Professor William Saunders, L.L.D.,

of population much of the vegetable food needed would have to be taken into the country. "In the neighborhood of Dawson City on the Klondike, and probably 200 miles or more up the Yukon," says the report, "similar conditions of climate prevail." Dr. Dawson, who explored the Yukon in 1887, says that while no cereal crops can be successfully grown or ripened on the coast-ward side of the mountains, that at Telegraph Creek and in that vicinity, on the Stikine river, on the east side of the Coast Range, lat. 58 degrees, wheat, barley and potatoes are successfully grown with the aid of irrigation. Since that locality, about 150 miles up the Stikine river, is to be the starting point of the line of railway to connect

of no instance where oats and barley

have ripened in the Yukon district; they

grow tall enough for fodder, but fresh

seed would have to be brought in every

season. The area capable of cultivation

is very limited, and with a sudden influx

of supply for the mining districts. A SCHOOL OF MINES.

with Teslin lake, the production of such

crops as wheat, barley, oats and pota-

toes there may form an important source

ably the richest mineral region in the world, and its possibilities are acknowledged even by the most conservative Mr. Sorby and to the citizens of Victoria estimators to be practically limitless. The mountains and valleys may be denuded of their forests, the small hatchet of man being assisted by his colossal carelessness with fire, the twain making it certain that the time is not far distant when the face of this charming province will be as bare as the palm of a laborer's hand, or the interior provinces of China. But the minerals are another matter, not so easy to cut and carry away. The province has still, of course, to depend upon outside capital and outside engineers and mineralogists to was ample justification for asking quessuperintend the taking out of those min- tions; there is nothing the present goverals, but among the hundreds of ernment or its slippery organ dreads young British Columbians now passing more than questions. Let's have more through school there are doubtless many and more questions. Let every member who would, were the conditions more favorable, be only too happy to adopt the profession of mineralogy as their life work. It is certainly an anomaly that should not be allowed to exist much longer, that boys born in this province, if they wish to follow mineralogy as a profession, must go abroad to get the necessary training. To get the best training of all they must go to Germany; and anyone who has ever sent a lad away to college, even from here to Eastern Canada, can have some idea of the expense involved in sending a boy to Germany or Great Britain. If there should be any government-supported institution at all in this province surely it ought to be a school of mines, where British Columbian boys could receive a thorough training in all the arts associated with the theory and practice of assaying, mining, etc. The advantage of such a school to the province would be very great; hundreds of students would be attracted; from all parts of the globe owing to the special advantages which a school situated in one of the cities of the province would be able to offer, while the mineral resources of the country would be exploited systematically and not as now, spasmodically. The government, we understand, have been approached several times in the matter, but have not seen their way clear to give the question that amount of consideration which persons quite competent to judge as to its importance believe it deserves. When it is remembered that the profession of mineralogy is a most lucrative one, offering to the bright and energetic youth a splendid field of operations, and that many lads are now eager to enter upon it as their life work, it will readily be seen how desirable it is that the provincial government should make some provision for founding an institution which would have peculiar value here. In the words of an experienced assayer now in Victoria: "There is not so very much difference between making an estable plum-pudding and making an assay properly, and when you know how the one is as easy as the other—the pudding, if anything, the more ticklish." Yet it is

a pity that to learn so useful an accomplishment British Columbia boys must travel thousands of miles over land and sea, spending a great deal of money needlessly, when they might learn it just as well in a government school of mines in our own province.

AS OTHERS SEE US.

Conservative apprenensions that Sir Wilfrid Laurier has "lost his grip," and that the present unprecedented prosperity of Canada is of a specious character, are not shared by the most impartial critics, the leading newspapers of Great Britain and the United States. Without specifying any particular journal or journals, but by blending their remarks into a composite statement, after the fashion of the photographers with school classes and family groups, we have a very pleasant view of the state of Canada, of Canada's leading man and of Canada's prospects. According to the press of those countries Canadians have now as little to complain of as any peo ple on the earth; the country is equally free from the troubles that are causing grave anxiety in Britain and the complex estions agitating the minds of American statesmen. Canadian trade is in a very robust condition; projects are being ontemplated, nay, actually undertaken, which had they been mooted during any of the recent Conservative administrations would have been laughed out of hearing as the wild phantasies of a madman's brain. In the press of the countries mentioned there is less contempt expressed for Canadian character, not so ich about Canadian national mossbackism and stick-in-the-mudism; fewer sneers about Canadian parsimony and cautiousness, but a great deal of what looks like sincere admiration for the one might think by the remarks of those papers that Sir Wilfrid is the first Canadian who ever owned a set of brains, was guilty of an original idea and was fully awake and had become civilized. The Canada the world became acquainted with during Tory administration is passing; the Canada and the Canadian of the Laurier epoch is a grand country and a splendid fellow, says the world's

