

Two Dollars a Year.

ROSSLAND, B. C., THURSDAY, JULY 5, 1900.

Fifth Year, Number 86

IN THE MINING FIELD

Annual Meeting of the Scottish Canadian Mining Company.

THE NEWLY ELECTED OFFICERS

Meeting of the Big Four—Officers Chosen and the Report of the Managing Director Read—Other Mining Notes and News of Varied Importance.

Mr. A. E. Welch, of the Scottish Canadian Mining Company, is in the city for the purpose of conferring with Mr. Obeustant and the other western officials of the company. He left last evening for the purpose of visiting the properties of the company which are located on Galena creek, a branch of the north fork of the Kootenay. The properties consist of the Holt Hoy and Highland Chief and two fractions all in one group. The Rob Roy is being developed by one main tunnel and two drifts. Two veins have been crossed and drifted on and the tunnel is being driven toward the third lead. The first vein is 13 feet wide with a wide part and the balance concentrating ore. The third is 20 feet wide. The intention is to shaft the work during the summer. The annual meeting of the Scottish Canadian company was held yesterday and the following officers were elected: Dr. W. J. Teasdale, of London, Ont., president; Judge J. M. Miller, of Rossland, vice-president; A. E. Welch, London, Ont., managing director; and treasurer, Dr. Solon Wolverson, of London, Ont.; William H. Poole, of Niagara Falls; George H. Westlake, London, Ont.; C. M. R. Graham, London, Ont.; J. H. Courtenay, of Port Stanley; W. E. McKeogh, of Chatham, One, and T. P. McCormick, of London, Ont., directors; T. H. Luscomb, secretary and solicitor for Great Britain.

The treasurer's report showed that the company is absolutely free of debt and has money enough in the treasury to carry on the work on the mine for some time, with an increasing demand for the share.

A letter was read from Superintendent Westfall, and he reported that there was a probability of shipping at an early date.

Mr. Welch left last night for the Lardeau and after a thorough examination of the properties will return to Rossland in about two weeks. He will have the advice of a competent engineer in the examination of the mine and the letting of new contracts. Contracts for considerable work will be let before he returns.

Mr. Welch has with him some very fine specimens of the ore. The ore carries galena and grey copper and several assays show that it runs over \$100 to the ton.

THE BIG FOUR.

New Directors Elected—The Report of the Managing Director.

The first annual meeting of the Big Four Consolidated Gold Mining Company was held at the office of the company in this city on Columbia avenue yesterday afternoon. A new board of directors was elected, with Walter Stead as chairman, Thomas A. Cameron as vice-president, and James Lawler as managing director. By unanimous vote of the shareholders it was agreed to extend the pool now existing for nine months viz: till April 4th, 1901. This was affirmed at the directors meeting.

The report of James Lawler, the managing director, was read. It was virtually as follows:

The first four months after incorporation nothing whatever was done for the property, nor on the property until such time as I took entire management of the books, etc. Then, without a dollar in the treasury I at once started work and sold about 10,000 shares at a very low price, and could have kept on working and selling, but war reversed the market for the end of winter, blocked the market for the sale of stock, and also the shut down of the large mines here and labor troubles completely upset our entire plans. The management then let contracts for stock at a certain number of shares per foot, which was a sacrifice but on a second consideration there was really no sacrifice for this reason, had capital been available from one man to do the amount of work done by the honest labor of the working man, it would have taken double the amount of stock from the treasury. By this means, and cash, the work has been progressing steadily in both No. 1 and No. 2 tunnels, and is now going ahead. There has been 204 feet of tunnel work done, 90 feet on the No. 1 vein and 112 feet on the No. 2 vein. The ore body was broken into one week ago on the No. 2 vein, and is now into it three and a half feet, with still 42 feet to crosscut. The ore is chalcopryite, carrying gold, copper and silver of a good paying quality and is improving every foot.

These veins, Nos. 1 and 2, are about 400 feet apart, being parallel, and their trend and course, as well as the ore, being the same as that of the Le Roi No. 1 and Le Roi No. 2, the high grade pay ore of the Rossland camp, as the public is beginning to find out.

On No. 1 vein in which they have been drifting and are now prospecting, the showing is remarkably good.

