

ROSSLAND WEEKLY MINER.

Per Year \$2.50.

ROSSLAND, B. C., THURSDAY, NOVEMBER 19, 1903

Eighth Year, Number 55

THE WEEK IN THE MINES

Interest in Possible Development of New Methods.

Shipment Is Somewhat Hindered by the Fall of Snow.

The past week has been eventful in Rossland by reason of the interest attaching to the possible solution of the problem of handling the low grade heavy iron ores of the camp profitably. Investigation along these lines has been under way for some time, but it is only recently that a solution seems in sight, just as concentration was a vexed question for several years until two processes were adapted to local requirements. It is probable that something definite will mature shortly in connection with the treatment of low grade iron ores, and this will be another extremely important factor in promoting the future prosperity of the camp.

The output is somewhat lighter than for several weeks past. The advent of snow has had some effect in this direction, various mines being compelled to reduce their output pending the settling of the wagon roads. During the latter end of the week, however, there has just been sufficient frost to settle the roads nicely, and the present week will see the Kootenay and Jumbo, both of which haul their products to the railroad, shipping again at normal. The snowfall has put an end to shipping from the Le Roi dump for the present at least, and this will have the effect of cutting down the Le Roi tonnage, although the production of mine run ore is likely to be enhanced somewhat.

At the concentrators matters are progressing smoothly. The Le Roi works have operated steadily throughout the week with most satisfactory results, and the experience gained from day to day in concentration with the reduction of costs is being turned to practical use. The matter of a reduction in the duty on oil for use in oil concentration is a vital problem, however, and milling will not come to full fruition in the Rossland camp until this economy in operating is effected. When the importance of the question is brought home to the Federal government it is reasonably safe to predict that the government will not oppose any barrier to the extension of a branch of the mining industry that has great potentialities in the direction of building up the industry and the country as a whole. The matter of placing concentrating machinery on the free list is on all fours with the oil duty. The restriction of mills would certainly be stimulated substantially if mining companies were relieved of the heavy burden of customs duties imposed by the tariff regulations, although it is well known in the mining industry that the required machinery is not available from Canadian manufacturers.

No concentrates have as yet been shipped from the Le Roi Two mill, the product of the plant being stored for the purpose of the railroad. It is understood that the concentrates milled to date will be distributed at an early date among the smelters of the district to enable metallurgists to obtain an idea of the nature of the product from a metallurgical standpoint. The next mine to join the shipping list in the Rossland camp will probably be the White Bear. The construction of the spur from the railway to the ore bins is proceeding steadily, and one of the first uses to which the siding will be put will be that of delivering the new hoist and compressor plant at the headworks now practically completed. The mine will then be in a position to ship ore, and it may be expected that some steps will be taken in this direction immediately upon the completion of the enterprises now pending.

Shipments from the Rossland camp for the week ending November 14 and for the year to date are as follows:

Week.	Year.
Le Roi.....	186,485
Centre Star.....	69,736
War Eagle.....	51,383
Le Roi No. 2.....	23,355
Le Roi No. 1.....	350
Jumbo.....	3,305
Spitzee.....	30
I. X. L. (milled).....	1,730
Kootenay.....	6,278
Giant.....	823
White Bear.....	3,376
White Horse.....	297
O. K. Bear.....	25
Homestake.....	90
Totals.....	349,190

AMONG THE MINES.
LE ROI.—The week passed somewhat uneventfully at the big mine, matters progressing satisfactorily. As previously stated, the snow has brought about a cessation of shipping operations from the No. 1 dump. Stopping was continued on various levels of the Black Bear stope and in the main stop. Stopping operations were resumed in the vicinity of the old shaft.

The discovery of a new ore body in the Peyton tunnel is reported. On the 1350 level exploration is being pushed ahead rapidly, the results not being divulged.

WHITE BEAR.—The drift on the 1000 level is being pushed ahead, and the ore broken down in the course of the work is being hoisted to the surface. Otherwise development work only is under way. On the surface the siding is being pushed ahead rapidly and the work on the headworks is making good progress.

LE ROI TWO.—The usual work in the mine has been carried on steadily and with satisfactory results. At the mill operations have been steady, the plant running smoothly. It was expected that the No. 1 mine would have resumed ere this, but arrangements for the reduction of the ore are as yet uncompleted, and the date of the resumption is indefinite.

