

# Rosland Weekly Miner.

Published Every Thursday by the  
**ROSSLAND MINER PRINTING & PUBLISHING CO.**  
 LIMITED LIABILITY.  
 LONDON OFFICE:  
 O. WALKER, 24 Colman Street, London.  
 TORONTO OFFICE:  
 CENTRAL PRESS AGENCY, LTD., 53 Yonge St.  
 SPOKANE OFFICE:  
 ALEXANDER & CO., Advertising Agents, Room  
 F First National Bank Building.  
 EASTERN AGENT:  
 EMANUEL KATZ, 230 Temple Court, New York.

THE SUBSCRIPTION PRICE OF THE WEEKLY  
 ROSSLAND MINER for all points in the United  
 States and Canada is Two Dollars a year or One  
 Dollar and Twenty-five Cents for six months;  
 for all other countries Three Dollars a year—in  
 variably in advance. The subscription price  
 of the DAILY MINER is \$1 per month, \$5 for  
 six months or \$10 for one year, foreign \$12.50  
 also in advance.

## CHANCE FOR FRUIT RAISERS.

A visit to the gardens to the south of the city reveals the agricultural possibilities of some portions of the soil in this vicinity. The growth of vegetables is simply phenomenal in these well cared for gardens. This suggests the possibilities that lie on the sunny slopes of the mountains in this vicinity in the way of fruit raising. The small fruits, such as blackberries, strawberries, raspberries and huckleberries it is certain would thrive under cultivation, as they are indigenous. They can be found growing wild all around the city. The harder fruits, such as apples and pears, should grow well on the mountain sides if the trees were procured in a country equally cold. The reason why an orchard should pay well here is because there is a good market for all the fruit that could be raised in this and adjoining camps. The bulk of the fruit consumed here comes from the States to the south, and a duty is imposed upon it. The fruit raiser, who would establish an orchard and small fruit garden here would therefore have the duty and the transportation charge in his favor. It seems to us that this is a business that would pay some enterprising individual, or several of them, who understands the business of raising large and small fruits.

## THE INCREASE OF CRIME.

There was a time in the Kootenays, and not so long ago, when crimes of violence were infrequent. This was so much the case that the love of law and order, which was a marked characteristic of this section was admiringly commented upon by those who came here from other countries. These visitors expressed astonishment that there should be so few infractions of the law in a country which was so recently settled, and where there was gathered men from many different climes. This good reputation the country will lose if better care is not taken in the selection of the class that are used in the construction of the railways throughout this section. Along the line of the Canadian Pacific's Crow's Nest Pass branch and its extension of the Columbia & Western railway there have been several murders, and in a couple of instances the perpetrators have never been brought to justice. Before the Nelson criminal assizes, which have just closed, there were no less than three men charged with murder arraigned. Two of these were Italians and one a half-breed Indian. Besides these there were cases of assault to do bodily harm and a number tried for committing other crimes. All will remember the holdups of last winter in this city. These are supposed to have been committed by thugs from the railroad gangs. Frequent assaults have been committed by these railroad roughs of late along the line of the extension of the Columbia & Western railway. The fact of the matter is that the railroad gangs are largely made up of Italians and other foreigners, who are given to many excesses and addicted to violence. This is shown by the fact that Italy takes the lead of European nations in deadly assaults on the person, and has an annual crop of murders of 2,470. This being the case an effort should be made hereafter to secure for work of all kinds people whom it is certain will make good citizens and are not given to crimes and violence of all kinds. It is known to a certainty that no matter where people of a certain class are living, or how happily they are situated, there is a tendency and a predisposition to commit crime. Such people residing in any community are a constant menace to its peace and order and a never ending cost to the taxpayers in the way of expense of prosecution and of maintenance in jails and penitentiaries. The Canadian Pacific railway is responsible for the presence of these undesirable residents here. It would seem as though this big railway corporation has interest enough in the welfare of the country, and owes the country sufficient consideration to see to it in the future that no more such undesirable residents as these shall be foisted upon us to commit all sorts of crimes and to rob this section of its reputation of being law abiding and order loving.

