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LAND, B. C.

ROSSLAND WEEKLY MINER.

Two Dollars a Year.

ROSSLAND, B. C., THURSDAY, MARCH 9, 1899.

Fourth Year, Number 2

VELVET IS A MINE

A Seven-Foot Deposit Found in the South Drift.

A WONDERFUL SHOWING

There is Considerable Stopping Ground Now, and Soon There Will Be More. A Spur From the Red Mountain Will Soon be a Necessity.

J. L. Morrish, superintendent of the Velvet, is in the city on a visit from Sophie mountain. He reports that the big ore body which was mentioned recently in the paper as having been encountered in the north drift has been found in the south drift. In the north drift the ore body was found 171 feet from the tunnel, and at the end of a crosscut run a distance of 39 feet. At this point the ledge was 10 feet wide. The south drift had been run a distance of 102 feet, and then a crosscut was made of forty-two feet. Here the ledge was encountered, and though it has not been entirely crosscut it was known to be seven feet in width when Mr. Morrish left the Velvet property yesterday morning. It is thought to be still wider. These two finds show that there is an ore body that is 273 feet in length and 160 feet in depth that will average at least four feet in width. Late assays from the new find show that it runs \$50 in gold and 12 per cent copper, or about \$50 in all values. Some of the ore was shown by Mr. Morrish yesterday, and it is fine looking, apparently carrying large quantities of copper. The shaft on the Velvet is now down a distance of 243 feet. When a depth of 260 feet has been attained the intention is to crosscut in order to strike the ore body at that depth.

Mr. Morrish says there is considerable stopping ground now, and it will not be long before there will be a great deal more. The Velvet is now a mine. What will be next needed will be a spur from the Red Mountain railway. With the development of the Velvet and the Victory-Triumph, and the other properties in that vicinity there will be plenty of tonnage for the smelter.

BEHRING SEAL FISHERIES

United States Revenue Cutters Will Probably Go to Behring Sea.

The Paris Tribunal Provided For Such Means of Preventing Illegal Seal Fishing.

Washington, D. C., March 8.—In an interview on the failure of the American-Canadian high commission to come to an agreement on the subject of the seal fisheries, the treasury department is considering the question of dispatching one or more revenue cutters to Behring sea to protect the interests of the United States on the part of both the British and American governments and is in accordance with the provisions of the Paris tribunal of arbitration. The tribunal also provided that the regulations prepared thereunder may be changed after a certain number of years; and the treasury officials have called on the state department for a statement as to the diplomatic situation before taking any action.

QUEEN'S COUNSELS

The Provincial Government Confers the Honor With Impartiality.

Victoria, March 8.—The Gazette will announce the creation of queen's counsels under the act passed at the last session of the legislature. It authorized the appointment immediately as queen's counsel, of any ex or present attorney-general and five other members of the provincial bar. The present members of the order of precedence, are as follows: Attorney-General Eberts, Attorney-General Martin, Charles Wilson, R. V. Bodwell, W. J. Taylor, E. P. Davis and A. H. McNeill of Rossland. During the debate on the bill the government stated that appointments would not be made for political reasons. The opposition ridiculed that statement, but the creations now announced, bear it out. Besides the present attorney-general, three of the new counsels oppose the present government, while three supported it. Of the seven, three are liberals and four conservatives.

Dr. Pope, superintendent of education, has resigned his office.

A Hero's Death

Newport, March 8.—Intelligence of the sinking of the tug James Bowen, with 12 persons on board, and the loss of the second mate of the German steamship Albano on Tuesday afternoon, while heroically leading a life crew to the rescue of the mud barge Admiral, was brought by Captain Koch of the Albano, which entered the harbor this afternoon. The Bowen having the barge in tow, was caught in the gale and sprung a leak. The Albano sighted the barge in distress and after a hard battle with the waves, succeeded in taking off the captain and crew of the sinking barge. The second mate was washed overboard while making the rescue.

PREPARED TO APOLOGISE

China Has Offered to Make Amends For Discourtesy to Italy.

Rome, March 8.—The Tribune says it learns that the Chinese government has offered to the Italian minister, Signor Martino, a written apology through Sir Claude MacDonald, the British minister at Peking, for the terms in which Tung-Li-Yamen couched China's refusal to grant the refusal of this week, and to grant the concession, recently demanded by Italy, of San Man bay, province of Chekiang, to be used as an Italian naval base and coaling station.

ALL SORTS OF NEWS

W. F. Robinson Resigns the Place of Sheriff of Kootenay.

The Gap of Road Between Nelson and Kootenay Landing is Soon to be Constructed.

W. F. Robinson, Sheriff of South Kootenay, has sent to Attorney-General Martin his resignation of the office. A short time ago Mr. Robinson was a deputy sheriff and as such received a monthly salary. Then came his appointment as sheriff, and the salary disappeared. Mr. Robinson found that the fees he received were not sufficient to remunerate him for his time and outlay of money in connection with the position. The sheriff was therefor something in the nature of an honorary position, and Mr. Robinson eventually considered it. He said nothing, however, until his ire was aroused by the receipt of a letter from the attorney-general, complaining that he failed to keep a deputy at Kootenay. Then he set down and wrote a letter tendering his resignation. He wants the resignation to take place not later than the end of the present month. Revestice has been incorporated a city. W. D. Brewster, who is accused of embezzling the funds of the C. P. R. while acting as station agent at Trail, is still in jail, as he has been unable to procure bail. If he can procure bail he will wait for the assizes, and if not will demand a speedy trial.

It is expected when the spring break-up comes that nearly as many men will be required on the construction of the Columbia & Western as in November and December. It took 4,500 bank checks for the December pay-roll and somewhat less for January. February required about 3,000.

It would seem that the government have decided not to build the jail at Vernon, giving as an excuse that they consider that such an institution is not necessary at that point.

E. J. Scovill, champion amateur skater of B. C., defeated Augustine by one lap in Nelson recently. It is believed that Scovill will be sent to Montreal next winter to represent British Columbia in the annual championships there.

The Greenwood Times says that too many men are now seeking employment in that locality, and that miners and laboring men generally are not needed there at present.

J. C. Hodge, superintendent of the Nelson & Vernon Telephone company, is in Greenwood to arrange for the installation of the local system.

A dispatch from Casaca City says that the postmortem examination on the remains of Lanote Casato, the Italian laborer who was brutally murdered some weeks ago on the Brooklyn wagon near Christina lake was held recently by Dr. G. M. Foster of Greenwood. The examination revealed the fact that the victim had received no less than 12 different wounds before he fell and was left to freeze and die. Nearly all the wounds were in different parts of the head. The jury deliberated only about 10 minutes and gave the verdict expected, that Casato came to his death at the hands of some person or persons unknown.

Greenwood people are clamoring for a custom house.

