

British Columbia.

THOMSON'S LANDING.

C. T. Porter, who has bonded the Wagner group of mines, passed through here the other day with a gang of men to work the group.

The body of Wm. Breckenridge, one of the miners who was caught in a snow slide last winter, has been found. It is expected that Jake Hoar's body will now soon be recovered.

About 15 or 20 prospectors have passed through to the Trout Lake country during the last week. There must be about 150 people working and prospecting northeast of Trout Lake, and about 50 up Fish creek.

The Badshah and the Great Northern are both bringing in ore sacks in large quantities, so both must be expecting to ship in the near future.

ENGLISHMAN'S RIVER.

Englishman's River, July 20. We are rejoicing that the death of one of our most universally liked men in the settlement. That Cecil was stricken with paralysis shock to everyone, and even repudiated hope for his recovery.

Mr. M. Bray was up on the 17th to pay Jim Craig's gang. On Saturday he went on to McMillan's and thence to Love's at Qualicum.

KEWLESTOCK.

Water in the Columbia river above the rapids at Big Bend was about 18 inches higher than the 18th mark, and has flooded out considerable territory.

George I. Hill, of New Brunswick, and associates, are making applications to lease about four and a half miles of ground on Carnes creek for hydraulic purposes.

The receipts of the government office at Revelstoke for the fiscal year ending June 30, 1896, amount to the solid sum of almost \$13,000. This sum was augmented by \$2,000 from outside offices.

McPhee has made a splendid haul of the Great Northern lode. The ore is now working on the second level. He has about 150 tons of ore up worth about \$100 a ton.

Revelstoke considerable excitement has been occasioned by the find of gold in the hill near the old mill. About seventeen claims have been staked in the neighborhood.

Messrs. Reighley & Frisby, who have been working on their property in the Jordan for the past two months, say that they expect to be able to show something good in the near future.

A strike has been made on Sahle creek, near Osoya. There are two claims in the find carrying silver, copper and some gold.

KASLO.

The Kootenai. A contract for the first ten miles of the wagon road from Sanca to the White Grouse mountain mines was let yesterday to Mr. John R. Patton at \$850 per mile.

Wednesday evening bush fires burned out a large section of the Idaho territory at Three Forks. In consequence the concentrator will be idle for some time. The mill resumed operations on Monday after a three months' rest.

Thursday's train did not get in until nine o'clock yesterday morning, the delay being due to the bush fires which were raging along the line between the Ten Mile and Seventeen Mile houses. The Porcupine cabins were destroyed yesterday.

The Lucky Jim compressed air plant consisting of compressor, drills and a forty horse power boiler, was delivered by the K. & S. this week.

The water in Kootenay lake reached its highest mark on the 10th inst. and on the 11th began to recede, since which time it has fallen nearly thirty inches.

The Trail creek narrow gauge road is unable to get up to the War Eagle camp, owing to the fact that the Centre Star mine wants to use the only available ground upon which a track could be laid.

The machinery for the Monte Cristo is all at Northport and will be at the mine in a few days.

Two shafts are being sunk on the Enterprise on different veins. Both are showing up exceptionally well.

The Red Mountain looking exceptionally well. The tunnel which is being driven at the rate of about two and a half feet a day, is now in over 700 feet and the whole face is ore, a rich mixture of iron and copper pyrites.

The boilers for the O. K. are now in place and the compressor and the new stamp mill will be on the ground in a few days. The plant, when completed, will be one of the best in the camp.

The smelter returns on one car load of Mayfield ore, which was some 100 tons, went \$56 per ton gold and silver. The owners of the property were very well pleased with this, but will ship no more ore for the present.

The Miner announced yesterday that a large smelting plant was to be built somewhere on the Columbia river, above Trail. This statement can now be repeated with absolute confidence.

The plant will have a capacity of 2,500 tons and will be the largest in the northwest. It will compete for Trail creek and all other ore in this wonderful Kootenay and will of course be operated in conjunction with the Canadian Pacific railroad.

On Tuesday a meeting of the minority stockholders in the Homestake company was held in the office of Cyrus Hapley in Spokane, at which D. M. Linnard was present.

The View deserves to take place right along beside the City of Spokane and Monte Cristo in the way of a fine showing of ore. The tunnel is now in about 30 feet and the last shots put in revealed about three feet of clean solid copper ore.