These ruffians, however, must be and are being dealt with as they deserve by the courts of law. The courts and the juries should show them no sort of sympathy where they are guilty, and they should be made to fully understand that in British Columbia the doer of that which is illegal is punished and that there is no sort of toleration shown the criminal, no matter what his station may be. Perhaps, after a while we may be able to make even these railroad thugs understand that this is no place for them to remain in, if they continue to carry on their criminal practices.

## BANQUET TO MR. MACKINTOSH.

There should be a good attendance at the public meeting which, in response to the request of a number of residents, Mayor Goodeve has called for tomorrow evening to arrange for a citizens' banquet to Hon. C. H. Mackintosh on his return to Rossland. Mr. Mackintosh has fairly earned the gratitude and applause of every resident of this community, of every person interested in the welfare of this camp. It is to his efforts to a very considerable degree that the great mines which we now know we possess, and which in themselves give assurance of permanency to the camp, have been brought to their present stage of development; and that other great properties are being proved and are attracting population to our city, and adding to our wealth and means of happiness. He was one of the first who directed English capital in its generous measure towards our country and obtained for British Columbia the assured position she now possesses in the English financial world. What he accomplished is by no means limited to the investments made through his individual efforts. The success which crowned his work has attracted other capital, and will continue to attract it as the country is opened up and the great resources of the province become more and more recognized. It is well, therefore, that Rossland's pioneer missionary to the money markets of the world, who achieved such a remarkable degree of success should receive at the hands of our citizens some recognition of the good work he has done. There are none in the camp who do not share in the result of his labors.

## UTILIZE THE SEWERS.

The matter of utilizing the sewers of the city and extending the system, is one that demands immediate consideration on the part of the city authorities. It is of just as vital importance to have proper sewage facilities as it is to have waterworks or to grade the public streets, which have been provided for under the bylaws recently voted on by the ratepayers. The hot weather will soon be upon us, and the season of the year when a sewage system is most needed, although it is useful at other portions of the year.

The sum of \$32,000 has been put into what might be called the commencement of a sewage system, and some method of fully utilizing these conduits should be adopted instead of following the present wretched and unhealthy system. Take the section along Columbia avenue, for instance, and in hot weather the smells in that vicinity are something abominable. If, for the present some means could be devised by which the sewers adjacent to the principal streets could be used, it would mitigate the situation somewhat.

The provincial authorities have, after negotiations extending over a long period, given the city permission to allow its sewage to flow into the Columbia river. The council is favorably impressed with the septic tank system, and talk of adopting it instead of building a long distance sewage flume from here to the Columbia river.

The city council should make up its mind soon as to which method it intends to adopt, and start the work of building whatever it favors, whether conduit or septic tank system. In the meanwhile a temporary or small septic tank system could be put in of a sufficient size to answer current requirements. It has been claimed that the citizens would not support a bylaw asking for an expenditure for this purpose. This will not be known to a certainty until they vote upon it. If they favored the water, light and street improvement bylaws they certainly would support one providing the issue of debentures for the wherewithal to provide some means of disposing of sewage.

This question of disposing of sewage is an important one. As the city grows in size the necessities in this direction will be augmented. During the present summer there will be more sickness and deaths than there were last year through the lack of sanitary precautions in this city. This is because there are more people here now than there was last year. Hence there is a great need for haste in this matter. If a permanent method of disposing of the sewage cannot be provided, one that will temporarily do the work should be furnished.

After the means of disposing of sewage is adopted the city should compel every house in the more thickly populated portion of the city to be connected with the sewers. This would get rid of a lot of effete matter that now remains to pollute the atmosphere and menace the health of all who breathe it. This matter is one that should receive immediate attention.