The Canadian Pacific will soon have a problem to face, either in the reconstruction of the Otterfall bridge or the divergence of the road to escape the big gulch. This is an old problem and has often been discussed, but now that all the wooden structures on the main line in East Kootenay are being replaced by the substantial bridges, the problem has again come up. The divergence of the road would not only avoid the reconstruction of the bridge, but get rid of the heavy incline up the big hill.

The divergence would commence there, west of Otterfall station, and practically follow the bed of the Kicking Horse river to near Field Station.

Edward Wood, an old timer living near the iron bridge on the Bow river, east of Calgary, was found dead in his shack a few days ago. It is supposed that the unfortunate man must have taken a fit and tipped over a coal oil lamp, as the front portion of his body was severely burnt.

An effort is being made to secure the services of Thomas Kinahan in teaching the raw material in the Nelson company of Kootenay. Kinahan is a man of active service, but he hesitates at the prospect which the new enlistment has in store for him.

The Bedlington & Nelson terminals have been located at Kuskook, and Contractor Carlson has a large force at work upon them. This will be increased to 500 men as soon as they can be obtained, and it is hoped to have the road completed to the C. N. P. crossing, a distance of about three miles, within the next two months.

The Crown's Nest Pass railway has applied for running privileges over this portion of the Bedlington & Nelson, and the inhabitants of Kuskook need not be surprised to wake up some April morning and find a train in town.

Still another writ for damages has been issued against the C. P. R. This one is on behalf of Mrs. Martin Giles of Etobicoke, for \$25,000. She claims that owing to the negligence of the company her husband lost his life while working on the Crown's Nest railway.

The Nelson Miner says: "Within six weeks the work of constructing the Crown's Nest Pass line from Kootenay Landing to Nelson will begin. This is the information given the Miner by a gentleman who is in the city at the present time and who is in a position to know whereof he speaks. He brings the information direct from the C. P. R. officials at Montreal. His name is not named at his request. It is the intention, this gentleman says, to rush the work just as rapidly as possible, and to have the line into Nelson completed before the snow flies next fall.

The total production of coke in February at the Permie ovens was 2,000 tons, which is pretty near the maximum capacity of the ovens, and it must be remembered that February is a short month, too.

Following is the report of the customs receipts and shipments in the Nelson district for the month of February.

Imports.

Total import value	\$25,615 00
Free import value	1,856 00
Total import value	\$27,471 00
Shipped out	\$7,721 55

The mining ores, 225 tons..... 14,963 00
Animals and their products..... 10 00
Manufactures..... 1,043 00
Total exports..... \$16,941 00

For the Benefit of Newspaper Men

Trenton, N. J., March 8.—It is said that within a year, if all goes well, this state will be inhabited principally by newspaper men. A house yesterday passed Assemblyman Klein's bill regulating the hours and labors of reporters and editors. It provides that these individuals shall work eight hours a day, the compensation for which shall not be less than \$8. An amendment to the bill provides that all reporters and editors shall be allowed two hours for lunch each day. The dream of the newspaper men interested will likely be blighted when the bill reaches the senate.

Visitors to Gotham

New York, March 8.—All indications point to a record breaking crowd being in the St. Nicholas skating rink on Friday and Saturday evenings of this week, when the famous Victoria hockey club of Montreal, will be seen in their second annual visit to this city.

IN OUTSIDE CAMPS

Owing to the Spring Thaw Work is Somewhat Retarded.

BUT NOT IN EVERY CAMP

The Showings in Basch of the Kootenay Districts Are Getting Brighter With the Opening of the Prospecting Season, and Hopes Are High.

Spring is now coming rapidly in British Columbia, and the roads are suffering in consequence, so that in some parts of the Kootenays development work has to be temporarily stopped. In other parts where the season opens early prospecting has already commenced and the old-timers have their grub stake on their maules or cayuses and are starting in to do the best they can to develop the country and incidentally to better themselves. Below will be found the reports of the condition of the various districts.

SLOCAN DIVISION

On the Noonday the showing continues encouraging. Ore is being sacked as it is taken out.

The Jackson, another Whitewater property, has sent down 194 tons of ore since the first of the year.

The Payne last week shipped 300 tons, making 1,740 tons for that great property since January 1st.

The Whitewater is doing better. Six car-loads were shipped last week, bringing the total to the first of January up to 483 tons.

Shipments from the Last Chance continue big. Last week 140 tons were sent down. Since the first of the year this property has shipped 850 tons.

Work on the Mary Durhan, New Denver, is going steadily ahead, and the ledge of high grade gold and silver ore is rapidly widening and showing better.

Eighty tons were shipped from the Wakefield last week. The Vancouver sent out 20 tons. This about winds up the ore shipments from these properties for the season.

The Noble Feltz will be regular and heavy from Slocan early in the spring. The immense ore body lately encountered is being blocked out ready for stopping.

The owners have hit another stake in the property adjoining the Noonday. Recent development work has shown up a good ore body, and it is the right kind of stuff, too.

Work is being steadily pushed on the Marion, Silver mountain, New Denver, and the ore bodies are being developed.

Shipments of ore will not be made at present.

It is reported that the Enterprise mine will be opened up in full spring, employing a large force of men and increasing the ore shipments from the lake in a very substantial manner.

Work on the March Bird will be started in a few days. This property adjoins the Finbow, owned by the same company, which was recently organized by John B. Moody of London, Ont. The price paid was \$8,000 cash. The Baltimore is the old Clifton, which was worked for some time by the Colaridge company.

A couple of weeks ago the Mother Lode group owned by Mike Shick and others, was sold to a strong company, and work is to be started on the property within a month. It is now reported that the Solid Gold group, the Tammany group and the Ennismore will be actively developed this season. A number of other negotiations are being made, and it is safe to say that by the time the snow is gone a number of the best properties in that rich region will be working.—Cascade Record.

The Solid Gold, owned by Richard Cooper of Rossland, it is said, has been developed to a strong mine. The price offered for it was \$40,000, and is to be commenced at an early date. There are five claims in the group, and free gold can be found on each one of them. One lead is six feet wide.

The Tammany group is owned by Reed McPherson, Rae and others, and the appearance of the property amazes those who examine it. Free gold is readily seen sticking out, and \$5,000 worth have been secured. A deal is now being made with a Toronto firm, which seems likely to go through. If so, it will be completed by March 21st, and shortly thereafter this remarkable property, with its 15-foot lead, will be worked.

A fine gutter test of Winnipeg ore gave returns of 371 per cent.

The Cariboo in Camp McKinney, has paid over \$500,000 in dividends.

The Mother Lode company has obtained possession of the Sunrise and Sundown claims near the Mother Lode.

The new plant for the B. C. mine, recently purchased by R. G. E. Leckie, will be installed as soon as it can be brought in or the new railway line.

The deal for the St. Eugene mine has not gone through. The Moyie Leader of the 25th says: "Mr. Cronin informed the Leader this morning, when he got his mail, that he had received positive assurance from headquarters at Spokane that the deal was off. He seemed well pleased with the result, saying that a more satisfactory deal could now be made for the property. The papers throughout the country, which were so hasty in converting mere rumors into facts regarding the sale of this mine, will now have the unpleasant task of rectifying their mistakes."