The Crown Point is now shipping 12 tons a day to the Trail smelter. This ore is taken from the big stope which has been opened in the drift run some time ago to the south from the shaft.

The Nevada tunnel is in solid ore and so is that of the High Ore, just across the gulch. The ore is identical in appearance with that of the Jumbo.

Targets at the new range, Shobery-ness, are not so much marks as specimens of armor plates and other protections. Some of these are built up with a strength which to the uninitiated appears to be proof against any attack.

Two and a half feet of fair grade ore can now be seen in the 30-foot shaft on the Tuesday-Chimney, which lies 1200 feet west of the Homestake, on the same vein.

Monte Cristo hill is more than holding its own as a scene of successful mining activity. One of the handsomest showings ever seen in the camp is now revealed in the upper tunnel of the Monte Cristo mine.

The Nevada tunnel is in solid ore and so is that of the High Ore, just across the gulch. The ore is identical in appearance with that of the Jumbo.

The water in Kootenay lake reached its highest mark on the 10th inst. and on the 11th began to recede, since which time it has fallen nearly thirty inches.

The Trail creek narrow gauge road is unable to get up to the War Eagle camp, owing to the fact that the Centre Star mine wants to use the only available ground upon which a track could be laid.

The machinery for the Monte Cristo is all at Northport and will be at the mine in a few days.

Two shafts are being sunk on the Enterprise on different veins. Both are showing up exceptionally well.

The Red Mountain looking exceptionally well. The tunnel which is being driven at the rate of about two and a half feet a day, is now in over 700 feet and the whole face is ore, a rich mixture of iron and copper pyrites.

The boilers for the O. K. are now in place and the compressor and the new stamp mill will be on the ground in a few days. The plant, when completed, will be one of the best in the camp.

The smelter returns on one car load of Mayfield ore, which was some 100 tons, went \$56 per ton gold and silver. The owners of the property were very well pleased with this, but will ship no more ore for the present.

The Miner announced yesterday that a large smelting plant was to be built somewhere on the Columbia river, above Trail. This statement can now be repeated with absolute confidence.

The plant will have a capacity of 2,500 tons and will be the largest in the northwest. It will compete for Trail creek and all other ore in this wonderful Kootenay and will of course be operated in conjunction with the Canadian Pacific railroad.

On Tuesday a meeting of the minority stockholders in the Homestake company was held in the office of Cyrus Hapley in Spokane, at which D. M. Linnard was present.

The View deserves to take place right along beside the City of Spokane and Monte Cristo in the way of a fine showing of ore. The tunnel is now in about 30 feet and the last shots put in revealed about three feet of clean solid copper ore.

The Crown Point is now shipping 12 tons a day to the Trail smelter. This ore is taken from the big stope which has been opened in the drift run some time ago to the south from the shaft.

The Nevada tunnel is in solid ore and so is that of the High Ore, just across the gulch. The ore is identical in appearance with that of the Jumbo.

Targets at the new range, Shobery-ness, are not so much marks as specimens of armor plates and other protections. Some of these are built up with a strength which to the uninitiated appears to be proof against any attack.

Two and a half feet of fair grade ore can now be seen in the 30-foot shaft on the Tuesday-Chimney, which lies 1200 feet west of the Homestake, on the same vein.

Monte Cristo hill is more than holding its own as a scene of successful mining activity. One of the handsomest showings ever seen in the camp is now revealed in the upper tunnel of the Monte Cristo mine.

The Nevada tunnel is in solid ore and so is that of the High Ore, just across the gulch. The ore is identical in appearance with that of the Jumbo.

OCEAN HIGHWAYS.

Canada's Connection With Origin and Progress of Steamship Traffic.

An Interesting Review of its Development by Mr. Sandford Fleming.

At the monthly general meeting of the Royal Colonial Institute, London, June 9, 1896, Sandford Fleming, O.M.C., read a paper on "Canada and Ocean Highways." The Marquis of Lorne, a vice-president of the Institute, presided, and in introducing Mr. Fleming said: "We are fortunate in having Mr. Sandford Fleming, who has just arrived in this country, and whose name is a household word in the Dominion, to address us this evening."