## A VALUABLE MINE.

According to the statement of the English papers Mr. W. H. Stratton did not receive \$10,000,000 in coin for his famous Independence mine at Cripple Creek. What he did receive, however, was 1,000,000 shares, of a par value of \$10,000,000 of the company formed to operate the property. The mine must be a splendid one to have this amount of stock paid for it. The arrangement is probably the most satisfactory one that could have been made by the owner. Mr. Stratton is getting on in years and probably wishes to lay down the onerous cares which are consequent to the management of a great property like the Independence. With the mine in the hands of experts financiers and skilled mining men it will be brought to a higher state of development and the returns will

be probably greater to Mr. Stratton than if he had managed the property himself, and he hitherto has. Then, too, under the manipulation of the London mining magnates, who have charge of the flotation of the Independence, there should, within a short time, be opportunities for Mr. Stratton to sell his holdings for considerably more than par. Some people have found fault with Mr. Stratton for his action in accepting stock for his mine, but the outcome is more than likely to prove advantageous to him from a financial standpoint.

## A MISLEADING ARTICLE.

In the last issue of the Engineering and Mining Journal of New York, an article on the Trail smelter appeared, from the pen of Dr. R. W. Raymond, the well-known mining counsel who was recently in Rossland, where he was engaged as one of the experts in the Iron Mask-Centre Star suit. In the course of his article Dr. Raymond ventures on statements which would have been better unwritten, as they lack that quality of fairness and truth which we naturally expect to find in any public utterances made by a man of his reputation and recognized ability. Nor is it fair to the journal in which the article appears—a journal with a continental reputation for the accuracy of its statements—that it should be made the medium by which false and misleading impressions are conveyed to the public mind.

In the opening sentence of his article Dr. Raymond pays a deserved compliment to Mr. W. H. Aldridge, the manager of the smelter, whom he speaks of "as among the first of the younger generation of American metallurgical experts and managers." After a few hasty words of praise for the conduct of the smelter Dr. Raymond continues as follows:

"With regard to the Trail works (and, I presume, the Boundary works, also), it must be confessed that their management by the Canadian Pacific railway company, as compared with that of individual owners, or smelting companies, is, at the present time, a great advantage to the mining industry of British Columbia. For the railway Co. appears to be willing to do what separate concerns could scarcely undertake, namely, to reduce smelting rates to figures involving little or no profit, with the view of increasing as rapidly as possible the active development of mineral resources, and consequently the amount of business for the railway. During my recent sojourn in British Columbia I read many local newspaper articles, of a type familiar to me, attacking this 'grasping corporation.' It is the usual course of history in pioneer communities, that all sorts of inducements are held out for the investment of capital in mines, railroads and other needed improvements, and that such enterprises are universally popular as long as they are discharging money; but that, as soon as they begin to try to get returns for their money, they are denounced as extortionate and oppressive. Sometimes this charge may be true; but it is sure to be made, whether it is true or not. With regard to the present course of the Canadian Pacific Railway company toward the mining industry of British Columbia, I am convinced that it is more liberal than any independent enterprise could afford to pursue."

It would not be unfair to ask Dr. Raymond who his authority is for the statement that the C. P. R. appears to be willing to reduce smelting rates to figures involving little or no profit. Surely this conclusion was arrived at by him on the strength of representations made by those interested in having the world believe this to be the case. Had he consulted any but Canadian Pacific railway officials he might have hesitated before venturing to publish as his own an opinion which is diametrically opposed to that held by mining men in British Columbia. It is true that the smelter authorities at Trail reduced their price for treatment to the War Eagle company, but they did so to obtain a long contract involving an immense quantity of ore; and only through dread that it would go elsewhere. While, too, the price as thus reduced was certainly low as compared with what it had been, the inference drawn by Dr. Raymond that little or no profit was obtained from the treatment is regarded as unsound by those who are better acquainted with the conditions and more competent to judge in such a matter than is Dr. Raymond.