KOOTENAY.—The shipping operations from the mine were interfered with during the past week by the condition of the roads, but several days of good weather have overcome this and teaming was resumed. It is expected that the mine will ship fifty tons of ore daily as long as the hauling is favorable. At the mine the No. 1 mill work has gone ahead, with the exception that there has been some relaxation of activity in stopeing owing to the circumstances detailed.

WAR EAGLE.—Nothing of special interest is reported from the mine for the past week. Mining and development is continued steadily, the shipments being somewhat over the average.

JUMBO.—The mine has been exceedingly active during the week. In addition to the work underground, which includes the stoping on the first level, the sinking of the winze from the No. 1 to the intermediate and the tunnel to tap the winze at a depth of 100 feet, everything on the surface has been put in first class shape for the winter months. The frost and snow have improved the road substantially, and no further cessations of teaming are probable.

I. X. L.—The operations at the mine have been along conventional lines. The mill has been running steadily, and this will probably be continued for some weeks, or until the snow falls to a depth which hampers the handling of the dumps.

BOUNDARY SHIPMENTS.
Shipments from Boundary mines for the past week and year to date were as follows:

Week.	Total.
Granby.....	9955
Mother Lode.....	11,707
Snowshoe.....	2010
B. C.....	19,345
Emma.....	732
Sunset.....	14,921
Oro Denoro.....	825
Morrison.....	3,239
Atheisthan.....	210
Winnipeg.....	2,485
Providence.....	833
Elkhorn.....	213
Totals.....	71,116

BOUNDARY OUTPUT.
The Mines Show a Substantial Increase for October.

PHOENIX, B. C., Nov. 10.—Definite returns have been made up from the largest of the shipping mines in the Boundary for the month of October, as regards the shipments of ore for that period, and taken with the output of the other properties that are steadily making shipments to the different smelters, it is shown that the advance over the previous month of September is substantial. The combined output of ore for October from Boundary mines is in excess of 70,000 tons, against 68,000 tons for the month of September.

It was to be expected that the Granby mines would show the largest tonnage of the shipping mines in the Boundary for the month of October, and that company's properties alone shipped some 14,000 tons more than for the previous month. The next largest shipping mines, the Mother Lode and Snowshoe, show a somewhat less tonnage than for September. According to the figures received, the following mines sent out the tonnage as subjoined:

Mine.	Tons, Oct.
Granby Mines.....	33,398
Snowshoe.....	9,480
Mother Lode.....	8,588
Sunset.....	12,825
Morrison.....	500
Emma.....	2,320
Winnipeg.....	900
Oro Denoro.....	3,215
Atheisthan-Jackpot.....	820
Total for October.....	70,234

FOR THE AMERICA CUP.
Prospect of a Challenge From a Clyde Yachtsman.

GLASGOW, Nov. 17.—While it is impossible to secure a direct statement as to the identity of the Clyde yachtsman who proposed to challenge for the America's cup in 1904, it may be accepted as practically certain that Kenneth M. Clark will challenge and that George L. Watson will design the yacht, on condition that Mr. Clark be allowed to challenge under the British rating rules or the present New York Yacht club rules.

WORKMEN SECURE.
Massachusetts Grand Lodge Severs Connection.

BOSTON, Nov. 17.—The grand lodge of Massachusetts of the Ancient Order of United Workmen today adopted a resolution to sever all connection with the supreme lodge of the United States. In attendance at the meeting were also several members of the district of the supreme lodge.

General News Of the Kootenay

THE BOUNDARY.

A contract has been let by the Rathmullen company for cutting wood preparatory to the resuming of development on the company's claims in Summit camp.

The No. 2 steam shovel recently put to work at the Granby mines is doing satisfactory work in the No. 1 pit. The No. 3 shovel is expected to be shipped from the manufacturers at Lorain, Ohio, the latter part of this month.

Five men and teams are at work on the Senator in Summit camp, which was recently bonded by the Granby interests. The ledge is being stripped preparatory to getting out ore. John Rogers is in charge of the work.

G. Arthur Rendell of Eholt, who has a lease on the Ethopia, in Long Lake camp, has a force of three men working on development. This is another preparation for getting out ore.