The name of Mr. Fleming is one known in many circles in Canada. It is to him we owe the meridional division of time. Sir Donald A. Smith, high commissioner for Canada, in a discussion which followed the reading of the paper said: "The name of Mr. Fleming is one known in many circles in Canada. It is, wherever known, respected as that of a man who has done great and good work, not alone for Canada, but for the Empire as a whole. It was under his direction that the intercolonial railway, the first effort to connect the different provinces of Canada was constructed."

After a few introductory remarks Mr. Fleming proceeded to say: "Allow me, in the first place, to direct your attention to the map of the world on the one side, and to the Dominion of Canada, as a member of the Empire, occupies a singularly central geographical position. To the west we see the British possessions in Asia and Australasia; to the east those in Europe and Africa. Two great oceans, the Pacific on the one side and the Atlantic on the other, provide the means of direct communication by steamship between Canada and every point where the British flag flies on these oceans. Coal, an indispensable adjunct to steam navigation, is abundant in nature has furnished a bountiful supply for the marine of the future of both oceans; it is found in inexhaustible deposits on the eastern and western sea-boards of Canada."

From these facts, and a knowledge of the many and varied resources of the Dominion from an intimate acquaintance with its people, I feel warranted in expressing the belief that Canada is destined to play an important part in the future of the British Empire. In June, 1897, four centuries will have elapsed since the first recorded European voyage was made to that portion of the Dominion of Canada. Although the commander of the vessel was born in Venice the crew was English, and the voyage was undertaken with the private resources of a merchant of an English seaport. The vessel was a small craft, the Matthew, of Bristol, with a crew of 18 men. The commander, John Cabot, had established himself and family in England. On the petition of this John Cabot and his sons, a patent was granted by Henry VII., dated March 5, 1496, empowering them and those associated with them, at their own expense, to discover any new lands, monarch, and to take them as his possessions for England. Cabot sailed from Bristol the following spring. On his voyage he returned to England with a report of his discovery. As an outcome of this voyage a flotilla of four ships, with 300 men was fitted out, and followed by the second patent was granted to John Cabot alone. There is nothing to guide us as to the position he assumed on the voyage. The credit of the voyage was afterwards claimed by his son Sebastian, who returned with him to the Dominion of Canada. John Cabot may have died at sea, as nothing is known of his services on this second voyage. What is of importance to Canada is the first voyage of John Cabot in 1497. Some writers on this subject have attributed to him the discovery of Newfoundland on his first voyage; modern inquiry rejects this view, and there is a consensus of all who have diligently examined this subject that the landfall of John Cabot of June 24, 1497, was on the most eastern point of Cape Breton, now part of the province of Nova Scotia, in the Dominion of Canada. On the second voyage of the Cabots in 1498, with which the name of Sebastian, the captain, is generally identified, the accepted opinion is that he struck land at Labrador, and descended the coast southerly as far as Cape Hatteras.

We claim that Cabot's voyage of 1497 takes precedence of every recorded voyage between the two continents in the northern hemisphere, and that the trail of the Matthew, and the crew of eighteen Bristol sailors, may be viewed as the forerunner, the primitive embryo of the magnificent fleets of ships that now traverse the ocean with so much regularity between the old and the new worlds. Among the navigators who succeeded Cabot we are told that Cortes Real discovered the Gulf of St. Lawrence. But probably that honor belongs to Denys of Honfleur, who in 1606 made a map of these waters. We have also a record of discoveries by Verazzano and Jacques Cartier, so well remembered in Canada, made his first regular trip in 1537, his last in 1543. This French navigator ascended the St. Lawrence and established the claim to the discovery of Canada, as it was long afterwards known, and from which the Dominion took its name.

In 1585 Sir Humphrey Gilbert crossed the ocean to Newfoundland, of which he took formal possession in the name of Queen Elizabeth. One of his three small vessels foundered near Cape Breton, not many leagues from the landfall of Cabot, when the commander and all hands perished. Champlain, the founder of the city of Quebec, made eleven voyages between 1603 and 1633. This date may be described as the approximate period when the voyage across the Atlantic had become an ordinary matter. The first colony of Englishmen landed in New England November 1620. From that date to the end of the seventeenth century the trade of the colonies steadily increased, and many ships were engaged in the transatlantic service. The English ships at the beginning of the eighteenth century, according to a statistical return, numbered 1,358; compared with modern vessels they were of small size, the largest did not exceed 157 tons.