We have built two blacksmith shops, one at each tunnel, 10x12 and very strong and equipped with all convenient tools, etc., and also have a boarding house of five rooms and every convenience for men staying there, with woodshed, storehouse and wash room for men.

Our net income in cash from the sale of pooled treasury stock has been \$1,232.50, and our net outlay has been \$1,707.50. There has been sold 125,800 of pooled treasury stock, leaving a balance of 624,

200 of stock still in the treasury. The company is entirely clear of debt and with less than a thousand dollars to our credit. There has not been one certificate issued. Crown grants have been received for all the four properties, which really makes the Big Four the best buy in Rossland, and I would advise that the price of stock be increased to par, that is, ten cents per share. I have worked without a salary and everything against me. We have paid no office rent and no salaries officers, and all moneys received have been expended in work on the mine and in the purchase of supplies. I trust your shares will be worth a dollar this time next year."

AGAIN IN RICH ORE.

Captain Frank D. Howe Says the Okanogan Mines is in Luck.

Captain Frank D. Howe, consulting engineer for the Okanogan Free Gold Mines, limited, arrived in the city last night from a visit to the company's properties near Oro, Wash. The Captain has an encouraging report to make today to the directors of the company. He told a Miner representative after his arrival that the prospect from the lower tunnel on the property had broken into the footwall side of the rich ore shoot, which had been driving for. The tunnel taps the ore at a depth of over 200 feet, and was driven before the Captain became engineer to the company. It ran parallel to the ore body. After making a raise at the end, which passed through a portion of the ore near the surface, he decided to run a crosscut in the direction of the rich shoot. This has been done, and when he left the mine the men were working in the ore. He could not give any idea of its extent at that depth, as not sufficient work had been done. The mill is not running, and will not be started up until such time as the mine is in a state of development that will insure a continuous supply of ore for the mill. Captain Howe is hopeful that the present development will yet prove the mine to be a big one.

A NEW HOIST.

The Installation of New Machinery at the Nickel Plate.

A change was made yesterday in the hoist at the Nickel Plate shaft, which is now running on the cables wound on the drums of a gear double-drum friction hoist of the make of Webster, Camp & Lane, of Akron, Ohio.

The engine room, which is particularly neatly fitted up inside, is somewhat below the level of the platform of the hoist itself. The shafts, which are six feet in diameter, are 53 feet to the centres above the collar of the vertical shaft. The drums of the engine are about 35 to 90 feet away and are about ten feet below the hoist floor. The shaft, which is vertical and is down 400 feet, is three compartmented. One of these serves as a manway, and also as a way through which the air and steam pipes are conducted below. The other two are working compartments and are each fitted with cages. The landing at either side of the collar is sheathed with sheet iron so that the cars on being wheeled off the cages can be turned in any desired direction and taken away wherever wanted. The cage while at the collar sits upon four projecting points and is thus given a stake seat. On pressing a lever the points withdraw and allow the cage to descend.

On the western compartment the foreman, Mr. J. W. Holmes, has improved on this device by another which is of his own invention and for which he has applied for a patent. This is a hinged leaf on either side of the shaft which, pressed back by the car as it rises, falls back by means of a counterpoise as soon as the floor of the cage passes the collar. The two leaves thus give the car a broad, substantial base on either side on which to rest. A lever on the shaft which pushes the leaves into place whenever it is desired to lower the cage, its load having been taken off. This patent is being applied at the various stations on the Nickel Plate and the Columbia-Kootenay. It is claimed in its behalf that it is considerably cheaper in construction, that any repairs which may be necessary can be undertaken without any trouble and further that it takes up no room on the sides of the shaft. With the older method considerable trouble has to be taken in the fitting of the device and repairs were troublesome to undertake. Moreover, it took up 4 inches of shaft room and made the cage that much smaller than is necessary with the newer patent.

The older single drum hoisting engine is to be taken down today and will probably be employed by the Columbia-Kootenay over the vertical shaft. Considerable alterations will be undertaken at the hoist which will make it, in the course of a few weeks, quite a different looking erection. The part of the hoist which altogether covers an area of about 125 by 25 feet, nearest to the new engine room will be roofed in as a protection against the weather. To the eastward the ore bins will come up nearly on a level with the sorting floor which is now in course of construction just under the big shafts. A covered gallery will also be run out from the sorting floor over the bins and over the railway tracks which run under their gates and will discharge the filling of stopes or which will be rejected by the ore sorters. This refuse will be dumped from a chute into Centre Star gulch, which is in rapid course of being filled up with what the dumps of the Nickel Plate and of the Iron Mask above.