Work has been started on a raise in the Granby mines from the No. 2 tunnel to a point on the surface where Porter Bros. did the stripping last year, a distance of 120 feet. This will give another outlet or chute for ore from the surface workings.

The final payment on the bond on the Elkhorn, in Providence camp, is to be made December 1st, and will be made from the profits from shipments of ore from that property. This is one of the high grade mines of the Boundary that has been making an enviable record.

Preparations have been made at the Betts and Heperus mines for continuing work all winter. The property is being operated by a Chicago company, a shipment having already been made to the Granby smelter, from which good returns are reported to have been realized.

The C. P. R. is putting in two 800-foot sidings in the yards at the Granby smelter.

The Seattle, a North Fork property, which has been bonded by the Trail smelter, is shut down temporarily pending litigation.

The second payment on the account of the Volcanic bond has been paid. A diamond drill will soon be at work on this famous property. Work will shortly be started on the Rathmullen group and there is a probability that the Golden Eagle will soon change hands.

J. F. Royer, owner of the Grand Fenix Phoenix Greenwood stage line, is in the Big Bend, Washington, purchasing some 40 or 50 horses.

At the meeting of the Greenwood board of trade President Ehrlich presided. The committee appointed to inquire into the feasibility of the proposed railway and the rating rink reported that owing to the lateness of the season the committee recommended that no further action be taken. The report was adopted. George R. Naden, J. P. Myers-Gray and Duncan Ross were appointed delegates to the associated boards of trade.

Annual meeting is to be held in Rossland on December 2.

EAST KOOTENAY.
Word has been received from the coast that the plaintiff's appeal in the case of Leadbeater vs. Crow's Nest Pass Coal company before the full court at Vancouver has been allowed with costs.

The appeal was from an order of Mr. Justice Drake setting aside the plaintiff's statement of claim. S. S. Taylor, K. C., appeared for the plaintiff, and Bowdell & Duff for the defendant company.

It is reported that the Kootenay Valley Lumber company will erect a mill near Elkhorn, where they have large timber claims. The Elk Lumber and Manufacturing company have reduced their bush staff by about 30 men. The mill was shut down some time ago for want of logs.

John Mott of Elko has purchased the Hoffman hotel from J. Stevenson. The hotel is on the ground. The transfer of the control of the Broken Hill company, which operates the Wilcox mine, is now complete. Messrs. Phillip White and J. F. Burne retiring from the directorate in favor of Messrs. Jones and A. H. Tuttle, the last named being now secretary and local manager. Mr. Phillip White, formerly superintendent of the mine, and largest stockholder, has disposed of his interest.

The output of the Wilcox mine last month was the best in its history. The amount saved on the plates is represented by a gold brick weighing 325 ounces and an approximate value of \$4000. In addition to this amount two and a half carloads of rich galena ore have been shipped to the Nelson smelter, the net proceeds on which amount to approximately \$2500. Concentrates shipped amount further to over \$500 net value, making the total output of the mine over \$7000 for the month. The running expenses are in the neighborhood of \$2000 per month, so that the company is making a profit of \$5000 on the run.

BRIGGS AND BROAD.
BOSTON, Mass., Nov. 17.—Jimmy Briggs was given the decision over Kid Broad of Cleveland after a hard and fast 15-round fight at the Criterion club tonight. Briggs, who was heavier than his opponent, forced the fighting. Broad hit the back hard and rallied gamely, but was clearly outpointed.

THE SLOCAN.
Another rich strike is reported from the Silver Glance. Three feet of ore was struck a few days ago in the new tunnel started early this summer. The tunnel was started with the intention of tapping the vein exposed in the bot-

tom of a shaft, and it appears to have been reached. The East Chance shipped a car of crude ore from the new strike last week.

One car of ore from the big strike in No. 8 tunnel at the Ivanhoe was shipped last week.

The cable for the two tramways at the Idaho arrived from B. C. Ribble's works in Nelson.

The Ruth has over 300 tons of zinc on hand which they are waiting the opportunity to ship.

J. E. Jones has commenced work on the Redress No. 2, adjoining the Mercury. He is running a prospect to strike the lead in about 25 feet. The American Boy made additions to their crew last week. Their recent strike has been well developed and the work will be confined to No. 7 tunnel.