Le Soleil, Montreal, says regarding the Mackenzie & Mann railway contract: "Do you want to know why the gov ernment accepted the Mackenzie-Mann scheme for the building of the Yukon railway? The Rothschild tender was \$6,000 per mile cash and sundry lots of land of 1,500 acres each. They refused to tender for land grants only. The Allison tender for the Dyea route railway, was 36,764 acres nor mile in undivided 36,764 acres per mile in undivided blocks of 576 miles; no cash. The Mackenzie contract, 25,000 acres per mile, to be selected under certain restrictions, and in blocks of a minimum extent of 144 square miles, divided into blocks, of which the government retains alternate sections; no cash. All the other promoters withdrew when they learned that there would be no cash subsidy. That's

marine department, says Mr. Thomas C. Sorby's scheme for the improvement of Victoria Harbor is a splendid one from an engineering standpoint; that there should be no danger in going ahead with it, as Victoria had a grand future efore it, and that the scheme if developed would give the maximum of accommodation at the minimum of cost. All of which ought to be equally satisfactory to generally. It is only just to say that Col. Prior is not allowing any moss to accumulate on this particular project, which he, too, though a layman, has recognized as a splendid work.

Nothing is more gratifying than to have an authority on a given subject deliver judgment. The Colonist charges Messrs. Semlin and Williams with asking silly questions. For silly questions the Colonist is the local Li Hung Chang. In Messrs. Semlin and Williams' case there of the opposition become an interrogation mark. "By questioning the truth is found" said the late Socrates.



The story is told of a young married wo man, who asked another young married woman how she managed to get along so amicably with her husband. The answer was, "I feed the brute—his stomach with food and his mind with flattery." Even a man will have to admit that this young wo-man had solved about two-thirds of the art of making the average man happy. The other third consists of keeping his body in, such condition that he will enjoy his food and his mind in such condition that he will be susceptible to flattery. It isn't much use to put tempting food before a man who hasn't an appetite. It doesn't pay to lavish smiles only man whose nerves are racked and overworked:

The average man pays very little attention to his health, and won't take medicine of his own accord until he is flat on his back. A shrewd wife will keep an eye on her husband's welfare in this respect, and when she sees that he is bilious or suffering from the content of the she sees that he is bilious or suffering from indigestion, or is generally out of sorts, will see that he resorts to that most wonderful of all invigorators, Dr. Pierce's Golden Medical Discovery. It is the best of all appetite-sharpeners, blood-makers and flesh-builders. It corrects all disorders of the digestion and makes the liver active and the blood pure. It tones the nerves and cures all cases of nervous exhaustion and cures all cases of nervous exhaustion and prostration. It cures 98 per cent, of all cases of consumption, bronchial, throat and kindred ailments. Medicine dealers sell it. Mrs, Rebecca F. Gardner, of Grafton, York Co., Va., writes: "I was so sick with dyspepsia that I could not eat anything for over four months. I thought I was going to die. I weighed only 80 pounds. I took two bottles of the 'Golden Medical Discovery.' I am now as well as ever and weigh 125 pounds."

Provincial News.

NELSON.

At the last meeting of the city council Mayor Houston was authorized to instruct the city solicitor to get a decision from the Supreme court respecting the validity of the fire limits by-law.

KASLO.

The new Kaslo board of trade has received its charter from the Dominion government: Three members of the board and one from the city council proceed to and one from the city council proceed to Victoria shortly to lay before the legis-lature Kaslo's needs. The delegates are Alderman, J. D. Moore, for the city, and President G. O. Buchanan, Mr. Alexan-der Lucas and ex-Mayor Robert F. Green for the board of trade. Mr. Green will extend his trip to Honolulu, Hawaiian Islands, before returning.