The Centre Star.

The first run of the new two-ton skips at the Centre Star was made yesterday afternoon at 2 o'clock. Everything was found to be working satisfactorily, the new geared second action hoist running almost as noiselessly as clockwork.

The Eclipse is showing up splendidly.

Strike on the Nettie L.—Promising indications on the Cup.

The Lardeau.

She is a shipper from the grass roots. Work has just been started on the Western Star group, which is a very promising property.

Perry Leake, with three men, has started work on the Consolation mine at French creek.

Some work has been done on the Alma group and a large body of ore, four feet wide, is now showing.

The tunnel on the Cammore is in over 60 feet and a short crosscut will now tap the lead at a good depth.

Harry Bodreui is pushing along his 100-foot tunnel contract on the Pontiac group in good shape and expects to tap the lead this month.

Mr. Beck has a big force of men at work on the Selkirk group. A trail has been built and cabins put up and a tunnel has just been started.

Raymond Allen is still working the Hidden Treasure, but expects to have to close down shortly. He has been successful in taking out several ounces of gold.

E. C. Woods, M. E., has about 20 men at work on the Wide West and Black Bear groups and will put another force on the Banner group in a few days.

John Parisian was down from the McMoris last week, returning immediately. He says they are busy driving along side the lead, which will be crosscut from time to time. Development is proving as favorable as was expected up to this date.

Captain Connaught, manager, and Jas. Carlyle, secretary, of the Lode Star Mining Company, operating above Duncan City, were in Nelson last week. They stated that the Lode Star is looking particularly well, and that if the railroad facilities were at hand the mine could ship 100 tons per day.

The Blue Jay and Mountain View are located on the headwaters of McDonald creek, a tributary of the Duncan river, and are owned by James Comerford. He says that he has one of the largest surface showings in the country. The ledge varies from 40 to 60 feet in width, with a paystreak of silver-lead ore from 6 to 20 inches wide quite visible for at least 2,000 feet. The remainder of the ledge matter would make a good concentrating proposition.

FROM OTHER CAMPS

Hydraulic in the Kamloops Mining Division.

GREAT ACTIVITY IN LARDEAU

News of the Silver Cup and Nettie L.—The Shipments from the Slocan—Notes from Ymir, East Kootenay, Greenwood, Phoenix, Midway and Similkameen.

Considerable activity is evident in the placer camps in the Kootenay mining division and a fair prospect seems opening up in that district with the advent of a little capital, of which by the way, it has had its share already this year. The Lardeau country is showing up larger work by week in the regard of the mining man. The success made by mines like the Silver Cup and Nettie L. has attracted the prospector and the mining man to this locality, with the result that much of the country is being rapidly opened up. In East Kootenay the Windermere district seems to take up a good deal of attention of the mining man. Ymir as yet seems to be a little slow, but no doubt will soon recuperate, as there are some properties of undoubted merit in this locality. Slocan is showing the effect of the labor trouble in the shipments having fallen off largely. In the Boundary the mines are devoted to getting out their first shipments of ore to the Granby smelter. From the Similkameen there is nothing of note this week with the exception of the discovery of a lost location, which is supposed to be of exceptional value.

KAMLOOPS.

The Jameson Creek Property—The Cariboo Gold Fields.

The Cariboo Gold Fields are at work elevating gravel and have quite a large force of men at work.

On Dragon creek Gust Lange is at work pushing his work and will do better this season than ever before.

John Butts' property on Williams' creek is being worked by his nephew. On Sisters' creek some work is being done.

On Peters' creek the Premier Gold Mining company under the management of J. G. Mather are doing work on their deep diggings proposition.

Colonel Beecher is working a force of men on Wolf and Antler creeks and on Antler H. Carry is carrying out his plans of opening up his property with a good outlook.