The Payne concentrator has now been in active operation for nineteen months, the longest run of any mill in the history of the Slocan. Two shifts have been employed all the time. Joseph Ryan says that he has raised the money necessary to construct a silver-lead smelter at Kaslo.

THE LARDEAU.
The plans for the emergency hospital at Arrowhead have been prepared. They provide for a two-story building 32x42 feet. On the ground floor will be kitchen, pantry, dining room, dressing room, doctor's office, ward with three beds, bath room. On the upper floor will be four private wards and bath room. A resident medical officer will be appointed.

The Big Bend Lumber company have sixty men now employed at the logging camp on the Camborne-Beaton road.

The Revelstoke Lumber company propose to go in for big improvements at the Eddy boom, with a view to providing against possible loss of logs in future.

It is estimated if the present demand continues there will be 700 million feet of lumber sent from British Columbia mills to Manitoba and the Northwest next year.

Telegrams received at Camborne last week announced the good news that money for payment of North-western indebtedness had been sent from Michigan to the Imperial Bank of Canada at Revelstoke. This means that either the Northwestern Trustee company has received a considerable number of payments on the assessment plan outlined in our last issue, or that the Northwestern syndicate has been reorganized and the money raised on the credit of the new company. Particulars are not yet to hand, but the payment of local indebtedness is a good augury that the property will again be operated at an early date.

While excavating a site for a blacksmith shop at the Mammoth group on Goat mountain last week five and one-half tons of the richest silver-lead ore ever discovered in the Lardeau were taken out. Foreman Sid Graham has procured canvas sacks in which the ore will be stored, as it is too valuable to be left loose in the ordinary fashion. Eleven assays of unselected samples of the ore have been made and the lowest gives values of \$306 to the ton, while others run all the way up to \$723. The Mammoth vein has been traced for a distance of 5000 feet.

Trout Lake City's freight bill is conservatively estimated at \$40,000 per annum.

YMR.
They struck the ledge at the Atlin mine lately and are now driving a crosscut to ascertain its extent. There is little doubt that there is the making of a mine in the Atlin region.

The snowfall of the past week has somewhat retarded work on the Hunter V. tramway, but nevertheless it is hoped to have it running before the close of the year. The material is all assembled for the towers and will be put in place as quickly as possible. All the work now is on the ground.

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FRICITION AT SEOUL.
COLOGNE, Nov. 17.—It appears that there is some friction at Seoul in consequence of a street brawl between Koreans and Japanese, according to a dispatch to the Cologne Gazette from Seoul. The Japanese subjects threaten in the event of their recurrence to send Japanese guards to assist the police in maintaining order.

C. P. R. AND SPOKANE. Expectations Concerning the Turner-Corbin Road.

SPOKANE, Nov. 17.—It is reported that on his return home this week Senator George Turner will announce the immediate construction of the Turner-Corbin railway, which is to give the Canadian Pacific an entrance into Spokane. D. C. Corbin, who is associated with Judge Turner in the enterprise, was asked yesterday as to this report and said: "I have heard nothing of it. There is nothing to be said."

It has been generally believed that Judge Turner would take advantage of his presence in London as a member of the Alaskan boundary commission to interest English capital in the proposed railroad. It is reported that it is his purpose to make such an announcement on his return to Spokane this week.

The proposed railroad will connect with the Crow's Nest Pass branch of the C. P. R. It will follow the Moyie river to its junction with the Kootenay river; will follow the Great Northern main line for far west of Bonanza Ferry; then strike southwest to reach the Northern Pacific near Sandpoint, Idaho, and follow the general line of the latter road into Spokane.

Surveyors have been in the field for a long time and are said to have definitely located the line along the route above indicated. It is known that railroad contractors here had expected that the construction would have been under way. Beyond a positive statement some time ago that the surveys were about completed and that the railroad would surely be built, Judge Turner has made no public announcement. D. C. Corbin has declined to discuss the matter at all.