GREENWOOD. Sir Wilfrid Laurier, Hon. A. G. Blair

and Mr. Bostock, have written to the city clerk regarding the Kettle River Valley Railway Company. The ministers state that due consideration will be given to the city council's resolution favoring the granting of a charter to this Mr. C. A. E. Shaw has been appointed city engineer. He has been instructed to submit a report on the cost of water works and street improvements at as

KAMLOOPS

Mayor Gordon has returned from his visit to Vancouver and Victoria. He states that he has secured from the government a promise that a trail is to be Bridge Creek. He also states that the lang promised Thompson river bridge is to be commenced this spring.

The provincial government has ordered the disinterment of Indian Hughie's body

in order that a post mortem examination may be held.

ROSSLAND. The C.P.R. formally took over the Columbia and Western railway on February 26th, and the first C.P.R. train to enter Rossland arrived that day. A number of Rossland arrived that day. A number of the Columbian and Western employees, including Roadmaster Dennis, Baggage-master Collins, and Mr. C. W. Mount, the station agent, for Rossland, are going north to the Teslin lake country, and it is understood that the Canadian Pacific Company will instal an almost entirely new working force in the course of a few days. The broad gauge road from Trail to Robson has also passed over to the Canadian Pacific railway management. It is not anticipated that there It is not anticipated that there will be any change in the time table be-fore spring, as it is arranged now so as to permit of daylight navigation on the rivers and lakes as far as possible. In the future the road from here to Robson will be known as the Trail Creek and Colum-bia River Railway.

MOYIE CITY.

As the Crow's Nest railway grows so does Moyie City. It now has three hotels, two general stores, drug store, black-smith shop, livery and feed stables and with the opening of spring will have a brick plant, and now has two sawmills, which find a ready sale for all the lumber they can cut for building purposes. A telephone line is now being constructed between Fort Steele and Moyie, and will be in operation by March 15th, and it is the intention of the telephone company to connect all the mining camps with Fort Steele as fast as it is practicable to do so.

McGIIIGAN. McGuigan, Feb. 28.—At last the snow-reached her dock, after a sholock on the Kaslo & Slocan railway has innarantine, just 6 hours later.

Fred Nelson, the foreman of the Great Western mine, has mysteriously disappeared. He went to Sandon last week and has not been seen since. No reason is ascribed for his disappearance.

The Dardanelles mines is now sending.

five miles. An open cut will probably be made at some future time instead of tunnels, but the face of the cut would be over 100 feet in height, and at present there is no way of getting through save by the proposed change.—Prospector.

NEW WESTMINSTER

The Hudson Bay Company's steamer for the Stikine river, which has been built in this city by the British Columbia Iron Works Company, of Vancouver, is now about ready to launch, and arrangements are being made to do so either on Saturday or Monday next. The tide will be convenient for this purpose tween the hours of 7 and 12 a.m. launching of this boat will be an inter-esting event, as it will be the largest launch that has taken place in this city. There has not been any trouble between the British Columbia Iron Works Company and its employees The only question that cause any discussion was the payment by hour or day, and this question was settled immediately by the British Columbna Iron Works Company agreeing to the hour payment.

The automatic can factory is doing big business at the present time, and is employing quite a number of hands. The company is extending its business outside the cannery supplies, and catering for outside supplies, which are now assuming large dimensions, and there is no doubt but what in the near future its output foreign to the Fraser river will assume large proportions.