A nice little deal was put through during the week by S. Benemer of Midway, whereby the Headlight claim (belonging to P. Helstab of this place) situated some distance up the west branch of the Kettle river, was transferred to E. A. Bielenberg of Greenwood, for a sum, it is said of \$2,000, of which 15 per cent was paid down, the balance to be forthcoming on the 10th day of April next. The vein on the claim carries copper, gold and silver, the greatest value being in copper, of which metal the vein contains a good percentage. The projected railway into that portion of the district will come within a reasonable distance of the claim, and as soon as transportation is provided no doubt the headlight will be heard from.

An option was given on the Queen of Sheba in Deadwood camp, to E. C. Finch of Spokane and Rossland, by L. A. Smith and George Andrews, and \$200 cash was put up on the option. It has 300 feet from the Mother Lode and promises well.

The O'Shea in Camp McKinney has been stocked in Spokane, and the Kanloops in the same camp will shortly pass into the hands of Toronto capitalists at a large figure. It adjoins the Minnehaha, the Sailor and the Cariboo, and is owned by M. J. Moran.

The Annie L. (Little Cariboo M. & M. Co.) in Camp McKinney, is down 50 feet in ore, the water is getting somewhat troublesome and a hoist and pump will soon be in order on this claim.

TROUT LAKE

A strike has been made on the Nettie L., says the Sandon Mining Recorder, which may make it one of the biggest mines in the Trout Lake district. A crosscut tunnel has been run

to tap the vein at a depth of over 100 feet. In running this tunnel, and when in about 100 feet, two leads were encountered which did not appear on the surface, each containing a considerable quantity of mineral. The first of these blind leads was eight feet thick, and the second five feet, the latter of these carrying a streak two feet thick of a fair grade of ore. After these veins and continuing the crosscut or the main ledge, nothing was encountered until in over 100 feet when a body of magnetic iron seven feet in thickness was met and run through. Lying next to this was two and one-half feet of carbonates, then a layer of steel galena two inches thick, and finally the latest strike of 18 inches of solid galena and gray copper.

AINSWORTH DIVISION

Between 60 and 75 men are now employed at the Queen Bess. The mine continues to improve under development, and the lowest tunnel is now in ore for a distance of nearly 100 feet.

The Jackson has shipped 194 tons since January 1st, 1899.

The Whitewater shipped 238 tons last week to the Kanto sampler.

The deal for the Dan McPhail and Neil McFadden sold their three-quarter interest in the Bannockburn group, consisting of seven claims, Silver Bottom, Silver Reef, Buckeye, Evergreen, Son, Mack, Foster, and Ramothburn, to G. E. Stone, Colonel Stone sold his interest to E. H. Tomlinson, J. M. Schwartz and others.

It is reported on good authority that the principals of the Levithan have something in the way of a prospecting contract soon, and in the meantime some of them are quietly buying up any shares that are floating around.

OSOYOOS AND BOUNDARY

The ledge on the Sailor, in Camp McKinney, has been stripped for a distance of 800 feet, and a shaft has been sunk to a depth of 60 feet.

A. J. Percival, during his recent visit to Camp McKinney, purchased the Cariboo No. 2. This claim joins the great Cariboo on the north and has two well defined ledges.

Another quarter interest in the London has been acquired by W. S. Keith from Harry Wright. The deal was for \$20,000, and Keith is buying a half interest in the property.

The Lakeview claim, lying on the lake shore between here and the Bouson mine, has been purchased by the Northwest Mining Syndicate by their agent, W. H. Sanford. A good cash price was realized by the owners, Messrs. Bendum, Kite and Thomas of Silverton, but the figure was not made public. Considerable work has been done on the property. The purchase of this claim by the Northwest Mining Syndicate brings their Bouson group almost into Silverton's territory.—Silvertonian.

Recent deals were completed and the famous Bannockburn group of claims changed hands. The deal was a straight cash transaction, the price obtained being \$20,000, making it the largest cash transfer which has been recorded in this district for some time. The owners of the claims were Neil McFadden, Phil McDonald, Harry Griffith, Col. Stone and Dan McPhail, all old timers, and with the exception of Col. Stone, prospectors as well, who have held on to their claims and developed it as best they could with the means at their command, realizing that some day they would be able to obtain a good price for it. The purchasers are E. F. Tomlinson of St. Petersburg, Fla., Alex. Smith of Kaslo, and others. Mr. Tomlinson and Mr. Smith control one-half of the property.

M. D. MacLeod of Anacosta, has sold the Bannockburn claim in Greenwood camp to the Bannockburn company, which was recently organized by John B. Moody of London, Ont. The price paid was \$8,000 cash. The Baltimore is the old Clifton, which was worked for some time by the Colaridge company.

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A ROAD THAT IS NEEDED

It Would Open the Sophie and Record Mountain Sections.

It Would Start From Silica and By Easy Grades Reach the Velvet in a Distance of 5 Miles.

The country around Sophie and Record mountains is coming to the front as a mining section. There are for certain two mines there, the Velvet and the Victory-Triumph, and there are several other properties that are sure to become ore producers. There is great need of a wagon road as it costs considerable to get supplies to these properties. Take the Wallingford group on Record mountain, as an example; for small lots of provisions an supplies the charge for packing them from this city to this group is eight cents per pound and for larger lots six cents. Twenty-two hundred pounds of supplies were dispatched to the Wallingford group on Tuesday at a cost of six cents per pound. The cost of getting in heavy machinery is something enormous. James R. Cranston of the Anacosta Mining company, has partially slashed out a road which, it is claimed, by most of the parties interested, would just be the proper one to open up the section under consideration.

The proposed road should start at Silica and run north for a short distance. Then it should swing around the south-eastern slope of O. K. mountain. Then it should be built for a mile, and a half along the banks of little Sheep creek in a northerly direction and hence by a good grade to the foot of Record mountain. Hence it could pass along past the Wallingford and Anacosta groups, past the Walsaroo group and finally to the Velvet and Victory-Triumph. Its total length would be about eight miles to the Velvet, against 11 miles by the present roundabout route.

This would be the main trunk road and lateral roads could be constructed from the several properties. For instance, a road a mile and a half in length would have to be constructed in order to connect the Wallingford group with this proposed highway.

It is claimed on behalf of this proposed road that it would tap all the leading properties. It would also give the miners an opportunity to market their ores at the Silica reduction works. It is claimed that the cost of its construction, so that good-sized loads could be hauled over it, would not exceed \$30,000.

The road would tap the mines to much greater advantage than would be the case if a road were constructed from Barney's ranch into the Sophie and Record mountains sections. The road from Barney's ranch to the Velvet alone would be nearly as long as the one from Silica and besides this a road constructed from Barney's ranch would make the distance to the Velvet mine twice as long from Rossland as it would be by the proposed road by way of Silica.

