visit to Trail. He was taken over the road, proposed to bring the matter to the attention of the authorities at Victoria, and did so. The road is being put in excellent shape for a distance of about two miles.

W. J. Furnell has purchased the Pelter property, adjoining his own, next to the power and light house. He is erecting a substantial iron fence and otherwise improving the premises.

No. 2 copper furnace was blown in this week, and No. 1 is being rebuilt as rapidly as possible. It will be blown in as soon as completed.

As a result of the recent examinations following promotions have been announced: First to Second Reader—Margaret Charlton, Nettie Hurley, Letitia Schofield, Ethel Glover, Katie McKay, Raymond Isley, Lindsay Gill, Helen Degagne, Blanche Gibbs.

Second to Third Reader—Mollie Hanna, Letitia McCurdy, Lidda Hanna, Richard Morgan, Gertrude Hatch, Minnie Schatt, Clark Robinson, Dannie McDonald, Albert Hatch, Charlie Morrow.

THE LEAD MINING DEPRESSION

The following communication appeared in the Toronto Globe and is well worth reproducing: (To the Editor of the Globe.)

I hope you will kindly give me permission through your columns to make known to your readers the unfortunate state of affairs that exists throughout the part of British Columbia of which Nelson is the commercial centre. A few years ago West Kootenay and the western part of East Kootenay were in a happy home for thousands of contented people. Today all is changed, not through any exhaustion of the natural resources of the region, which are immense, but through wholly artificial causes, which the government of Canada can at any time remove.

The entire district is, in fact, in the clutch of a foreign trust, and its chief industry, the mining of silver-lead ore, has been deliberately throttled by that trust, with the object of restricting the output of lead, so that they can charge excessive prices and make excessive gains.

I refer to the smelter trust, or lead trust, of the United States, an organization formed for the express purpose of monopolizing the lead industry, and limiting the output. The practice of this organization is to hunt down without mercy all companies or persons who show a tendency to become their rivals, and they treat Canada as a part of their game preserve, although they owe allegiance to a foreign flag, and form part of a nation that for many years has been distinctly unfriendly to Canada. Why should unfriendly foreigners be assisted in their attempts to injure loyal Canadians?

The United States lead trust was formed for the purpose of limiting the output, and the first step they took in this direction was a refusal to buy Canadian lead. The government in power at Washington owed its existence to the trusts, and was bound to do their bidding. The members of the lead trust, therefore, called upon the United States government to place a large tariff on lead, and the Canadian market was closed up to the Canadians.

They said to themselves: "The Canadian market for the products of lead is entirely open to us. We will shut out Canadian lead entirely. The tariff gives us absolute control of the markets of the United States, and it will be our eyes on their part to make use of their mines, by flooding Canada for a time with our own lead at less than the cost of production, the commercial nation of Canada with the United States will be brought about so far as the purposes of our trust are concerned."

They are doing this, and they keep our throats in a vise, and they keep our Canada, and the Canadian government alone can furnish the means for fighting them by saying that if they will take no Canadian lead they shall sell no United States lead in Canada. Lead as it comes from the mine in Canada brings a price of only \$1.25 per cwt., while in the United States the price is \$3.40 per cwt. The difference is caused partly by the very high duty levied by the United States government in the interest of the lead trust, and partly by the high freight charges for taking the lead to New Jersey to be refined. When the refined product is brought back to Canada from the refineries in other countries a duty of 15 per cent on the cost of refining is levied by the Canadian government.

This part of Canada cannot stand the strain much longer. The St. Eugene mine at Moyie, in the West Kootenay, has done nothing for a year and is a half, although it is one of the best silver-lead mines in the world. The same thing may be said of almost all of the silver-lead mines here. About 20,000 tons of refined lead are used in the West every year, and this Canadian supply is not sufficient to meet the demand. The government would give assistance in the establishment of a refinery in Nelson, or some other town in the district, and also increase the duty on lead. If the duty on lead were not increased the United States lead trust would swamp Canada with their own lead, and the price would be less than cost.