The Pacific Coast Lumber Company has advanced the pay of its day labor-ers from 12½ to 15 cents per hour. This is a step in the right direction, and it is to be hoped the other mills will follow

suit, and thereby give the laboring man a chance of making decent wages. A very pleasant affair took place on Wednesday evening, which was the presentation of a handsome gold watch and locket to Mr. J. A. Miller, driver of the nemical engine, by his fellow members of the fire department, as a token their friendship and good wishes on departure from amongst them, Mr. Mil-ler left yesterday for New Denver, and go into business with his partner, F. Jeffries, in Silverton. The British Columbia Society for the

Prevention of Cruelty to Animals held its annual meeting in the Board of Trade rooms here on Wednesday, the president, J. C. Brown, occupying the chair. The report of the secretary, Mr. C. C.' Fisher, showed a balance on the right side. Several instances of notorious cruelty were discussed and methods ous cruelty were discussed, and methods further increasing the use of the society were considered. The election of cers for the ensning year resulted as follows: President, Mr. J. C. Brown; vice-presidents, Rev. T. Scoular and D. S. Curtis; executive committee, Mrs. Poingdestre, and Messrs. J. B. Kennedy, M.P.P., D. Robson, James Cunningham,

TI MALLENAL IN LINEO

and H. Brooks; counsel, R. L. Reid. CHILLIWACK. Chilliwack, Feb. 28.—The government supporters met last Saturday with quite

large attendance.

Mr. E. A. Kipp has moved from town o Cheam, on the ranch lately occupied y Mr. D. Nelins. Spring is here. Farmers are busy lowing and the swallows are building

Mr. Wm. Kipp has removed his barber business next to G. R. Ashwell's into the stand lately occupied by L. W. Paisley.
n. A. Rabb, of the Lake House, near Hope, is visiting friends.

The Dominion government have started to dredge the sand bar at Sumas, and

intend working up to the mouth of Hops slough so as to allow the boats to land at their usual landing, instead of two miles further down the river, as they have been doing all winter.

VANCOUVER.

Vancouver, March 2.-The Gold Fields Mining Company called a meeting last night to consider a proposition for the sale of their properties to English people.

The meeting was adjourned till Friday.

The steamer Coquitlam left for Wrangel yesterday with 75 passengers and a large cargo of freight.

night and elected George Weeks president.
Last month there were 32 births,
22 deaths and 10 marriages recorded in
Vancouver. Ninety-four cases were tried

police court. in the police court.

A letter from one of Mackenzie & Mann's staff states that the advance party for the projected railway arrived safely at Wrangel after a stormy passage on the Joan. At Dixon's entrance the storm was the worst ever experienced there. Wrangel is terribly overcrowded, says the writer, and at Skagway death camps on the trail and choose way death camps on the trail and chaos reigns in the town. Neil Keith is in charge of the Mackenzie & Mann party. His staff consists of Dr. Clendenning Lindsay; Bert Meek, Winnipeg; Fred Calder, Winnipeg; A. M. Burns, Mont-real; E. E. Weldon, St. Thomas.

RECORD LOWERED

R. M. S. Aorangi Makes the Trip from Honolulu in Six and a Half Days.

Over One Hundred Passengers Arrive on Their Way to the Gold Fields.

The Canadian-Australian liner Aorangi arrived at the ocean dock shortly after midnight this morning, having made a record run from Honolulu. She covered the distance from the Hawaiian capital to Cape Plattery in just 6 days 6½ hours and reached her dock, after a short stay at been raised. For two weeks we had no | Shortly after leaving Sydney a delay of

estern mine, has mysteriously eared. He went to Sandon last week and has not been seen since. No reason a sacribed for his disappearance.

The Dardanelles mines is now sending ore down to the station and will ship a carload at once.

The actual snowfall here so far, this winter, has been 43 feet, measurements having been taken every 12 hours.

FORT STEELE.

It is reported that important changes have been recently made on the line of the Grow's Nest Pass Railway. At a point where the line crosses the main range of the Rocky Mountains, two tunnels, one 700 and the other 200 feet in length, have been under construction for some months, and are now in for a distance of nearly 100 feet. It was thought frade winds and head sea were met with from this until arrival at Honolulu on Friday. 25th February, at 3 p.m. Salled again tance of nearly 100 feet. It was thought when the tunnels were first started that hard, solid formation would be found, but after running in 100 feet there is no change, the formation being a loose, soft, fragile, argillaceous rock of an uneven slaty structure called shale, which is constantly falling, rendering the tunnels unsafe for workmen. It has been decided to abandon work on the tunnels and run a loop around that portion of the mountain, which will lengthen the line nearly five miles. An open cut will probably be

the gold fields of British Columbia and the Yukon.