The sweeping charge made by Dr. Raymond against local newspapers for attacking the C. P. R. corporation might have come from an official of the company, paid to defend his employers. Dr. Raymond knows nothing of the history of the C. P. R. in Southern British Columbia or surely a man of his reputation would not have been guilty of so misrepresenting the situation. No inducements were held out to the C. P. R. to construct its lines through the Kootenays and had they never come into this country we would have been better off and further advanced in the development of our properties, because men of genuine enterprise who seek a return for their invested capital from legitimate sources, who do not hamper the growth of one section for the benefit of another section in which they have a larger interest would then have constructed roads. Such men as these took the initiative in building railways and opening up the country and it was only when they had proved that the district was very rich that the C. P. R. magnates decided to invest their capital. Of course with the immense wealth at their disposal and their great influence at Ottawa they were able, as soon as they had so decided, to practi-

cally capture a monopoly in the district. This they did, crowding out all rivals and the killing competition.

The people of the Kootenays, therefore, have never obtained any real benefit from the C. P. R., and the ruinous transportation rates which they are charging on their goods is a serious drawback to the settlement of the country.

The C. P. R. company has not been denounced on "general principles," as Dr. Raymond says, but specific charges of extortion, and worse even than extortion, have been brought and substantiated.

Dr. Raymond, of course, obtained the material for his article from C. P. R. sources, which are not reliable, and he gave them his own endorsement, as he would, in a mining suit, endorse any theory which might be necessary to the case of the individual or corporation who might employ him as counsel. Men, like Dr. Raymond, whose livelihood depends on their being retained by rich corporations, hold a permanent brief to defend capital in general. They regard all matters of this kind from this one standpoint. Dr. Raymond is a lawyer—a mining counsel—and is always awaiting a brief of importance such as his abilities naturally command. His opinions, therefore, are always ex parte; they cannot be impartial. This is very well in court, where he is known to have a retainer for the side he supports. His auditors then place their own construction on what he may say. When, however, he speaks through the columns of a great journal and professes to give conclusions arrived at after investigation, he should be careful, for the sake of the paper's reputation, of what he says. To publish an article like that which now appears under his initials is not honest.

## THEY COME BACK TO ROSSLAND.

The resumption of work on the St. Elmo by a strong syndicate of well known and wealthy New York capitalists, headed by William Duryea, the millionaire starch manufacturer, and the fact that they are prepared to spend from \$75,000 to \$100,000 on this property to prove that it is a mine, shows the measure of confidence that is felt in this camp. During the depression that prevailed in the latter part of 1897 and the commencement of 1898, when things looked blue here, it used to be said by those who remained to those who were going, that they would come back to Rossland in time, because it is the best mining camp. These predictions have been verified, and hundreds of those who left have returned, and concluded to remain with the camp because they realize that there is no better to be found anywhere in the Dominion of Canada where lode mining is carried on.

In the same way, companies which became discouraged in the early history of the camp because they did not find ore by gophering around on the surface, and which ceased operations on this account, have since learned of the splendid results attained by those with perseverance, and they have returned with increased capital determined to make mines of their prospects, if such an outcome is possible. The St. Elmo is one of these properties, but it made the mistake, which so many companies have made, of confining its operations to tunnel work, and did not get a great distance from the surface. The aim should be to get as far from the surface as possible, as in most instances this is where the richer ore chutes in this camp are found. In the properties here, where there are immense ore bodies, it is now known that in the low grade ore here and there are rich pay chutes, and these can be best found at depth, and not by burrowing along in the iron capping. There are numerous properties situated on the Red, Monte Christo and Columbia and Kootenay mountains, many of which have excellent surface showings. A little work has been done upon them, but not sufficient in most cases to prove anything. Some of these properties are owned by companies, as the St. Elmo is, and the corporations which own them, as the fame of the camp increases with its augmented production, will come back and operate there, for they will realize in time that Rossland is, indeed, the great mining camp of the Northwest, and that money properly expended, yields good returns.

## A LITTLE MORE ENERGY.

It is a matter which excites surprise and comment among observant visitors to this district that the leading citizens of Rossland should seem so indifferent to the position which this city is to occupy, in the future, in relation to the other cities of the Kootenays. They are unanimous in acknowledging the commanding position which Rossland occupies today and they concur almost to a man in the opinion that this supremacy can be maintained, but to maintain it, they say, there must be a much greater display of energy than is now being manifested by the community. It appears to them that we are content, seemingly, with what we possess and lack either the energy or ambition to look over the dividing ridges for a great district which might be made tributary to our city.