England and Scotland united to form the Great Britain in 1707, and the union gave an immense impulse to commerce. As time advanced the size and accommodation of the ships were increased. The eighteenth century was remarkable for British maritime expeditions, and the development of the colonies and shipping. The ocean was traversed by fleets of sailing ships to the second quarter of the nineteenth century, when a new power was brought into use, which completely revolutionized the means of crossing the Atlantic and navigating every ocean.

Early this century some progress had been made in applying steam to navigation, but it was chiefly confined to rivers, estuaries and inland waters. It was through the enterprise of Cartesian merchants that the ocean was first crossed by steam power. The first ocean-going steam vessel was constructed at the city of Quebec. It was built by a joint stock company, the designer being Mr. James Goudie, a native of the city. The vessel was named the Royal William, after William IV., then on the throne. Her dimensions were: 146 feet keel, 176 feet over all; beam 27 feet 4 inches; width over paddle-boxes 43 feet 10 inches, between paddle-boxes 48 feet; depth of hold 17 feet 9 inches; draught 14 feet. She had three masted, schooner rigged; measurement 1,510 tons, and accommodation for sixty passengers. She was towed to Montreal to receive her machinery, and made several voyages to Halifax and Boston.

The vessel was named the Royal William, after William IV., then on the throne. Her dimensions were: 146 feet keel, 176 feet over all; beam 27 feet 4 inches; width over paddle-boxes 43 feet 10 inches, between paddle-boxes 48 feet; depth of hold 17 feet 9 inches; draught 14 feet. She had three masted, schooner rigged; measurement 1,510 tons, and accommodation for sixty passengers. She was towed to Montreal to receive her machinery, and made several voyages to Halifax and Boston. She left Quebec for London on August 5, 1833, called at Pictou, Nova Scotia, to receive coal, resumed her voyage on August 18, and arrived with her passengers and cargo safely at Gravesend on the Thames, in twenty-five days. On the banks of Newfoundland she encountered a terrible gale, through which one of her engines was disabled. This steamship afterwards passed into the service of the Spanish government, and was renamed the Isabella Segunda.

A claim has been made on the part of the United States that the Savannah, built at New York City and launched August 22, 1818, was the first ocean steamship. Investigation has established that the vessel in question was a sailing ship, to which was added shifting paddle-wheels capable of being driven by an engine placed on deck. The paddle-wheels were so contrived that they could be folded up on deck and lowered into the water in a few minutes in calm weather, and again folded on deck when the wind rose, or when the sea was rough. The vessel had no capacity for carrying coal, and it is doubtful whether coal was used, one authority stating that the fuel burned was wood. The recent publication by the Smithsonian Institute of Washington, of the log of this vessel on her trip to Europe, has completely swept away the claim that this ship was propelled by steam across the Atlantic. The record states that on the whole voyage, which extended over 29 days 11 hours, steam was used in the aggregate three days eight hours only. That is to say, she was for 62 days propelled by wind alone, on a voyage of 707 hours, the make-shift paddle-wheels being all this time folded on deck! The Savannah did not carry a single passenger. On her return voyage to America she was propelled wholly by wind. On her arrival the steam-engine and the primitive paddles were entirely removed, and the vessel resumed her character as a sailing ship.

There can be no question that the Royal William, of Quebec, was the first ocean steamship to carry passengers; indeed, the first ocean steamship constructed. The fact is so well established that the Dominion of Canada is entitled to a memorial plate, recording the event, to be placed in the corridor leading to the library of the parliament buildings at Ottawa. It was unveiled by His Excellency the Earl of Aberdeen, in the presence of the delegates present at the colonial conference held at Ottawa on June 28, 1894. The inscription testifies that the first vessel to cross the Atlantic by steam power was wholly constructed in Canada and navigated to England in 1833, thus placing the Dominion of Canada in the forefront of the world of those mighty steamers which furnish the naval strength of every nation, and as messengers of peace and commerce, traverse every ocean.