The average speed maintained on the run from Wellington, N.Z., to Victoria was 1334 knots, and from Honolulu to Victoria 1442 knots, the latter portion of the voyage having been accomplished in the shortest time since the inauguration of the service. All the machinery is now in perfect order and it is expected that the vessel will make a rapid run on her return voyage to Sydney. Following is the list of cabin passengers: H. Stewart, H. Bell, J. Colquhoun, Mr. and Mrs. Taylor, H. E. McDonald, A. P. Dryden, G. R. Cooper, G. Gordon, Father l'almer, Miss deLion, W. Frese, Mrs. Capron, C. H. Usborne, Mrs. Kelly, G. Appell, Mr. and Mrs. Fowler, Mrs. Belden, R. Jermyn, J. Byrne, J. T. Kennedy, L. Lee, G. Aggas, C. W. Elder, W. Rawson, Mr. and Mrs. Milligan, R. H. Pile, A. Stegle, T. A. Wilson, J. A. Keerman, J. Dryson, J. G. Arthur, E. Sutherland, W. H. Back, L. C. Lawford, W. C. Boyer, R. Wood, J. Passmore, Miss Keating, M. Trewley, Mrs. Jones, E. McKivell, G. C. Johnson, Mr. and Mrs. Bochi, G. D. Hughes, Miss Abernethy and 108 passengers steerage. and 108 passengers steerage.

For some time I have suffered with rheumatism and tried every imaginable remedy, without effect. Mr. F. G. S. Wells advised me to try Chamberlain's Pain Balm, telling me that it had cured the standing like mine. nany cases of long standing like mine. H have used four bottles and feel sure that one more bottle will make my cure complete.—A. P. Kontz. Clarmore, Ark. Sold by Langley & Henderson Bros., wholesale agents, Victoria and Vancou-

Messrs. F. C. Davidge & Co. have purchased another stern wheel river steamer for service on the Stikine. The Ramona, said to be the finest and fleetest boat on the Columbia river. The est boat on the Columbia river. The Ramona will be towed to Victoria to receive a thorough overhauling, and will then act as a ferry between Wrangel and the ice, afterwards being employed on the Stikine river betweeen its mouth and Telegraph creek and Telegraph creek.

For Table and Dairy, Purest and Best

A London, Journal Comments on Affairs of the B. A. C. - An Explanation Wanted.

Governor MacKintosh's Methods of Acquiring Rossland Mines is Not Commended.

The British Columbia Review is published in London and gives close attention to the mining interests of the province, its mission being to induce British investment therein. The issue of February 12 handles the British American ration rather roughly. If the opinions of the paper are shared by the stock holders in the syndicate, it seems probable that Governor Mackintosh will be called upon to explain some things upon his arrival in London, and his contemplated cruise in Mediterranean waters may not be the blissful voyage he anticipated when he departed from the Kootenays with the "key to the treasure box" in his pocket. The London paper comments thus on

The London paper comments thus on the affairs of the company: The British America Corporation.

This is by far the largest mining enter-rise which has been floated in connecon with British Columbia, and matural those who have turned their attention to these gold fields are keenly interested in the progress of this large company. At The meeting was adjourned till Friday.
The steamer Coquitlam left for Wrangel yesterday with 75 passengers and a large cargo of freight.
The retail grocers' association met last the steamer transport and transpor steamers, transport, and trading will be overdone. We have, however," he continued, "determined to open several im-portant trading posts of our own, and to provide such steamer service as will suit In the interview with Mr. Mackintosh which we published last week he states that "they had decided not to take up this option, as it was not thought advisable to associate the trading and transport business with mining enterprises."
We should like to know when the directors arrived at this conclusion, be cause there is no doubt whatever that the principal feature in the prospectus of the British America Corporation was the intended purchase of this great northern trading company's business, and the cond feature was the Le Roi mine We are convinced that, had these two valuable and well-known properties been omitted from the prospectus, the flotation would not have been completely successful; and the London and Globe could not have taken 500,000 shares for promotion

Who Examined the Properties?