BONNERS FERRY, Ida., Nov. 17.—The Spokane & Kootenay railway (Turner-Corbin line) survey, which has been under way all summer, is about completed through this section and will no doubt pass through this city. The surveyors have three different lines, but all pass through here. The surveyors have established their quarters at Moravia, four miles west of here, for the winter, and it is presumed that earth will be flying at an early date. The business men's committee of this city feels highly slated over the prospects of having another transcontinental line through the place.

THE STOCK MARKET.
The market has been extremely dull this week, very few sales changing hands. Quotations remained unaltered during most of the week, with no general movement. Some weakness developed towards the close, when Banker-Cariboo lost two points or so, and Centre Star sold off to 20. War Eagle was slightly stronger, Cariboo McKinney sold at 6 1/2 early in the week. Other stocks were unchanged.

Stock	Asked	Bid
American Boy.....	5	4 1/2
Ben Hur.....	4	3 1/2
Black Tail.....	3	2
Canadian G. F.....	3 1/2	3
Cariboo McK. (ex-d).....	7	6
Centre Star.....	22	20
Fairview.....	4	3
Fisher Maiden.....	3 1/2	3 1/4
Giant.....	2 1/2	2 1/4
Graby Consolidated.....	\$4 50	\$3 75
Morning Glory.....	2	1 1/4
Mountain Lion.....	20	18
North Star.....	9	8
Payne.....	13	12
Quilp.....	17	16
Rambler-Cariboo.....	35	32
San Poll.....	2 1/2	2 1/4
Sullivan.....	5 1/2	4
Tom Thumb.....	3	2
War Eagle.....	12	11
Yesterloo.....	1 1/2	1 1/4
White Bear (as. paid).....	4 1/2	3 1/2

SALES.
Lone Pine, 2,500 at 1 1/2; Cariboo McKinney, 2,000 at 6 1/2. Total 4,500 shares. American Boy, 1500, 4 1/2; Centre Star, 20 1/2; Giant, 1000, 2 1/4; Total 3000.
American Boy, 2500, 4 1/2; Centre Star, 1000, 20 3/4; Giant, 500, 2 1/4; White Bear, 3000, 4 1/2. Total, 6000.
Centre Star, 1,000 at 20; War Eagle, 1,600 at 1 1/2; Sullivan, 3,000 at 4 1/2. Total 5,500 shares.

ORDNANCE STORE CORPS.
A New Departure Ordered by the Militia Department.

OTTAWA, Nov. 17.—A militia order says that, with a view to placing the administration of the department of militia and defence upon a more satisfactory and systematic basis, it has been decided to transfer the custody, care and issue of arms, clothing, equipment and military stores of all descriptions, from the civil to the military branch, and to establish a "Militia Stores Corps" to be known as the "Militia Stores Corps." The command of the Militia Stores Corps will be exercised by a director-general of ordnance, who shall hold the rank of colonel.

To be first class stations—Toronto, Kingston, Ottawa, Montreal and Quebec. To be second class stations—London, St. John, Halifax. To be third class stations—Victoria, Winnipeg and Charlottetown.

The uniform will be that of the army ordnance corps in the Imperial service.

WELCOMED IN ENGLAND.
The King and Queen of Italy Now in London.

LONDON, Nov. 17.—King Victor Emmanuel and Queen Helena of Italy reached Portsmouth on the royal yacht Victoria and Albert shortly before 10 o'clock this morning, amidst the saluting of ships and land batteries in the harbor. On the arrival of the yacht at the jetty, the prince of Wales went aboard and welcomed their majesties in the name of the king and of the nation. The royal personages dined tonight at Windsor castle tonight.

AN ILLEGAL BEQUEST.
Millionaire Elkins' Gift for a Masonic Orphanage.

PHILADELPHIA, Nov. 17.—The bequest of \$240,000, or if necessary \$200,000, for the erection of a Masonic orphanage, made by the late William L. Elkins, has been declared illegal by Registrar of Wills Groff of Montgomery county. This decision is due to the fact that the codicil providing for the gift was made within thirty days of the testator's death and is therefore inoperative.

RAILWAY BUILDING

A Project of Importance to the West Yale District.

The Roads to Be Built Through the Nicola Valley.

Besides the ordinary talk of a direct railway from the Kootenays to the coast there are rumors about several other roads that intend to branch out into the Okanagan, Nicola and Similkameen districts next year.