The question of the construction of this road out of the funds available for the road building in this division should be looked into by the authorities who have the disbursing of this road fund in hand.

THE ORO FINO MINES

A Stamp Mill Will Soon Be Installed Upon Them.

Through the kindness of James H. Young, the resident agent of the Dozies company, the report of the superintendent of the Oro Fino Mines, limited, is furnished. The property of this company are located near Fairview. Mr. Young is one of the largest stockholders in this company. Among other things the superintendent says:

"The No. 2 tunnel on the Oro Fino ledge, which was on February 9th in a distance of 86 feet, and proved the ledge to be four feet wide at that point, assaying 47.5 per cent gold has now (the 10th instant), 110 feet, shown the ledge to be eight feet wide. The ore is high grade, and entirely free milling. The ledge is strong and solid within well-defined walls, so far as visible.

As development work progresses, the favorable predictions made by Mr. Pelletier, F. C. S., M. E., who examined this property last summer, being verified, and so far exceed expectations. There can be very little doubt now, but that the main ledge has been encountered, and that it is, as Manager Robinson says, "most beautiful and promising," and "so big that its extent is so far unknown."

The machinery for the stamp mill for this property is at Vernon, waiting for navigation to open on the lake to Pentecost. The William Hamilton Manufacturing company of Peterboro, Ontario, which has the contract for furnishing the mill, expects to have it running on April 15th next, in the terms of the contract."

Rossland Railway Service

Editor Miner—Sir: You were good enough to publish my letter dealing with the inconveniences to which travellers are subjected on the Trail branch of the C. P. R. I gave my own personal experience and as I wish to be strictly accurate and to put the blame on the proper shoulders, I will trouble you to set one little point which might possibly do an injustice to the Columbia Transfer company, viz., the baggage checks held by me were on that company, and hence would not be accepted by the other carriers to whom I tendered them. I had overlooked the fact that I gave my original checks in exchange for the transfer company's coupons. Now did I wish to imply that the charge, \$1, for handling my baggage was exorbitant. I rather thought it moderate, considering the number of pieces. It is against the railway company, not the transfer company, that I prefer my charges. Yours,

WOMAN'S WRONGS

Six Persons Drowned.

Brest, France, March 8.—News has been received here of the capsizing of a pleasure yacht off the Brittany coast, drowning nine persons, among them five French military officers.

THE STOCK MARKET

There Were Some Large Orders From the East.

RATHMULLENS LIVELY

Control of the Novelty Has Been Purchased by the Montreal Gold Fields Syndicate—Iron Colts Fall Off a Point—Morrisons Are Moving.

There were a couple of days during the week that ended last week that were quiet in stock circles, but the other days were exceedingly lively, and this made the week as a whole about up to the average. One feature of the week was the large orders received for several of the stocks of the leading companies, and the large number of the shares of some of the cheaper grades of stocks that were sold. In point of numbers Rathmullens easily led the procession, and conservative estimates are that 200,000 shares changed hands. That is, in some instances, the same block of stock changed hands several times, and were counted in order to make up the 200,000 shares. On Tuesday two firms of brokers received orders for 75,000 shares each. These could not be entirely filled, and by last night about all the available shares for sale were cleaned up in this market. Insiders are purchasing the shares and then there were some who bought expecting to make a quick turn. These shares advanced from 3 -- 0 1/2 to 4 1/2 cents during the week. It is understood that a market is to be made for these shares in both Toronto and Montreal, and the insiders doubtless expect to realize a good profit on their investments.

Control of the Novelty has been purchased by the Montreal Gold Fields Syndicate—Iron Colts Fall Off a Point—Morrisons Are Moving.

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THE SHAKESPEARE

Assays Reveal That Its Properties Produce Shipping Ore.

SILVER QUEEN AFFAIRS

Edward Finch Has Sold Out His Interests and a Successor For Him Is to Be Selected at a Special Meeting of the Directors.

The Shakespeare Gold Mining company owns two claims on the west slope of Monte Cristo mountain, the Blockberg and the Sursum Corda, covering about 70 acres.

The Skylark, owned by Mr. Blockberger, lies directly south of the Shakespeare property, covering about 40 acres on the west slope of Monte Cristo mountain.

No. 1, silver, 0.20 ounces gold, 12.18 ounces copper.

No. 2, silver, 77.60 ounces gold, 52 ounces copper.

The owner has about 12 tons of good shipping ore on the dump and proposes to make shipments to the smelter from time to time for the purpose of raising funds for more rapid development.

Mr. Blockberger goes east tomorrow on mining business connected with the above properties.

Hon. George E. Foster, ex-Dominion finance minister and present M. P., is expected in Rossland tomorrow evening.

Mr. Foster is president of the Silver Queen Mining company and comes here to attend a special meeting of directors, to be held on Monday next.

Mr. Foster recently parted with all his interest in the company, and at the meeting referred to a successor to Mr. Finch as general manager will be selected and arrangements perfected for carrying on the mine workings.

The double compartment shaft on the property is now down a distance of 200 feet and the immense ore body has been crossed by a tunnel.

Alexander Dick, M. E., returned a short time since from a visit to the Boundary Creek country.

Mr. Dick is very favorably impressed with the possibilities of that country, and this because of the great size of the ore bodies and the fact that the ore is generally of a good grade.

The Mother Lode he considers a great property. This is under the control of a New York company, which is developing it on an extensive scale.

A meeting of the stockholders of the American Eagle Gold Mining Co. was held on Monday, in the office of Hon. T. Mayne Daly.

The Merchants' Bank of Halifax has for the past six months been doing a banking business at Ymir.

The price of the treasury shares is now raised to 50 cents.

Charles Silcox's Condition. A number of inquiries have been made recently about the condition of Charles Silcox, the man who was run down during the carnival week and had his leg broken.

GOLD OF THE TRANSVAAL

Enormous Output of Gold From South Africa For the Year 1898.

Table showing gold output from South Africa for the year 1898, with columns for month, company, output, and stamps.

The output of the Transvaal for the year 1898 by months was as follows:

Table showing monthly gold output for 1898, with columns for month, company, output, and stamps.

THE WAFFER CLAIM

A Four-Foot Ledge of Good Looking Ore Encountered.

S. L. Myers, president of the Lucky Boy Mining company, is in the city from the company's Waffer property on the North Fork of the Salmon river.

Mr. Myers says that he has made a record for fast work—driving 97 feet of tunnel in the last 58 days with one shift of men, and 48 feet of that from the bottom of a 40-foot shaft, where all the rock had to be hoisted up by hand.

A Statutory Meeting. A statutory meeting of the shareholders of the Red Mountain View mines, limited, was held Thursday.

The accounts were approved and passed, and a report of a special committee on the accounts was adopted.