Since the meeting of the corporation on Jaunary 15, certain properties have been bought by Mr. Mackintosh the details of which have appeared in these columns but as far as we can ascertain, no mining engineer of standing has examined these properties prior to the sale. No doubt Mr. Mackintosh has instructed some local surveyor to go down and draw up a report; but more than this is expected by the shareholders and they have a right to expect to be fully informed in the clearest possible manner concerning the properties on which their money is proposed to be spent.

Concerning the insertion of the Le Roi in the well known "schedule" until some satisfactory explanation is vouchsafed many will hold the opinion that the flotation was a piece of sharp practice. The list of properties which the managing director says the company have bought practically all prospects, and a large out

Laughing at Mackintosh. Are we to understand that Mr. Mack intosh is alone responsible for the purchase of these properties? Of his many excellent social qualities we are well aware, but there is no mining man in Canada but would laugh at the idea of 'Charlie Mackintosh' having any idea of the value of an ore body. We learn that the manager has left England for Rossland. It would have been far better had some engineer of ex-

nanaging director with expert advice: and with the large amount of capital at their disposal they should possess in a year or two some profitable mines if the neys of the company are judiciously handled. At the present time, however, investors will be well advised to take their profit-about 3s .- and await furth-

SPENCE'S BRIDGE.

The Urgent Necessity For a Bridg That Point Shown in the Inhabi-tants' Petition.

he following is the petition laid before house last week by Mr. Charles Semlin from the people of Spence's

To the Hon. Chief Commissioner of Lands and Works for the Province of British Columbia: The petition of the undersigned settlers and inhabitants of Spence's Bridge humbly Firstly a.) That there is at present no bridge across the Thompson river at this point, it having been carried away by the exceptionally high water of 1894.

(b.) That hitherto, in contrast to many other places, the government has never been called upon to expend any money for bridge huilding approach her other the former and only called upon to expend any money for bridge building purposes here, the former and only bridge ever existing at this place having been built by a private individual, and thus having cost the government nothing, excepting in after years for repairs; and furthermore, that enough toll was collected from said bridge after coming under government control to pay for the erection of a new one.

endly (a.) That intercommunication between the north and south sides of the river is at present sustained by means of a

ferry.
(b.) That the expense to the government of maintaining the ferry amounts to more than the interest would be on money required to build a substantial bridge. quired to build a substantial bridge.

(c.) That consequently the government would save money eventually by replacing the ferry with a bridge.

Thirdly (a.) That by far the greater majority of the actual settlers live on the north side of the river and almost all the farming land is situated there.

(b.) That the C.P.R. line follows the south side of the Thompson river, and consequently to get to market the settlers have got to cross the river.

(c.) That the school house, court house and gaol are situated on the north side of the river. river.

(d.) That the Cariboo wagon road crosses the river at Spence's Bridge and is the only proper wagon road in the district.

Fourthly (a.) That the present means of crossing the river by ferry is entirely inadequate for the requirements of the people, serves to check the progress of the district and is a source of much loss of time and consequently of money to the settlers.

(b.) That both at high and at low water, when the ferry is needed the most, it is of the least use. when the ferry is needed the most, it is of the least use.

(c.) That when the river is high the ferry is hard to work, and moreover dangerous (since several accidents have already occurred), many people being deterred from crossing on that account, often to the loss of business to the place in general and the ranching community in particular.

(d.) That during the high stage of water much fruit and farming produce requires to be marketed, and the shipment of such

is much curtailed owing to the danger crossing in the scow with teams and her

oads,

(e.) That during the stage of low water, which is practically all through the winter, owing to the slackness of the current a bar in the river (on which the scow often sticks) and other causes, the ferry is frequently hard to work, the scow having to be poled part of the way across, causing much delay. ay.

(f.) That during the cold weather, when

(f.) That during the cold weather, when ice forms on each side of the river, and also when it is running, the ferry becomes almost unworkable, the scow freezing up and sometimes not being able to cross the river for days at a time.

(g.) That it is during the aforesaid period of the year when the ferry is most required for crossing hay and stock.

(h.) That as shown above, fruit growing and stock raising, which are the prominent industries of the place, are seriously handicapped owing to the want of a bridge.

(l.) That much inconvenience and annoyance is caused to the settlers and the travelling public owing to the inadequate means of communication at present existing.

(j.) That the lack of proper communication deprectates the money value of the ranches in the district and hinders the development of quartz mining, which has recently commenced.