There is considerable truth in this charge of supineness, which is made against us, and it is by no means creditable to the respective bodies which are supposed to be the embodiment of the public spirit of the community and the moulders of our destiny as a great mining and commercial center. It is undeniable that while we are apparently contented to trade among ourselves, Nelson, with nothing like our advantages, is

reaching out for the wholesale trade of the entire district, and in doing so is encouraged by the C. P. R., and aided by it to the direct injury and disadvantage of Rossland. Of course the C. P. R. has much to gain by the course it is pursuing in its respective treatment of the two cities, as it owns such a large interest in Nelson townsite and has the representative bodies there at its dictation, while its interests here are rather limited and it is regarded by our citizens with a suspicion but too well founded. If, therefore, this community were content simply to build up Nelson without actually hindering the growth of Rossland we might have little real ground for complaint, but it is not content with this—it aims all along having been to isolate us by preventing the construction of all roads leading from here into other districts and notably into the Boundary Creek country, to which we are very much nearer, and with which as a community we should have closer interests than Nelson has.

The citizens of Rossland, whether through timidity or want of enterprise, seem disposed to submit to this discrimination, so subtly conceived and, so far so firmly put into effect, and to the astonishment of the outside world are making no effort whatever to defeat the hostile intention of this corporation. Why, it is asked, when Rossland is so much closer to the Boundary Creek country than Nelson is, and with no insuperable barriers, unless the will of the C. P. R. be one, is not a road, electric or otherwise, constructed from here to Cascade, a distance of about 20 miles, which would make this city, instead of the C. P. R.'s pet, the base of supplies for that region. It is not questioned that there are some physical difficulties in the way, but that these could not readily be overcome is as little to be questioned. In these days railroads can be constructed in the face of much greater obstacles than are presented here, and without such an outlay as would not be justified.

This is a question that the city council and the board of trade would do well to consider, and which might be solved to the immense advantage of Rossland if there is any energy or patriotic spirit left in those bodies.

## THE C. P. R. UNMASKED.

The duplicity of the twin Machiavellis, of the Canadian Pacific, who are otherwise known as Messrs. Van Horne and Shaughnessy, is beginning to show itself. One phase of this is shown in a dispatch from Grand Forks, in which it is announced that the Canadian Pacific intends to construct a line from the Boundary country to Republic. In order to do this it will have to build its line for perhaps 30 miles through American territory. It was announced when Messrs. Van Horne and Shaughnessy were endeavoring to shut Corbin out of the Boundary section that their desire was to preserve Canadian territory from the encroachments of Americans and keep it inviolate for those "to the manor born." These simon pure patriots and country saviors were governed, they alleged, by the purest motives. They did not desire Canada solely for their big railway, but desired that it might be kept from the competition of foreign railroads. This might have been all right if there were not hidden motives behind the grand stand plays which these Siamese twins in craft were making. What they really were after was a monopoly of the carrying trade of the Boundary country, and they did not seem to care by what means this end was secured, provided they got it. Much to the detriment of the section most affected, the monopoly of transportation has been secured, and it will probably be many years before the Boundary country will be removed from the folds of this great transportation boa constrictor, which, in the future, is destined to squeeze, at every possible opportunity, the poor people of that section. Now that the chains of this monopoly have been firmly fastened on the people of Boundary, the intention is to so arrange matters that it will be impossible for them to ever get rid of their fetters. The past masters of monopoly, in order to do this, will, so to speak, carry the war into Africa, and will extend their line into Republic and compete with the American transportation companies for the carrying favors of that camp. By this move it is hoped to shut out forever any fear of a competing American railway entering the Boundary country, and thus they hope to make perpetual the monopoly which has been secured there. This move shows the utter falseness and duplicity of the management of the Canadian Pacific, and also in a marked degree reveals their great selfishness and unfairness. The management is unwilling to allow American railways to come into this country to compete with their road, but neglects no opportunity to build branches in the United States in order that it may compete there with American roads. This shows the complete hollowness and falseness of the position which the railroad company and its servitors took when the fight was on against the Corbin charter.