At Lightning the new machinery for the Lightning Creek Gold Gravel and Drainage company is now on the ground and will soon be installed by Harry Jones and work resumed.

On Lowhee the water was turned on earlier than usual and for the first part of the season water from Williams and upper Lightning was used; the output from the Lowhee will be good.

On Summit the deep works of Messrs. Hamselaw and Yovogis are progressing satisfactorily, and good results are looked for during the season; they are hydraulicly forcing the forks of Summit creek, having two full outfits at work and are moving a large amount of gravel that is said to be good.

The hanging wall of the Iron Mask has been struck, making the vein over 50 feet wide; over two feet of good ore was encountered in the crosscut, making over seven feet at that part of the vein. This showing is considered very satisfactory, and sinking will now be continued on the Josie claim, which is situated southeast of the Lucky Strike.

Snowshoe and Keithley creeks have companies at work and taken all in all there will be quite an output of ore from the Barkerville section this season, and with the disappearance of the anti-alien legislation and encouraging treatment in the way of roads and bridges, such improvements as Messrs. Hunter and Rogers are expected to secure for the district while not lively, and times not good it seems only fair to expect a gradual improvement in a mining way for old Cariboo, the kind that first made British Columbia known to the world and whose placer and deep gravel contains many times the millions that has been taken out since 1859.

Mr. H. R. Bellamy, M.E., of Nelson, in an interview recently stated that arrangements had been completed for the installing of a modern up-to-date dredge of 2,000 yards capacity per day, on the Jameson creek property. The contract for building the dredge has been let and immediately after the river subsides sufficiently to allow hauling over the roads, work will be commenced. It is expected that handsome returns will be the result from the operations of the dredge, as in March last from tests made of the gravels of the creek it was estimated that 130 ounces of gold could be taken out per week by a 2,000 yards dredge. The company have a lease of 6.2 miles of river bed and also two miles claims, besides ten bench claims, giving them sufficient ground to work for a number of years to come. The dredge is to be built on the plan of the New Zealand dredges, and will cost in the neighborhood of \$45,000 each, containing all the latest modern improvements. An electric light plant will furnish the light to enable the dredge to work during the night time. A cyanide plant costing about \$8,000 will treat the black sand, of which about 80 tons a day will be saved, giving a return of \$20 to the ton.

EAST KOOTENAY.

The Pedro's Showing—Work in the Windermere Country.

Pete Larson is doing work on the Iron Cap, one of the Red Line group.

F. M. Chadburn has let a contract to C. Troyer to sink a shaft on the Black Prince, an ore, which is exceedingly high grade. This new strike, as it develops, will have a considerable influence on future operations for the reason that if what was believed to be the foot wall turns out to be the hanging wall of the main vein, the lower tunnel, which is now in 800 feet, will have to be driven 200 feet further before it is under the new strike.

Mr. E. A. Hagen left for the Certainty company's property on Canyon creek last week.

Pete Larson came in on Sunday from McDonald creek, where he has been doing work on the Iron Cap.

Ben Abel and outfit have left for Dutch creek to do assessment work on the Dutchy group and other claims.

Smith and Marshall left last week to do assessment work on their claims situated on Canterbury mountain.

Several very valuable properties have been located on the Bugaboo during the past ten days. The Bugaboo is rapidly coming to the front.

Walter Taggart and son have just arrived in from a prospecting trip and report having discovered a fine lead near the Delphine.

(Continued on Page 8.)

CENTRE STAR HOIST

Description of the Machinery and Equipment.

INSPECTION OF THE CALIFORNIA

Mr. Miner Pays a Visit to His Properties—The Improvements Upon the Centre Star Group—The Hoisting Crane at the Shaft Collar.

Arrangements are in progress at the Centre Star mine for changing over the old to the new hoist and a large force of men have been working night and day since Monday morning. By tomorrow morning it is expected that sufficient headway will have been gained to allow of the new hoist over the inclined shaft to be used in the ordinary work of the mine. This will leave, however, much detail work to be finished up hereafter, as the ore bins proper are still incomplete, the flooring as yet to be laid on the upper part of the hoist and the casing of the engine room together with a part of the weather boarding of the hoist yet remaining to be done. The job on hand is sufficiently extensive to draw the powers of the engineer-in-chief, Mr. A. C. Garde, and his crew of workers to their fullest capacity.