Fifthly, That whereas the ferry only runs ently commenced. Fifthly, That whereas the ferry only runs

Fifthly, That whereas the ferry only runs between the hours of 7 a.m. and 6 p.m., the rest of the time the scow being kept tied up on the south (railroad) side of the river, there is no access to the railroad or to the telegraph office from the hours of 6 p.m. to 7a.m. the following day, which is not only an inconvenience, but a serious matter to the people of the north side of the river in the event of any serious accident occurring. occurring.

Sixthly (a.) That the Cariboo road from Spence's Bridge is the shortest route for the people of Nicola and the southern districts to reach the northern districts of Lillocet and Cariboo.

(b.) That the people of the aforesaid districts are prevented to a great extent from visiting Ashcroft and the upper interior with teams and wagons owing to the aforesaid difficulties in crossing the river here.

(c.) That large numbers of men will leave Spokane and other points in Eastern Washington, taking the overland route to the Klondike via Similkameen, Nicola, Spence's Bridge and Ashcroft. This route will probably be preferred to the Okanagan-Kamioops route.

Bridge and Asberoft. This route will propagate ably be preferred to the Okanagan-Kamioops route.
(d.) That several stock raisers from the

(d.) That several stock raisers from the upper country, who, owing to the facilities for pasturing, formerly made this point a shipping point for sheep and cattle, do now desist from doing so owing to the trouble experienced in crossing by ferry.

Seventh, That the amount of farm produce, fruit, hay and stock at present shipped from Spence's Bridge is considerable. Eighth, That the settlers are willing to assist as far as they can (in the event of the government deciding to build the bridge) by supplying teams or getting out piles and timber, etc.

Hoping that you will take into favorable consideration the request of our petition as

consideration the request of our petition as set forth above, and see your way clear to grant the same, and your petitioners will HUDSON BAY ROUTE.

Views of Rear Admiral Albert Mark-ham, the Well-Known Explorer. London, March 3.—In the course of an interview to-day Rear Admiral Albert Markham, the well-known explorer of Hudson strait and bay, expresses his

surprise at the account received from Ottawa of the experiences of the exploror one of the experiences of the exploring steamer Diana, while along the Labrador coast and in the Hudson strait and bay. This account, he said, was at variance with all previous experience.

In his opinion the Hudson Bay route is open certainly four months, and possibly six months a year: He dealers that it was a superior of the control of the con six months a year: He declares that it would be an immense boon to commerce, cheapen the transport of cattle and wheat to Great Britain, be invaluable from an Imperial standp in saving time in the transport of men and stores to the naval base at Espui-malt and afford a duplicate British route should the Canadian Pacific railway be seized by America in time of war. According to the report, which is the ubject of Rear Admiral Markham's re-

marks, the Diana was only able to reach the mouth of Hudson strait as late in the season as June 22, and then the passage was badly blocked with ice. he steamer's daily jo late furnished a terrible record of hardships and difficulties in making the passage. The Diana stuck fast in the ice for days together and was frequently jammed and crushed in terrible ice floes. Her rudder was lost, her screw smashed and the vessel was frequently thrown entirely out of the water. At times her entirely out of the water. At times her situation was so critical that the lifeboats were made ready to quit the ship. Captain Wakeham, her commander, says that no heavy vessel could have withstood the ice, which was often from 20 to 30 feet thick. The whole time until July 16th was occupied in pressing through the straits into the hav

through the straits into the bay. ANOTHER DIVIDEND.

The Le Roi Will Pay \$50,000 to Its

Stockholders. The Le Roi Mining & Smelting Company at the regular monthly meeting last evening declared a dividend of \$50,000, payable on the 12th instant. This is the company's twenty-third dividend and brings the total paid up to date to \$775,000. The last dividend was declared the first Thesday in January and the one first Tuesday in January, and the one previous to that was in November. The npany has not been keeping up its monthly record on account of the expense attending the starting of the Northport smelfer and the necessity of providing working capital for the new enter-prise. The plant at Northport is in successful operation and it is thought that dividends will come with regularity hence-forth and that the monthly payment will be increased as the smelter adds to profits of the company.