This vessel may be regarded as the direct forerunner of the celebrated Cunard, of Halifax, Nova Scotia, and his brother, Sir Samuel Cunard, a Canadian merchant, born in Halifax, was a man of much originality of character. He rapidly seized the situation; it became plain to him that the era of sailing vessels was passing away, to be succeeded by steamships. Acting upon this theory, he set much labor and negotiation, he associated with Mr. George Burns, of Glasgow, and Mr. David McIver, of Liverpool, succeeded in obtaining from the British government a contract for carrying the mails across the Atlantic in 1839. The vessels of the Britannia, the Acadia, the Caledonia, and Columbia—certainly four significant names—were placed under construction. On their completion they formed the first of the splendid vessels that constitute the Cunard fleet.

Independently of the proceedings of Sir Samuel Cunard and his associates, the British and American Navigation Company was formed in the mother country in 1836 by British merchants. The construction of the Great Western was followed by the Sirius being chartered by this company. These two were the first steamships to cross the Atlantic after the Royal William. The Sirius left London on April 4, 1838; the Great Western started from Bristol four days later. Both arrived at New York on St. George's Day, April 25. While the honor of building the first steamship in Europe expressly intended for transatlantic voyages and the first actually to cross the ocean from east to west, unquestionably belongs to Bristol, equally the honor of building the first steamer to cross from west to east belongs to Quebec. By Royal William made the first passage five years earlier than the Great Western. She never returned to Canada. Having been sold to the Spanish government she took part in the Carlist war, then in progress, and was the first steamship from which was fired a hostile shot. Her history is fully recorded in Canadian parliamentary documents. While we have thus placed on record the claims of the oldest city of the Dominion, at the same time we yield all honor to Bristol. To that historic city a double debt is due. Near the end of the fifteenth century Bristol fitted out the little craft which bore the discoverers of the western continent across the main in the seventeenth century Bristol took an active part in the early attempts to colonize the new world; in the nineteenth century Bristol constructed the first steamship to cross the ocean from the shores of England.

The success of the Cunard Line needs no comment. For many years this line carried the mails between Liverpool, Halifax, and Boston; subsequently the steamers extended their voyages to New York, to which port they still run. The development of the Cunard Line has been a continued success since its first inception to the present day. Of what other company engaged in the movement of human beings by sea or land can it be said that in fifty-six years it has, under Divine providence, never lost the life of a passenger? A comparison between the Britannia, the first Cunard ship launched in 1840, with the Luanca, launched in 1893 (the last addition to the fleet), indicates a marvelous advance—the result of gradual improvement in construction year by year. The Britannia was a paddle-wheel steamship constructed of wood. The Luanca is a double-screw steamship constructed of steel. Length of Britannia 207 feet, tonnage 1,130, horse-power 740, speed per hour (knots) 9 1/2; length of Luanca 620 feet, tonnage 12,350, horse-power 30,000, speed per hour (knots) 21 1/2. The Britannia was designed to accommodate ninety passengers; the Luanca to accommodate 600 first-class, 400 second-class, and 700 to 1,000 third-class passengers.

Before the establishment of the Cunard Line the transatlantic passenger and mail traffic had been carried by sailing packets, the fastest sailing ships in the world; but they were driven out of the field by the new means of transport. Practically the Cunard Company had no competitor for the first nine years. The Collins Line, heavily subsidized by the United States government, commenced operations in 1849, the Inman Line in 1851. The former met with serious disasters, and collapsed in 1858. The latter has been successful, and under another name is still actively employed. The White Star Line did not enter into the transatlantic steamship trade until 1870. In that year, their first steamship, the Oceanic, was launched. She was speedily followed by other ships, in all of which many improvements were introduced conducive to the comfort of the passengers. The Britannia and Germanic were added in 1874-75; both ships soon became great favorites with the Atlantic travelers. The Teutonic was launched in 1880, and the Majestic in 1881. The Canadian government called for tenders for the establishment of a line of screw steamers, the feasibility of the propeller being then fully established. The contract was given to a Glasgow firm, but as it failed to give satisfaction, the Canadian executive again threw the contract open to competition. The firm of Mr. (afterwards Sir Hugh) Allan had two vessels, the Canadian and the Indian, which had been engaged in the service of the British government in the Crimean war. The contract was awarded to him. Two additional vessels, the North American and Anglo-Saxon, were immediately placed under construction. With these four vessels the line went into operation in 1866, to be supplemented as time advanced by the large fleet of ships of which it is today composed.