The hoist itself is an excellent piece of architecture both as regards the design and workmanship. It is calculated for three or four times its present capacity with a special view to the installation, at some period in the future when the needs of the mine justify the extension of a direct hoist engine of a many times greater horse power than the one that is being assembled at the present time.

The hoist proper is upwards, measuring to the summit of the flagstaff, 100 feet in height. To the centre of the head sheaves it is 80 feet. The hoisting engine is one made by Webster, Camp & Lane, of Akron, Ohio, and is a geared, double drum friction engine, 18 in. by 14 in. cylinder of 160 horse power. The drums are eight feet in diameter, being of the same size as the head sheaves. It is capable of lifting two tons of ore at the rate of 1,200 feet per minute, although a greater speed than 900 to 1,000 feet is not contemplated. The cable is a 7-8 inch wire rope made by the Greening Wire company.

The engine room is very wide and roomy and is ceiled and lined with clean, varnished lumber with a skylight above and a big glass screen in front through which an uninterrupted view will be obtained of the mouth of the shaft. At the same time the screen will serve to keep the engine room free from dust and dirt and the engineer clear of interruption during the performance of his duties.

Between the cable and the skip, which is of a two-ton capacity, is a Humber safety hook which is intended in case of a runaway during an ascent to prevent the hook running up into the sheave. The cable below the sheave passes through a small aperture. On the cable, at a point above the skip, but which is not sufficiently distant to reach the aperture spoken of when the skip is at the tipping point at the receiving bin, the mechanism is fixed. Should the skip pass this point on a runaway this part of the cable on which the mechanism is fixed passes through the aperture and in so doing prevents the skip which is hung suspended by a couple of levers disengaged during the passage, the cable becoming detached.

As a further safety device the skip, passing upwards the platform at the collar of the shaft, strikes a pneumatic switch located at that spot which places a speed governor into operation reducing the velocity of the ascent from this point upwards to 200 feet per minute. This acts automatically.

If the engine travels over a certain rate of speed there is a governor that will act by means of air pipe on a special air brake cylinder which sets the stop brakes of the engine in motion and stops it instantaneously. This air brake is a part of the Webster, Camp & Lane hoisting engine.

The ordinary safety catches are fitted to the skips of which there are two corresponding to the cables employed. In addition to these a further device has been arranged by the engineer in charge, who will have it fitted after the skips have started running.

The ore or waste having been hoisted on to the gallowa frame on the skips it is tipped into a receiving bunker which is closed by means of a pneumatic bin gate. Should the rock dealt with be waste an apron falls into position under the bin gate and the touch of a lever discharges the ore which, falling onto the apron, is directed, by means of a hinged leaf, to the waste bunker to the right or left of the receiving bin. Should the rock dealt with be ore the apron is lifted upright and a truck is run in under the bin gate and the ore taken away to one of the ore bunkers. The receiving bin will readily hold two or three skip loads; each bunker will hold about 50 tons of ore, and in this way the separate ores of the mine or the work of the separate contractors can be kept apart.

On the lower floor other trucks run under the various bins and will conduct away the ore or waste to the main bins over the C. P. R. track or to the waste dump.

The ore bins are not as yet finished with the exception of three. These are the receiving and the two waste bunkers which are lined on the floor and sloping surfaces with railroad iron in order to prevent the impact of the falling rock wearing out their wooden sides.

The sorting floor is not as yet determined whether it will be on the level of the top of the bins or at level of other gallowa. This will be built out to the south of the headworks facing the city.

Grading is still going on at the timber yard and at the west side of the gallowa frame to make room for new machinery and framing shops. In fact nothing can be said to be complete with the exception of the main structure, and the hoisting engine. It will be some considerable time as yet before the whole of the contemplated improvements will be out of hand.

An interesting new feature in these works is the institution of a traveling crane which is fixed above the main floor of the hoist between the inclined uprights supporting the main thrust of the lifted skips. This is worked by a system of levers applied to an ingenious mechanism worked by compressed air. Instead of having an indefinite delay in putting great squared timbers into the skips the crane will pick them up anywhere over a wide range of floor and deposit them within the skips. A similar method will apply to steel, drills or other weights which are to be taken into the mine. This crane and its method of operation, it is claimed, is unique and is a new departure altogether in mining.