Work on the mine is going forward as usual. The shaft is nearing the 700-foot level and stoping is proceeding in all the various levels.—Spokane Spokesman-Review.

KOOTENAY ORE SHIPMENTS.

The Nelson Tribune of February 26 says:
The feature of this week's shipments of ore has been the steady output of the Trail smelter, which exported 290,549 pounds of copper matte, which went to Butte for treatment. The Le Roi again shows up largely, and was the only shipper from the Rossland camp. With the exception of the Payne and Kootenay Ore Company, the Slocan shipments were made up by way of Nakusp. Snow blocked the Kaslo & Slocan railway for a week or more, and, as a consequence, but little tonnage has come down. Everett got the ore from the Kootenay Ore Company, and Newark, N.J., the bullion from the Hall Mines smelter. Four properties from the Slocan Lake group enter into the list, the Vancouver, Comstock, Idaho and Queen Bess. Even with the interputions to the railway traffic, the tonnage is 400 tons over those of last week, but \$40,000 short in value.

Following are the shipments in detail:

Vancouver group, Slocan ... Queen Bess mine, Slocan ... Idaho mine, Slocan ...

FOR SALE-Thoroughbred Jersey bull. 3

Apply to Mr. Heron, saddler

Purchased Two Ingland and is Negoti For More.

ed That Frenchmen Jp the Money-Ships by Brazil.

don, March 4.-Spain e cruisers which the en building for Brazi and sister ship, unnam ach. 23 knots and 10 gr n is also negotiating secure two cruisers

Amazonus is ready f Fr sister ship will soon Spanish government ring to secure guns and of ammunition in Engla ent for immediate use. government of Spa funds, for it is under a large part of in cash, giving good alance, these being the which the Armstrongs weeks ago Spain at e ships and supplies ase ships and supplies edit from prominent relations with the gov quiries the firm refuse then Spain has raised own sources. Diplomats ss the belief that French elping the Spanish govern known that Spain is to three other ships being trongs, but she has not making a bargain. is still time if the sto forestall her. e if the I

URRYING THE WAR Dolphin, Chicago and ing Rapidly Refitte

York, March 4.-C characterizes the work of getting the dispatch to a normal condition thoroughly overhauled ick and span as a bran larch 15. She has be new engines, boilers.

niral Brunce says that el, but now she carries green, which extends fro int two feet above the hammer blows dea se who stand near the which is being refitted Her guns and upper all been removed. A has been built in her, water line and she ith new engines, boil ment of rapid firing ot go into commission u work is going on lar work is going. She Atlanta is docked. Sh ers and engines an ew decks and rigging power of the turrets by the addition of l carry 14 five-inch addition to her usual goes ...into ec

ERS WORKING STE na, March 4-Warm iled here to-day an ers are working slowly such hours as is pos ish divers have been do the wreck, and any repo g from them are likely

ed despatches from M here say that the mini es confirms the stateme ent never thought of despatches also deny flotilla of Spanish tor

pedo hoat destroyers a or Proctor and Colo to Artemisa this morn

RVIVORS PUT IN CI

West March 4.-All ors received a month's and their claims for lo ty has been made. Sch f the Maine, has put 226, which he says he which was blown to pictly all the enlisted men of years. day except that the a barge out to the Iow in the day it was sa that the naval court ve at 5 o'clock this aft less orders to the ived from Admiral Sic ROOPS COMING WI ta, Ga., March 4.-The

marines have passed each day on their v coast. The marines and are going to Va one of the United in that vicinity. DEEMED UNAVOIL n Between Costa Rica caragua Really Grave York, March 4.-A sp

Costa Rica, indicate

Costa Rica and Ni

is transferring man intic to the Pacific co

ecessive days a party

Rica is completely completely completely h communication with rld, as the only statio on with the Color ines is San Juan De The wires from th in good condition, refuses to permit the iessages—commercia erwise. The situation roops are hurrying laily. There is gre of Walker's time to the of the present day ps of 1,000 volunteer uary 28 for Sapoa, the frontier, whose showed their last September, clouds arose out of Rica. Costa Rica had under arms.
Generals G 8,000 latter of Ecuador e, are in command of gua will therefore hav ded if she goes to