With a little more unmasking of the real motives of Messrs. Van Horne and Shaughnessy, the people of Canada should learn to distrust them. There should be a time therefore, when their cry of "wail" will fall on deaf ears, and this will be especially the case when they call on the people to protect them from being injured by railway competition.

The Kingston City council has adjourned until October 9th.

# DEATH ON THE TRAIL

Ghastly Tale of Suffering on the Road to the Yukon.

## WAS STARVATION AND SICKNESS

A List of Those Who are Supposed to Have Perished—How Those Who Escaped Fared—Other Cases of Hardships and Death in the Rush for Yukon Gold.

Victoria, B. C., June 9.—Jacob Boutlier, O. S. Fletcher, Will Johnston, I. Elliott, Geo. Bishop and W. Ross, who arrived from Wrangle today on the steamer Alpha corroborate the stories of death, sickness and suffering on the Edmonton trail. The list of those who have died from scurvy, exposure, starvation or drowning is not complete, and probably never will be, but a partial list of the dead received at Wrangle from Genora is as follows: Jas. Mowatt, San Francisco, scurvy; Valentine Wedder, Philadelphia, exposure; Dan Taylor, frozen; Fred Preston, Philadelphia, drowned; Captain Mason, Alaska, drowned; H. Hutton, Vancouver, frozen; P. Neely, Sault Ste. Marie, starvation; John Paine, Vancouver, frozen; — Leighton, Victoria, frozen; C. Richter, New York, suicide; W. Seabrook, starvation; H. Radon, Cincinnati, frozen; J. P. McCrumme, Pittsburgh, frozen; Robt. Tonsil, New Mexico, frozen.

Mr. Boutlier relates also the awful fate of a party of Nova Scotians, with whom he started for the Klondike. He says that on April 10th last year, his party of nine started from Halifax. They left the C. P. R. at Edmonton, and with a heavy supply of provisions, started on the Athabasca Landing trail. Reaching the Liard, they followed its course for 240 miles. They had three tents. A camp was made on the Liard, and here the party remained until the 1st of December. Becoming impatient, they crossed the hills, a distance of about 25 miles, to the Beaver river, and followed it for 100 miles. They then essayed to cross the Hay mountains, where the Hutton-Payne party are supposed to have perished. The first three, among whom was Boutlier, knowing the dangers to which the trip exposed them, kept closely to their two Indian guides. The other men lay in their tents longer in the morning, trusting to overtake the others on the trail, but while the snow was not deep it was light, and the high winds almost as fast as they were made. This was in February. When the first three became alarmed at the non-arrival of the others, a search was instituted, but without the slightest trace of the men being found, and they have not since been seen by any of the travelers from that district. Boutlier and his companions reached Cole river and followed it down to the Liard, which they followed for eight miles to Sylvester. They escaped with their lives only, for in order to reach civilization, they were obliged to throw away almost all their outfits.

The men who escaped are Jacob Boutlier, carpenter, Halifax; J. L. Dunbrack, laborer, Halifax; Frank Johnson, sailor, Halifax. Those who followed in the party which is supposed to have perished are: L. Dickenson, clerk in the city hall, Halifax, and who saw service in the Northwest rebellion as captain of a Halifax company of militia; — Dummick of Halifax, who also was through the Riel rebellion; John Brown, watchmaker and goldsmith of Halifax; Arthur Ligard, machinist, Halifax; — Dunward, engraver, Halifax; Tom Gibbons, goldsmith.