W. Morton, of the James Cooper Manufacturing company, has returned from a visit to Ainsworth.

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TO HELP ROSSLAND

J. B. McArthur Talks of His Trip to the East.

HE WILL TALK TO TARTE

It Is His Opinion That the Condition and Outlook of Rossland Was Never Better—The Departmental Store Was a Menace to Our Best Interests.

J. B. McArthur, who has gone east on a business trip to Toronto, Ottawa and Montreal, was seen by a MINER reporter before leaving, and said:

"I am going to Toronto and Montreal largely on my own business and for some companies in which I am interested. The board of trade has asked me to go to Ottawa and see Mr. Tarte and other members of the government about making appropriations for the purchase of a site and the erection of a suitable building for the postoffice, customs and inland revenue offices at the coming session of the Dominion parliament."

"The board of trade, since our different occasions during the past year made it impossible for me to visit Ottawa, and it seems to me convincing, representations to the government that Rossland is entitled to such an appropriation for such buildings, and I will do all I can personally to supplement their representations. I feel certain that Mr. Tarte will meet us more than half way in the matter."

"Mr. Bostock, M. P., is now, I understand, at Ottawa, and on my arrival there I will enlist his sympathies and energies on our behalf. I am hopeful that we may get an appropriation large enough to give us a site and buildings commensurate with the growth, wealth and population of a city like Rossland."

"What do you think of the mining outlook of the Rossland camp?"

"As you know, I went away last August a sick man, and only returned about a month ago, and since my return have made a careful survey of the situation and have taken pains to get the best inside information possible, and my honest opinion is that the Rossland camp never had in its palmist days such a bright and hopeful outlook as today. We have a great deal to be thankful for in relation to development here."

"The B. A. Co., under the common sense and scientific management of Mr. Carlyle, assisted by the ablest corps of mining superintendents to be found in the west, has done wonders for the camp."

"Backed by ample capital it has made a great deal out of the Columbia-Kootenay, Nickel Plate, Josie and No. 1, and it is putting the Le Roi in condition to be mined in safety and its output very greatly increased; and all this has been done within a year or so."

"Of course the work of a Gooderham syndicate has not been overlooked in the development of the War Eagle and Centre Star, nor Sir Charles Tupper's company of the Velvet on Sophie mountain. The sum total is that the past year's development has demonstrated beyond any doubt whatever that large paying mines exist on the large area of the B. A. M. and Sophie mountains, and that investors may be certain of large returns from mines located on any of these mountains, where there is ample capital behind them and development under common sense and scientific management like that which is being carried on by the War Eagle and Centre Star."

"Another thing which to my mind is a very important and in a measure a determining factor in Rossland's favor is the introduction of electrical power to the West Kootenay by the War Eagle, Mascot and Trail smelter in the operation of their large plant, both in hoisting and driving their compressors and in the reduction of ores at the smelter."

"This power is by all odds not only the best, but also the cheapest and most effective of all powers. I think it may be safely said that every factor for cheapening the cost of mining, the transportation and reduction of ores, Rossland now has; and I look forward with great confidence to the day when the people of Rossland will be able to produce their own power. I think it has passed away from the purely speculative stage into one of solid and enduring prosperity."

"What of the business outlook for Rossland?"

"The same remarks that I have made to the mining outlook apply to the business outlook, provided only that blighting curse, departmental stores do not come and ruin it. I was glad, indeed, at the stand THE MINER took in the recent discussion of this matter. The business men of this city are entitled to every consideration in this respect."

"I think that when everything was in doubt, and risked their all in the venture. They stayed with it in the dark and trying days of its history. Now, when the sunshine is on and the days of prosperity are at hand, when their property is being sold, they are ready to desert. I think that the business of Rossland may have peace and prosperity from this time on."

Sale of King Shares. W. Wallace closed a sale Friday of 30,000 shares of the King Mining company, owning the Oro Denoro mine in Summit camp, near Greenwood.

The price of the treasury shares is now raised to 50 cents.

Mr. Wallace, a director of the company, recently visited the property and some of the leading mines of the district, including Brooklyn, Old Ironsides, Knob Hill, Winnipeg and Golden Crown, and are thoroughly convinced that the Oro Denoro has no superior this side of Greenwood.

They brought back some nice ore taken from the shaft on the Oro Denoro, upon which work is being pushed. Some specimens of this ore are now exhibited in the window of THE MINER office. They show from 15 to 30 per cent copper, besides some gold and silver values.

The company expects to place 100,000 shares in the old country. It is likely that Messrs. Wallace and Curtis will shortly leave for England in connection with the deal.

William Whyte, manager of the Canadian Pacific railway west of Fort William, who has important mining interests in this camp, is expected to arrive here, in the course of about 10 days.

THE MOUNTAIN LION

It Will Soon Be Provided With a Compressor Plant.

Other Notes of Interest Concerning the Mine of the Colville Indian Reservation.

REPUBLIC, Wash., Feb. 27.—[Special.]—The large boiler of the Mountain Lion is being set in place, and the big compressor is expected to arrive this week, and when it is in place the drills will be run night and day to determine the extent of the present ore bodies and the ledges beyond.

The Insurgent shaft is being timbered and all preparations made to follow the vein, which looks well in the bottom of the shaft. The manager reports nothing particularly new at the present time, but anticipates good results when they get fairly under way again.

Huston and McGillis have given a 40-day option on the Annie Huston and Kentucky, adjoining the Alabama group, about six miles north of Republic, the consideration being \$5,000. Work will be started immediately, the intention being to sink a shaft.

The Mark Tinkley shaft is down 30 feet. There is two feet of good looking quartz, but it dipped into the hanging wall. The shaft is now being sunk with the expectation that the ledge will be straightened. Fifty feet will be sunk before crosscutting. It is claimed to be the Morning Glory ledge. All necessary buildings are now being erected.

In the No. 1 Consolidated group, north of the Golden Harvest, a tunnel has been started on the No. 1, and crosscutting in the surface of the Velma claim. A contract will be let to sink a 50-foot shaft on the ledge, so soon as the proper point is fixed upon.

The two drifts, north and south, running on the Zala M. ledge, at the striding camp, are now respectively 17 feet, with full faces of ore, of the usual high grade. The snow is still deep in that section, and the trail to Toroda creek is absolutely blocked.

The Eureka No. 1 crosscut tunnel is in 40 feet. A blind ledge has been seen while running for the morning, which, if 150 feet, will be tapped at a depth of 150 feet.

Nils Pearson, superintendent of the Sampson Gold Mining company, mining four claims in the vicinity of the Delta and Kate Hayward, has received instructions from the company to start work on the claims as possible; and he is now waiting a chinook, so that he can locate on the most promising part of the ledge.

THE NORTH SAN POIL

Ore Found in a Crosscut That Gave \$49.20 Per Ton.

It Promises to Become a Bonanza—The Delta Has a Large Surface Showing.

REPUBLIC, Wash., March 1.—[Special.] The Princess Maud drift is in 18 feet, with a full face of ore, and value keeping steadily up. Parts of the tunnel are being timbered, as some parts of the walls have been slacking.