The Miner-Graves Party.

Mr. Jay P. Graves, general manager of the Miner-Graves syndicate, and Mr. A. L. White, the Montreal representative of the syndicate, arrived yesterday morning from Spokane, and joined the other members of a party interested in the syndicate, who arrived here Tuesday evening. The party visited the California mine, one of the syndicate's properties in this camp, yesterday afternoon. This afternoon, with the exception of Mr. Graves, who returns to Spokane tonight to accompany his wife and family to Grand Forks, the whole party will take train for Grand Forks, and will spend about two weeks in the Boundary district visiting at the Forks, Greenwood and Phoenix, and taking in the several groups of mines the syndicate is developing in that section. Mr. Miner intends to stay for six weeks, speaking for the party Mr. Graves said last night that they had enjoyed their brief visit in the city and were all pleased at the development of the California. There was practically nothing new to report from the mines in the Boundary district, except that he hoped before the arrival of the party at Phoenix actual shipments would be taking place from the Knob Hill and Old Ironsides mines to the Granby smelter. The ore bunkers of these mines contained over 8,000 tons ready for immediate shipment to the smelter. The C. P. R. company was rapidly finishing putting in necessary switches opposite the ore bins, and he has asked the company for at least 45 cars for transportation of ore. These would be so distributed that 15 cars would be loading at the mine; 15 cars en route to and from the smelter; and 15 cars being unloaded at the smelter. This would insure a systematic delivery of ore.

Of the other members of the party, Mr. S. H. C. Miner, who is accompanied on the trip by his wife and daughter, is the president of the smelter company and some of the mining companies. He comes from Granby, Que., after which town the smelter company was named. Mr. A. C. Flummerfelt, is the new assistant manager of the syndicate. His home is at Victoria, but from now on he will be constantly on the road between Rossland, Phoenix and Grand Forks. Mr. C. C. Young is a prominent Boston stock broker, and is the selling agent for the syndicate's stocks in that city. Mr. J. H. McKechnie is also from Granby, and is a brother-in-law to Mr. Miner. Mr. A. Robinson is from Waterloo, Ont., and is a stockholder in the smelter company.

Pleased With Burnt Basin.

Mr. Richard Plewman, who went to Burnt Basin on Saturday, returned yesterday. While there he examined the Edison series of six claims, on which his son, Mr. Edgar Plewman and two others are doing assessment work. A number of ledges are exposed on the group. Mr. Plewman inspected the Havana, which is owned by Messrs. T. E. Plewman and R. E. Plewman. The Mother Lode was looked at by Mr. Plewman, and he reports that it is looking well. He was much pleased with the appearance of the Contact, which is owned by the Jackson brothers and which promises to make a valuable mine. The Burnt Basin, he thinks, when capital is put into it, is certain to be a producer of considerable ore.

Visited Fort Steele.

A party composed of S. Threlkeld, Langley, broker; H. Inkster, mining engineer, and Dr. Reddick, returned yesterday morning from a trip to Fort Steele. The gentlemen visited a number of properties in the Bull river section, of which they speak highly. "The district generally," said Mr. Langley, "is slowly forging ahead. A number of claims in the different camps, for it is a big district, are being developed, and at Kimberley both the North Star and Sullivan groups are in the shipping stage. Business is good in the different towns and a hopeful feeling prevails everywhere."

The Boronite Bank.

Mr. J. R. Cranston yesterday was in receipt of a letter from Mr. James Brewster of the Boronite Bank, near Nelson. The letter states that the shaft of the Boronite Bank has reached a depth of 80 feet and was looking first rate. The horse whim recently installed is doing excellent work.

Looking After Machinery.

Mr. F. T. Abbott of Greenwood, manager of the Snodgrass stage line, is at the Hotel Windsor. Mr. Abbott is also interested in a steam laundry that has been built in the Boundary metropolis, and is here looking after the machinery plant for same. The plant has been on the road since the 15th of May last, and is reported damaged, so he came over to inspect same before a final acceptance.

...June 28, 1900  
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...swept away and the cat-  
...People are living in the  
...their houses.