The separation of the party involved a great deal of additional hardship on the three men who survived, as Dickinson held the common purse and at the time had in his possession about \$2,000 of the party funds. The survivors pushed on to Dense lake, and from there were conveyed by teams to Glenora, where for over a month Johnson and Boutlier have languished in the hospital from fever and scurvy. Boutlier recovered sufficiently to take passage in the Casper to Wrangle, whence Captain Warren kindly furnished transportation on the Alpha to Victoria.

## SOME NEWS FROM VANCOUVER

NEW WESTMINSTER VISITED BY A CLOUD BURST—DAMAGE DONE.

A Returned Klondiker Drugged and Robbed—Destruction of a Cannery by Fire.

Vancouver, June 12.—[Special.]—New Westminster was visited yesterday by a storm of such extreme violence that it partook of the nature of a cloud burst. It occurred between 4 and 6 o'clock. Hail accompanied the rain. Culverts were washed out and stores flooded. George Adams' loss was \$1,000. Ryal's drug store was also flooded. Rubbish was washed down from the mountains and piled high on the crossings.

There is every reason to believe that Sullivan, whose dead body was found at Agassiz, was clubbed to death, and that the police are investigating in that theory. Robbery was evidently the motive.

A. R. Orr of Seattle, was drugged and robbed of \$1,000 in Vancouver last night by one supposed to be a member of the Soapy Smith gang, who is now safely in the lockup. Orr is the discoverer of Goldovan Bay mines, Yukon, and is worth half a million. He says if the police recover his roll they can hand it over to the hospital, as he has some more. Orr lost discretion by frequent imbibings.

At 2:30 today, Munn's Sea Island Cannery was destroyed by fire. The loss is \$75,000, and is only partly covered by insurance. The hands were at dinner when the fire started. The alarm soon spread and a hose and fire extinguishers were brought into use, but in 45 minutes the big cannery was in ashes. There were 40 Chinamen at work. All the buildings surrounding the cannery were also destroyed.

## C. P. R. in the Boundary.

The rails were laid into Gladstone yesterday, which is some 12 miles from Cascade City. It may be possible for Rosslanders to go by rail to Grand Forks for the celebration on the 1st of July. The Grand Forks race course is the finest mile course in this country.

Mr. Olaus Jeldness returned yesterday from a visit to Spokane.

# THE CITY

Just a Quorum  
 lar We

## A TAX RATE

One-Sixth Discount  
 ment on or Bef  
 Rate 14 1/3 Mills  
 by the Council.

When the city at 8:30, there ship the Mayor, gress and Hoon. The bylaw fixing year was the more for the council, mills if paid on August, otherwise provides that no on taxes collected ventures or to the payment the ed one-sixth or mill will be de levied for genera

The following c From the Abende Chicago, offering new water ma Herald, asking f the city solliciti law for 1899. P Cotton, Victori the honor to in tenant-Governor vncial board o the application permitted to d land into the C on the followi plans and spec the conveyance land to the Co proved by the before the wor the corporation it may be requi cial board of r or appliances sewage before Columbia river. From Arthur lane in rear of to the street I. From the J. treal, offering etc., for new c

From the N pany, offering issue of debent Telegram fr of the Western Man., June 1 edgment of y inst., I beg to that we will e in your progr \$80 Rossland Stat vice you more From Sister Mater Miseric the necessary. Alderman B 19 of the boar payment of the Street pay rol J. E. Clark, J. R. Smith.

Total.... The board that accordi ent's report, st work f. The report w Any priniti ventures will council will to obtain ad Worship the some arrange and others c sion on the cionists makes it rat gram for the Bylaw No taxes for 189 ments in the empt from the extent of v

A rate of to be levied erty on the city of Ros exemption of improvem essary exp city of Ros ment of eve as may be 1899. A sp dollar is fix of interest and for a s such debent Payment below the the ratepay of one-sixt general pu rate 8 1/3 The who 31st of Aug The cou

He Told

John W province Jordan, T drunk. T for his co to go and court how McKinney made the friend, w whisky. clothing v was foot tramp. T friend, to be said ing drink the. This traveler, his cloth ed light and stiff limbs. T ered, and in his p This left to make in busin the drink given hi it comp