The North San Poil shaft is now down 25 feet, sinking on the ledge, which is 15 feet wide. They are sinking on the hanging wall, which heretofore has been considered the rich pay chute; but Superintendent Fred Wells, who is in charge of the shaft, has been driven eight feet, and the assays from the four feet in the center gave \$49.20; being far better than the chute they thought was the rich ore on the hanging wall. They will drive along now to the foot wall, and if the ore holds its averages, the North San Poil will be a bonanza. A whim has been ordered, and the shaft will be pushed with all possible speed. A double shift starts tomorrow, to be increased as opportunity offers. George Miller, the former manager of the Little Cove, and other mines here, is in immediate charge, and he is a mining man of wide experience.

The Delta is a claim of great surface showing. Crosscuts and pits have shown its strong vein. A shaft is down 26 feet, and a crosscut from the bottom shows a ledge seven feet wide, which assays from \$2.06 to \$5.40 of bushels of ore. Charles Fols, who has been driven eight feet, purchased a large interest in the claim. The intention is to push developments as rapidly as possible.

Superintendent Donan arrived today to take charge of the Gold Mining company's property, which lies about 1,500 feet northwest of the Lone Pine. A 300-foot tunnel will be started, which will tap the ledge at a depth of 250 feet. The treasury has ample funds to carry on the development.

Peter Armstrong of Rossland, has arrived to take charge of the Noble Three group of mines. Development work will decide whether they will sink a shaft or run a tunnel.

THE REPUBLIC CAMP

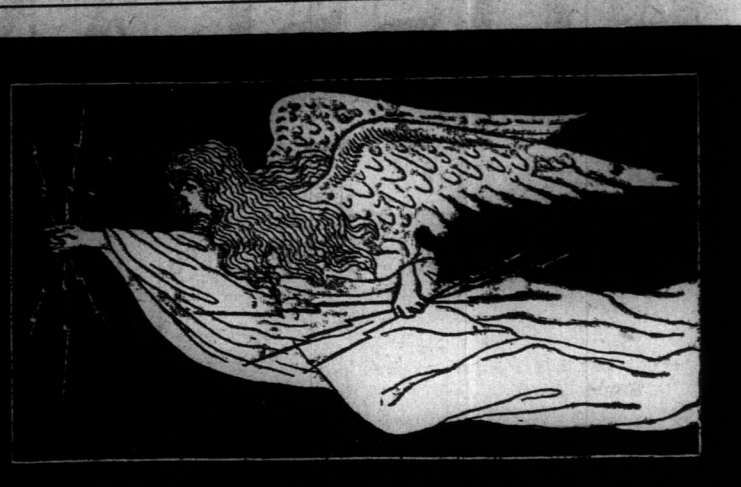
Great Things Are Expected From the Reindeer.

The Face of the Jumbo Tunnel Fairly Sparkles With Quartz Seams. The Delta Assays.

REPUBLIC, Wash., March 2.—[Special.] The development on the Reindeer is rapidly progressing, and the management is pushing work. The tunnel is now in 115 feet, and the formation is smooth and unbroken, being below any possible disturbance. Great things are expected from the Reindeer in the future.

The Jumbo tunnel is now in 50 feet, and the face fairly sparkles with quartz seams, and it is thought the big ledge is likely to be cut through with considerable anxiety.

On the Golden Lion three tunnels are being run simultaneously, and the Mountain Lion ledge is being anxiously looked for after each shot fired in No. 1.



INSOMNIA.

SOUTH AMERICAN NERVINE RESTORES REST AND HEALTH.

If the digestive organs refuse to do their work, indigestion and dyspepsia follow like lightning's flash—the nerves are shattered and then insomnia runs riot, and the patient lies on the road to the mad-house or insane asylum.

South American Nervine is without a peer in the cure of nervousness, indigestion and insomnia. A few doses will convince the most sceptical. It gives immediate relief and effects a cure in every case.

South American Rheumatic Cure is never baffled—relieves in six hours and cures after years of agony have been suffered.

South American Kidney Cure cures Bright's disease, diabetes and bladder troubles. A few doses will convince.

For Sale by Goodeve Bros.

TO CHICAGO

Burlington Route NEW SHORT LINE FROM MONTANA, IDAHO AND PUGET SOUND

A. C. SHELDON, General Agent, 250 Washington St., PORTLAND, ORE.

O. K. GOLD MINING COMPANY

Limited Liability, (Foreign). In Liquidation. The Undersigned Official Liquidator Will Sell by Private Treaty Subject to Ratification by the Court IN ONE LOT

The property known as the O. K. Mine and the buildings belonging to the said company, also the entire mining and milling plant of said company, the whole situated on the south slope of O. K. mountain, in the Trail Creek Mining Division of West Kootenay, Province of British Columbia.

The principal buildings include the following: The new mill building containing 100-horse power mill but designed and built to accommodate 25 stamps; engine and boiler house, office building, mess room, cook house, store room and manager's residence.

The development consists of three main tunnels, with one winze and numerous drifts, together aggregating over 1,500 feet of work.

The property is open to inspection, but an order for that purpose must be obtained at the office of the liquidator, O. K. Mountain, B. C., where price, terms and further information can be obtained.

Under an order of the court heretofore issued the undersigned is authorized to give a short option of working bond on the mine.

Richard Plewman Official Liquidator Bedford McNeill's Code.

Charles Dangerfield STOCK BROKER

IMPERIAL BLOCK ROSSLAND, B. C. Weekly Market Report with Quotations on Rossland, Slocan and Republic Stocks Furnished on Application.

S. THORNTON LANGLEY & CO Share Brokers.

All the Standard Stocks handled on close margins. Reliable information furnished free of charge.

Brokers for the Okanogan Gold Mines Company, Ltd. Established March, 1895. ROSSLAND, B. C.

A Strike Has Sun

ORE OF A S

It is at least May Be Widely Greatly Pleas For Resumes

The most important week was the 2. The manager for nearly the property and un would have dis courage and end ment has been ca although there wa points. T common in this tory was made an to find ore bodies There was too near the surface, often badly pro vailed in this in a disappoint ledge in plac small deposits were only of effi management promises to be in on what is called though it is 400 f There is 22 inch sight and the ma the holes yester the drills we wire length, and the body is at lea may be much w be charged with this morning, wh as to the extent o made yesterday near and res \$30.80 to the ton, greatly pleased w by far the most b made in the por tion of the cas

Another even the resumption the Le Roi. The sumed on Thurs last evening 825 t The mine is now the expectation is per day will be th to come. A well cut to smelter and hitches. The Le increase instead of fore. The work continue with un outlook is that th or two added to t

The ore shipment day, March 4, were as

Total: SUNSET No. 2 during the week, 350 tons of ore, which had been exposed and ledge has not yet set of drill holes in the face of the these are to be fr The machine men last evening, which driven during The blasts will be ing and then the ore body will b were made yester body and it gae about 80 feet an and three per strike, although the 340-foot level, beneath the surface in depth as it is There is a well d nation is solid, find is an import ment is greatly p has been a large development of management ha The Sunset a min hoped that a well of ore, which was and permanent o

MASCOT.—Work is being operat ing company, is being employed, winze in tunnel and the Ledger stalled this we about 60 feet an it will be restme in place. No. 3 There has been face of the tunne matter is being ing driven along fault which was seems to have b 3 tunnel is in G Good progress w of this tunnel feet was made in the month. Th tunnel is a cro through the co stringers are en

IBOX COIT.—A for sinking a s level of the t tunnel is now i have been buy station prepara shaft starts at a cessant from the workings are in the contract is e feet will have be will be made at as at the lowe mind the succo Columbia-Kootenay residents. An the east, the m of satisfactory ings.