The purpose of throttling the industry, so as to give them a monopoly. It is not probable that the price of lead would be increased to Canadian consumers, as there would be no loss of haul to a refinery in New Jersey or elsewhere, and there would be no duty on the cost of the cost of refining. However, even if the price were slightly increased to Canadian consumers, while the industry was being established, the people of eastern Canada would have no just grounds for complaining, as the people here are compelled by the tariff to buy their fur-traps, sewing machines, pianos, organs, bicycles, cotton goods, meat, canned fruits and vegetables, butter, eggs, coal oil, flour, rolled oats, and, in fact, almost everything they use, in fact, all Canada, Manitoba and the Northwest Territories, when they could buy them across the line in the United States at much lower prices if there were no duties to pay. The people of British Columbia contribute in proportion to their numbers a much larger share of the revenue than the people of any other part of Canada, and they are not very public purposes, or in any other way. In 1899 the people of Canada as a whole contributed \$8.98 per capita to the Dominion revenue, and the people of British Columbia contributed \$25.67 per capita. The people of the West are not in the duty on lead, and to aid in establishing a refinery.

JOHN SIMPSON, Nelson B. C., Sept. 12.

THE GRANBY SMELTER.

GRANBY, B. C., Oct. 3.—During the week ended today the Granby smelter treated 439 tons of ore. Grand total treated to date, 497,473 tons.

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The latest telegraphic news of the world, and devotes special attention to the mining and general interests of the Kootenays. Sample copies forwarded to any address on application.

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BALDWIN'S RETURN. Denies Any Serious Misunderstanding Between the Members.

NEW YORK, Oct. 2.—On board the steamer Germanic, which arrived today from Liverpool, was Evelyn B. Baldwin, of the Baldwin-Zeigler polar expedition. Mr. Baldwin said: "We have succeeded in placing our deposits on the north coast of Franz Josef Land, the jumping off place for next year's campaign. We have been most successful, considering the difficulties of the heavy ice packs met. We did considerable sledging and exhausted our sledges and supplies. We went as far as we were able with the steamer before sledging, and had barely coal enough to return. For a party of 42 persons we were the most harmonious company that ever sailed north. I do not know what has been said about us, but anything contradictory to this statement is mere talk. I expect to confer immediately with Mr. Zeigler."

NEW YORK, Oct. 2.—Evelyn B. Baldwin, the Arctic explorer, arrived today on the steamship Germanic of the White Star Line. Mr. Baldwin at first refused to talk about the alleged controversies which had taken place between him and Captain Johannsson of the America, but after hearing that it had been reported that the expedition had been short of food supplies, he made the following statement: "There is no truth in the report of our not having sufficient supplies. It is easy to explain the trouble between myself and Captain Johannsson. He wanted to be the whole thing. That is all. The trouble first started between the captain, or, to give him his proper title, sailing master, and the ice pilot, whose name is Larson. The ice pilot took up his place in the crew's nest on the ship when we were in the ice five days and should have had complete charge in directing the ship. The sailing master objected to the ice pilot's holding absolute sway over the movements of the ship at any time, and that is how the row began. I, of course, took the side of the pilot and saw that he was kept in command while we were in the ice. The pilot had twenty-nine years' experience in the ice fields, while the sailing master had practically none. The expedition went away with forty-two persons on board, and we brought back the same number. The Fram drifted around in the ice four years, while in one year we did almost as much and established a new route. Why, we ought to be congratulated instead of, as you say, being jumped on. I have learned a good lesson, though. Never take a Swede and Norwegian together with you if you want to avoid trouble. The sailing master was a Norwegian and the ice pilot was a Swede. That is the whole thing in a nutshell."