One of the most talked of lines is the Nicola, Kamloops and Similkameen railway, which is being promoted by Kamloops and St. Catharines, Ont., people. The company has already received a Dominion subsidy for forty-five miles of road and now seeks additional aid from the province.

Mr. Jukes, president of the company, was recently asked if he and his associates really meant business. He said: "We will certainly build the road, but the promptness with which we will build it will largely depend on the manner with which we are received by the Victoria government. After we received a charter from the British Columbia government we appealed to Ottawa for assistance, but we did not do so before we were assured by the C. P. R. that no opposition would be offered, that on the contrary their support would be given to us in our enterprise."

"At a recent session of the Dominion parliament an act was passed declaring our projected road to be of general advantage to Canada and a subsidy was granted for forty-five miles of this road from Spence's Bridge to Nicola valley. These subsidies are graded according to the difficulty of construction, and as this piece of road was difficult to construct we were allowed a larger subsidy than usual. As the bonus was granted for a branch line from the C. P. R. to Nicola lake, this part of the road will be first built, but the road will, of course, be continued on almost at once, for as soon as we get into the Nicola valley the demand for the continuation of the road will be very pressing."

Mr. Jukes was asked if there was any truth in the rumor that the company was a go-between for the C. P. R. He said: "Our company will build the road, and as we have acquired valuable lands in the Nicola valley it is certainly to our interest to build it. Gilbert Blair, who has large holdings in Nicola valley, was asked his opinion regarding the visit of the railway people. He said he was glad to hear that a definite movement was being made at last. He said he was naturally much interested, as he held three hundred acres of coal land in the Nicola valley, next to the holdings of the Nicola Valley Iron and Coal company. He would say unhesitatingly that this railway would open up the richest section in the province and the two valleys would flourish amazingly as soon as they could get transportation facilities."

The road will make a loop from the main line of the C. P. R. between Spence's Bridge and Kamloops, with a branch to Princeton and other Similkameen points.

Another projected road is a branch system through Princeton to Copper mountain. It is said that the Granby people are behind the scheme, they having recently acquired large interests in that district, including the famous Sunset mine, formerly owned by "Volcanic" Brown of Grand Forks. A third line is planned to run from Spence's Bridge, on the main line of the C. P. R., to the international boundary at a point near the Okanagan river. The route would be via Princeton and Hedley City.

With all these prospects in the air, it would seem that the resources of West Yale are about to get adequate transportation facilities, and that they are about to get people to build there that the granting of provincial subsidies is wholly unnecessary.

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October 29, 1903
IN AT LIVERPOOL.
Under Auspices of Conservative Workingmen.
Oct. 27.—Joseph addressed another meeting in the Hippodrome here under the auspices of the Conservative Association. Chamberlain was given a reception. The meeting was an offset to the refusal of representatives of labor to denounce Mr. Chamberlain. Chamberlain devoted the first part of his speech to the "dump" manufacturers of the United Kingdom in this country. With regard to the cry of "dump," he pledged himself that he would not add anything of living; on the contrary, he would decrease the cost of Liverpool families in the course of the year.

ALLON'S STATEMENT.
Mont., Oct. 27.—Mr. Scallon stated this afternoon that the MacGinnis suit in respect of the Amalgamated property of the Amalgamated "right of the Amalgamated."

FOR STEEL, SECRET TEMPER CROSS-CUT SAW



pleasure in offering to the saw manufacturer of the finest steel, and a temper which refines the steel, gives a cutting edge and holds it longer process known. A saw to cut just hold a keen cutting edge. secret process and temper is used only by ourselves. saws are elliptic ground thin requiring less set than any saws, perfect taper from tooth to

we ask you, when you go to buy to ask for the Maple Leaf, Steel, Secret Temper Saw, and are told that some other saw is good ask your merchant to let them both home and try them up the one you like best. steel is no longer a guarantee as some of these saws are shipped United States, and sold at a price than the best American Manufactured only by SHURLY & DIETRICH, Galt, Ontario.

not pay to buy a saw for one cent, and lose 25 cents per day in your saw must hold a keen edge and large day's work.

of these saws are shipped United States, and sold at a price than the best American Manufactured only by SHURLY & DIETRICH, Galt, Ontario.

MINING INVESTMENTS

More money is being made at