GERTRUDE.—T new 60-horse p not yet arrived, week. The plan shaft had reach the 24th of Ja flow of water fo knock off work feet has been r the west and an out and on in the new plant w in about a fort

Weekly Rossland Miner.

Published Every Thursday by the ROSSLAND MINER PRINTING & PUBLISHING CO. LONDON OFFICE: C. J. WALKER, 105 Bishopsgate St., Within E. C. TORONTO OFFICE: CENTRAL PRESS AGENCY, LD., 83 Yonge St. SPOKANE OFFICE: ALEXANDER & Co., Advertising Agents, Room 7 First National Bank Building. EASTERN AGENT: EMANUEL KATZ, 20 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—invariably 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.

TWO DAYS SLOWER.

THE MINER drew attention some weeks ago to the fact that the American railways, through the courtesy of the postal authorities of the United States, were now carrying the mail matter from Eastern Canada to Rossland. The advantage to our citizens under this arrangement will readily be seen by a comparison of the service we now enjoy with the service we would be compelled to put up with if we had to depend on the Canadian Pacific company for the carriage of our mails. By the existing arrangement we receive matter posted at any point in Ontario just two days earlier than we would if it came over the C. P. R. This fact naturally raises the question of transcontinental travel, together with a consideration of the advantages which we are supposed to enjoy through the possession of a national highway. It disturbs our minds with a doubt as to the immense value of an institution for which we have paid so much money and for which we are still called upon, by a clique of "nation-builders," who are operated as stool pigeons by the wily gentlemen at the head of the C. P. R., to pledge our national credit, and to assist through our Boards of Trade, our Parliamentary railway committees and our popular assemblies, in crushing out competitive enterprise in fields which it has marked for its own. When the Canadian Pacific railway asks that it may be given a monopoly of the railroad business of this western country, it should surely give ample and substantial reasons why its request should be granted. It should be able to show, not that it can squeeze the commercial life out of a community by high tariff rates, by an insufficient and imperfect service, and by a general disregard of the interest of the public; but that it has really grasped the idea that it is a partner of the people in the development and up-building of the country, that it has a true and generous conception of the duty it owes, not to its management and stockholders, but to the citizens who support it, and that this conception teaches it that low freight rates are not only better for the people, but in the long run are better for itself, and that its service should be equal in all particulars, if not superior, to any other similar institution on the continent. It should be able to make it absolutely clear when, it is continually asking for "more," that its intentions towards the public are honest, and that, in skill and ability in the conduct of its road, it will not allow any rival corporation to surpass it.

The people of Rossland have had sufficient experience of the C. P. R. to understand what its promises are worth and to know that they are not to expect justice in regard to transportation rates, and now they are learning that for rapid traveling, a matter of prime importance in this age, our national highway does not compare favorably with American roads, which have not had the backing which the C. P. R. has had during the whole period of its existence.

Taking Toronto as a starting point in the east we find that coming by way of Chicago, St. Paul and Spokane, over the Northern Pacific to Rossland, the distance covered is over 2,600 miles; coming from the same point over the C. P. R. the distance is at least 50 miles less. Yet over the American line the trip occupies two days less than over the Canadian road. Why this should be so, none, probably, but the C. P. R. management thoroughly understand. Why, for example, should the trains which are capable of running at from 40 to 50 miles an hour drag over the 840 miles between Winnipeg and Calgary at the rate of 22 miles an hour. There, at least, if on any part of the road speed can be made without the slightest danger and yet, where everything favors them their schedule running time is under that made over what might be fairly regarded as perilous portions of the line.

But this is in agreement with the whole policy of this corporation and behind it, there undoubtedly is a well defined object. Sir William Van Horne is practically master of the situation and from his victorious eminence he thinks he can defy a whole people.

WILL SIR WILLIAM BE RETAINED?

Sir William C. Van Horne, the eastern papers state, is about to step down from the presidency of the Canadian Pacific railway. There is considerable comment on the matter, and some of them are unfavorable. Sir William owes his position to his ability to lower the wages of his employees, and to make bargains which are advantageous to the companies which employed him. He has made his way to the head of the big

railway because he had the reputation of trampling on the rights of those with whom he had dealings, and of those who were in the employ of the roads over which he was temporarily lord and master. In this capacity he has been an enemy of his kind, and the world is that much the worse for his having lived and breathed in it. A short examination of his record will show this to be true. Mr. Van Horne began his real start and climbed into power by being merciless in his disregard for the rights of others. Early in his career it was found that he was a useful man to corporations that desired to reduce expenses. In this respect he was as relentless as Danton, as merciless as Robespierre and as selfish as Marat.

He began his checked career as a railway telegraph operator in Illinois. After awhile he went with the Southern Minnesota railway, where he made his reputation which in time placed him at the head of Canada's largest railway. When the Chicago, Milwaukee & St. Paul purchased the Southern Minnesota, one of the conditions of the purchase was that the then Mr. Van Horne should act as the general superintendent. As soon as he was firmly in the saddle as general superintendent, he endeavored to carry out the dominant idea of his policy in railroad management and began his wage-cutting tactics. Fortunately for the employees of the line S. S. Merrill, the then general manager of the road, was built on more liberal lines. He fought the Sir William of the future and there was war to the knife between the two on the wage-cutting proposition. This continued till the Canadian Pacific Railway, which was then constructing its line, offered Mr. Van Horne a position which he accepted. When he came to this side of the line he brought a number of experienced railroad men with him whom he thought would act in harmony with his policy. From then on his rise was rapid, until now he is Sir William Van Horne, and the president of the Canadian Pacific railway. Railroad men, when asked how the salaries on the Canadian Pacific railway compare with those that prevail on other systems on this continent, laugh at the idea of such a question being asked. He has had full swing, and the unhappy employees of the Canadian Pacific railway can tell how liberal a man he is. Since he has grown in power he has become arrogant, and where other railways or other schemes threaten to secure business in what he is pleased to call "his territory," he says they will be ground out of existence through the power of Canada's greatest monopoly. If they compete with the C. P. R., they generally are ground out of existence. He seems to imagine that he is the king of the Dominion. People begin to wonder on what meat this Caesar of the railroad world doth feed that he is grown so great.