In response to Mr. Baldwin's request for information regarding any charges made against him, he was shown a published interview with J. K. Hare, an artist on the expedition, who recently arrived here. The interview stated that there had been a dispute between Baldwin and the captain of the America and Baldwin, and that there had been an insufficient supply of food. Mr. Baldwin was also informed that W. S. Vineyard of Durango, Colo., the first member of the expedition to arrive in America, had said that he never would go north again with Mr. Baldwin.

"I don't believe it," said the explorer. "Why, neither of these men has any cause to say anything against me. Every one was treated fairly and no one can truthfully say that he was not. If we go again next year, no matter who I take with me, whether they be Zulus, Hottentots or white men, there are sure to be kickers in the crowd. The members of this expedition were mostly young men, and very few of them had ever undertaken such a trip before. This might explain some of the things said about me. But I am being done a great injustice. We had quite a pleasant time of it taken all together. Some of the men brought musical instruments along with them and cheered us up a bit. Another feature was the cinematograph pictures that we took of the various ice scenes. We also took hundreds of photographs. Our most exciting adventure was when we were coming back and were caught in the pack ice. This was really very serious and the ship's propeller frame was broken, and the rudder and screw bent. Two members of the party were set on by white bears one day and had a narrow escape. We were sending balloons and buoys and sending messages. The meteorological observations taken and the dredging will be of the greatest interest to science. We manufactured our own hydrogen gas for the balloons without accident, which is another thing we deserve credit for. The knowledge gained of air and currents will also be of great value to science. I still believe that when the

A Tramway Greenwood

(Special to The Miner.) GREENWOOD, B. C., Oct. 1.—The following is a copy of a resolution passed at the last meeting of the city council: Whereas, The municipal council of the city of Greenwood has been considering for some time the advisability of constructing a tramway between Greenwood and Phoenix and to other points; and

Whereas, From the data gathered by the council it is deemed advisable to proceed with the construction of the said tramway; and

Whereas, In the opinion of the council the said tramway will be advantageous to Greenwood, Phoenix and Anacosta; therefore, be it

Resolved, That upon the necessary petition being received from the ratepayers this council will submit a by-law to the said ratepayers to raise by way of debentures the sum of \$75,000 for the construction of the said tramway to Phoenix; and, be it further

Resolved, That the municipal council of the city of Phoenix be requested to

Some High-G From Pro

(Special to The Miner.)

GREENWOOD, B. C., Sept. 30.—The last shipment of ore made from the Providence mine to the Trill smelter brought in nearly \$1800 net to the shippers, or not quite \$119 per ton. The shipment was only 15 tons. A car of high grade ore will be sent out this week. This ore is being taken from the bottom of the shaft, 60 feet down, where the vein is about a foot in width of ore in which free gold can be seen with the naked eye, and it is expected it will run, higher than a recent ship-

JIM HILL SHOWS BIG HIS HAND

(Special to The Miner.)

VICTORIA, B. C., Oct. 4.—Deputy Minister of the Interior Smart is here from the Yukon. Archibald Guthrie of St. Paul, Hill's principal contractor, today bought out E. V. Bodwell's interest in the Victoria Terminal railway. It is understood that he represents Hill's capital, and that the Victoria Terminal, Terminal Railway Co. to A. Guthrie of St. Paul, the official contractor of the Great Northern railway, and John Henry and John Jeffrey of Vancouver. The price was not stated. The property includes the railway and rolling stock of the Victoria Terminal Railway, the mainline connecting the Victoria and the Fraser River's mouth to Cloverdale and the ferry which runs between Sydney and the main land. The deal does not affect the steamers Strathcona, Unicorn and Iroquois of the company.

ANOTHER DISPATCH. VICTORIA, B. C., Oct. 4.—The Victoria Terminal & Sydney Railway & Ferry was sold this afternoon by E. V. Bodwell, James Anderson of Victoria, and A. H. MacGowan of Vancouver, representing the Victoria Terminal Railway Co. to A. Guthrie of St. Paul, the official contractor of the Great Northern railway, and John Henry and John Jeffrey of Vancouver. The price was not stated. The property includes the railway and rolling stock of the Victoria Terminal Railway, the mainline connecting the Victoria and the Fraser River's mouth to Cloverdale and the ferry which runs between Sydney and the main land. The deal does not affect the steamers Strathcona, Unicorn and Iroquois of the company.