These are certainly not the days of chivalry and romance; of long-haired poets and clinging females. The tendency is toward the practical, and even the inventions nowadays are toward the inventions nowadays are mostly objects of utility, something which saves time and gives comfort and ease. We are quick to appreciate and use anything which increases our comfort, especially if it be in the way of clothing. Let anybody ever realize the magnificent healthful warmth which Fibre Chamois will add to his clothing and he will certainly be provided with this inexpensive equipment against all the frosts of the weather. This interlining is made from pure spruce fibre and is a complete non-conductor of both heat and cold so that the layer of it through clothing, keeps out the fiercest winds and preserves the natural heat of the body.

These are certainly not the days of chivalry and romance; of long-haired poets and clinging females. The tendency is toward the practical, and even the inventions nowadays are toward the inventions nowadays are mostly objects of utility, something which saves time and gives comfort and ease. We are quick to appreciate and use anything which increases our comfort, especially if it be in the way of clothing. Let anybody ever realize the magnificent healthful warmth which Fibre Chamois will add to his clothing and he will certainly be provided with this inexpensive equipment against all the frosts of the weather. This interlining is made from pure spruce fibre and is a complete non-conductor of both heat and cold so that the layer of it through clothing, keeps out the fiercest winds and preserves the natural heat of the body.

These are certainly not the days of chivalry and romance; of long-haired poets and clinging females. The tendency is toward the practical, and even the inventions nowadays are toward the inventions nowadays are mostly objects of utility, something which saves time and gives comfort and ease. We are quick to appreciate and use anything which increases our comfort, especially if it be in the way of clothing. Let anybody ever realize the magnificent healthful warmth which Fibre Chamois will add to his clothing and he will certainly be provided with this inexpensive equipment against all the frosts of the weather. This interlining is made from pure spruce fibre and is a complete non-conductor of both heat and cold so that the layer of it through clothing, keeps out the fiercest winds and preserves the natural heat of the body.

These are certainly not the days of chivalry and romance; of long-haired poets and clinging females. The tendency is toward the practical, and even the inventions nowadays are toward the inventions nowadays are mostly objects of utility, something which saves time and gives comfort and ease. We are quick to appreciate and use anything which increases our comfort, especially if it be in the way of clothing. Let anybody ever realize the magnificent healthful warmth which Fibre Chamois will add to his clothing and he will certainly be provided with this inexpensive equipment against all the frosts of the weather. This interlining is made from pure spruce fibre and is a complete non-conductor of both heat and cold so that the layer of it through clothing, keeps out the fiercest winds and preserves the natural heat of the body.

These are certainly not the days of chivalry and romance; of long-haired poets and clinging females. The tendency is toward the practical, and even the inventions nowadays are toward the inventions nowadays are mostly objects of utility, something which saves time and gives comfort and ease. We are quick to appreciate and use anything which increases our comfort, especially if it be in the way of clothing. Let anybody ever realize the magnificent healthful warmth which Fibre Chamois will add to his clothing and he will certainly be provided with this inexpensive equipment against all the frosts of the weather. This interlining is made from pure spruce fibre and is a complete non-conductor of both heat and cold so that the layer of it through clothing, keeps out the fiercest winds and preserves the natural heat of the body.

These are certainly not the days of chivalry and romance; of long-haired poets and clinging females. The tendency is toward the practical, and even the inventions nowadays are toward the inventions nowadays are mostly objects of utility, something which saves time and gives comfort and ease. We are quick to appreciate and use anything which increases our comfort, especially if it be in the way of clothing. Let anybody ever realize the magnificent healthful warmth which Fibre Chamois will add to his clothing and he will certainly be provided with this inexpensive equipment against all the frosts of the weather. This interlining is made from pure spruce fibre and is a complete non-conductor of both heat and cold so that the layer of it through clothing, keeps out the fiercest winds and preserves the natural heat of the body.

ver tranquilly flowing here their corner lot of the Elwood Towns... British Columbia.

CURE FOR LOVE. A great many troubled by the incantation... British Columbia.

ORDINARY. A case of death from the Dutch point... British Columbia.

THE RESERVE. Turn Half Their... British Columbia.

BLE CASES. Salsed From Their Giving Up Hope... British Columbia.