STILL ANOTHER DISPATCH. VICTORIA, B. C., Oct. 4.—Guthrie of St. Paul, contractor of the Great Northern railway; John Henry and J. Jeffrey of Vancouver have bought the Victoria Terminal railway and its franchises, which, it is understood, will give the Great Northern railway an entrance to the Victoria and Vancouver. The sale embraces the controlling interest in the Victoria Terminal & Sydney railway and its territory, the railway ferry connecting Sydney with the mainland and the Delta extension, which runs 17 miles from the mouth of the Fraser River to Cloverdale. The purchasers take over the property as a going concern. The sale does not include the interests of the Sydney & Nanaimo Navigation Co., operating the steamers Strathcona, Iroquois and Unicorn, which are owned by E. V. Bodwell.

The new owners have not as yet formulated any plan of action for the immediate future, and it will be a matter for consideration whether they will proceed at once with the building of the mainline connection with New Westminster, taking chances on having reasonably fine weather during the winter, or await the arrival of spring to begin the work. In any event Mr. Guthrie and his associates may be depended upon to finish a first class service and equipment. One instance of this — the agreement with the city councils for a ferry boat of 14 knots speed — while Mr. Guthrie has the intention of providing a twenty knot boat of the most modern type.

E. V. Bodwell, who was the active promoter of the Victoria Terminal & Sydney railway and ferry scheme, says that his primary object in undertaking the project was to secure for Victoria an independent and direct connection with the Great Northern and other great United States railway systems. When he first embarked in the enterprise he had positive assurance that it would have the proper financial support, in the unforeseen events intervened, which for a time frustrated his efforts. Opposition from unexpected quarters at one time threatened to destroy all that

Large Silk Shipment

STEAMER LANDS AT VICTORIA WITH 539 TONS RAW SILK. VICTORIA, B. C., Oct. 2.—The steamer Tartar, which is due here tomorrow, will bring to this port the largest shipment ever brought by one steamer, having 539 tons of raw silk and a large amount of manufactured silk, the whole totaling in value two millions of dollars.

DEATH OF CAPT. SALMUND. VICTORIA, B. C., Oct. 2.—A dispatch from Port Simpson gives news of the death of Captain Salmund, master of the steamer Wellington. The dispatch says he died when the Wellington was bound south to Comox from Juneau. The Wellington is now due at Comox.

DUNSMUIR SOLE OWNER. VICTORIA, B. C., Oct. 2.—The Colonist will say tomorrow: Dunsmuir is now the sole owner of the E. & N. railway and the Wellington Colliery company, having purchased the interests of his associates while in New York on his way home.

AT GRAND FORKS. COMMITTEE APPOINTED TO MEET MR. BLAIR WHEN HE COMES. GRAND FORKS, B. C., Oct. 2.—At a largely attended meeting of the board of trade last evening, President E. Dobson having resigned, H. S. Cayley was unanimously elected president. The president was instructed to appoint a committee of five, with himself as chairman, to arrange for meeting Hon. A. G. Blair on his approaching visit to the province, and to do their utmost to induce him to visit this city.

IRVING W. BEVERLY LEAVES TODAY FOR JACKSON MICH. WHERE HE WILL SPEND THE NEXT SIX WEEKS.

COOK'S COTTON ROOT COMPOUND. Is successfully used monthly by over 10,000 Ladies. Sale price, 10c per bottle. For full particulars of Cook's Cotton Root Compound, take one other, as all mixtures, and for 10c, mailed on receipt of price, 10c per bottle. The Cook Compound Winslow, O., No. 1 and 2 sold and recommended by all responsible Druggists in Canada.

No. 1 and No. 2 is sold in Rossland by Geo. H. Brown, and Rossland Drug Co.