It is improbable that Sir William will voluntarily give up the power with which he is clothed. Perish the thought. It is, however, within the range of possibilities that the board of directors of the road see that Sir William, knight though he is and president of the C. P. R., has grown so unpopular that his weight is too great for even Canada's greatest monopoly to longer carry.

SMELTING RATES SHOULD BE LOWERED.

This paper pointed out some time since that a condition of affairs had been reached which justified a reduction by the Canadian Pacific Railway company of the charge of \$7.50 per ton for smelting the ores of this camp. It was promised when the Canadian Pacific purchased the smelter in March of last year, that when the Crow's Nest Pass railway was completed, so that access could be had to the cheap coke of the Crow's Nest Coal company, that there should be a material reduction in the smelter rate. Now that this coke is available the promised reduction should come, for it was shouted on the housetops and cried out on the street corners that the Canadian Pacific was not in the smelting business for the purpose of making money. It was willing to reduce ores for the cost thereof, and if there was any money to be made it could be out of the transportation. The fact remains, however, that at the present freight and treatment rates money is being made at the Trail smelter.

It will be claimed by the apologists for the Canadian Pacific railway that the present rate is lower than that which prevailed when the smelter was in the hands of F. Aug. Heinze. While this is true, a different condition of affairs obtained at that time. When Mr. Heinze operated the smelter he charged a rate of \$11 per ton for part of the ore treated and \$9 for the remainder. He paid during his ownership of the smelter for coke an average price of \$15.50 per ton. This heavy cost of coke was occasioned by the fact that the bulk of it had to be hauled from Sayward to Trail, a distance of seven miles. Coke was purchased by him from three points. From the Wilkinson Coal & Coke company on the Northern Pacific railway; he also bought coke on the line of the Great Northern railway at Fairhaven, we think, from the Fairhaven Land & Improvement company, and from the Union Colliery company on Vancouver Island. These three varieties of coke were about the same in quality. The

test of coke, and its value as a fuel, depends upon the percentage of ash found in it. This ash is composed of silica and is very refractory. The three varieties of fuel mentioned above contained 22 per cent of ash. During the last few months that Mr. Heinze operated the smelter he paid for coke from the Union Colliery company, \$11 per ton. When the Canadian Pacific railway first began to operate the smelter it was enabled to get this cost reduced to \$10.50 per ton, for the reason that a large barge, which was used to take the cars from the Island of Vancouver to the mainland, which the Union Colliery company had been building, was completed about the time the C. P. R. began to purchase the coke. The rate at present charged by the C. P. R., as before stated, is \$7.50 per ton. They are paying and will pay for Crow's Nest Pass coke, \$6 per ton, delivered at the smelter at Trail, and this coke will assay not to exceed 7 per cent ash. From this it will be seen that, as the coke used at the Trail smelter by the former management averaged 22 per cent ash and the coke now used there only averages 7 per cent ash, it formerly took almost three tons of coke to do what one ton will now do. Besides this there was the increased cost of handling three tons of coke where only one ton is handled now.

Under the former management the freight rates were exorbitant. The Canadian Pacific charged \$2 per ton for hauling limestone to the smelter. This made the flux cost \$3 per ton, and then this was of poor quality. The Canadian Pacific is now getting limestone that costs it \$2 per ton, and it is of so good a quality that one ton of it is equal to two of that which was formerly used. In smelting operations it takes about one ton of coke to smelt five tons of ore, and it is necessary to use one ton of limestone for every five tons of ore smelted. From the foregoing it will be seen what great advantages the present smelter management has over the former. It is claimed by experienced smelter men that, with the present advantages enjoyed at Trail, the actual cost of smelting is not over \$4 per ton, and some place it at \$3.50. The ores of the Butte camp are in some respect of the same character as those of this camp. The wages at Butte are, on the whole, a little higher than at Trail, and the cost of fuel and fluxes is a shade higher. It is natural to presume, therefore, that the cost of smelting there would be larger than it is here, and yet the report of the Anaconda Mining company for the year ending June 30, 1898, reveals that the net cost of smelting the ore of the company was \$4.11.

Under the circumstance, the estimate of the higher cost of \$4 per ton is probably the actual cost of smelting at Trail. To this must be added the interest on the plant and also the interest on money paid for ores, which are sometimes kept for months before they are smelted. Taking these items into consideration, and, even then, allowing the company a fair profit, it seems to us that a rate of \$5.50 per ton would be about the right price for freight and treatment for Rossland ores. This would yield a fair profit, while \$6 per ton would yield a good profit. Therefore, if the Canadian Pacific railway is sincere in its promise to smelt ore for cost, it should come down at least to the \$5.50 per ton rate. It is only by doing this that it can keep faith with the people.

The coal industry of East Kootenay is growing rapidly, although it is but a few months old. The product is being consumed by the smelters, the railways, by the mines, in private families, and some of it is already being sent across the line to Washington. During the month of February the output of coke from the ovens of the company was 20,000 tons, and it is palpable that more ovens will have to be constructed to meet the increasing demand for the commodity which they put out. It is certain that fully 3,000 tons of coal were consumed in steam-making and for household purposes, and the use in this way will increase each succeeding month. Shipments of small quantities of coal were made to Washington, and there promises to be a demand from Montana, Idaho and other states to the south of us. This is because the coal is of superior quality to that produced in the states of the Pacific northwest. Washington, for instance, has coal measures in 14 of its counties, but in no instance has any been found that is equal to that encountered in the measures in East Kootenay. The state of Washington alone produced 1,700,000 tons of ore during the year that has just passed, and it will not be a great while, we hope, before East Kootenay will be able to do this, and this will be so because of the high quality of its coal and coke.

OUR COAL INDUSTRY.

Those who ask for justice should come into court with clean hands. This is an axiom of the law which is as old as jurisprudence itself. The Canadian Pacific railway when it asks the people of this country to deny the right to American railways to build into Canada should have first looked at its own record in regard to constructing and acquiring lines, to connect with its main road, in the United States. There is one road which is known as Sir William C. Van Horne's pet, about which something could be said in this direction. It debouches from the main line of the C. P. R. at Sudbury and runs from thence to Sault Ste. Marie. So far, so good, as it runs through Canadian territory. Then it crosses into American territory and meanders through the country that lies between Sault Ste. Marie and

SHOULD HAVE CLEAN HANDS.

EDITORIAL NOTES.

"There is no business quite so legitimate as mining," rightly says Judge Goodwin of the Salt Lake Tribune. "In other occupations when men obtain money they have to go down into the pockets of other men to get it. They may give full value for it, but after all it is only a 'swap.' When they take it from the 'ground' it is a creation, and blesses not only him who receives it, but all the world."

Referring to the recent act of the Provincial Legislature cancelling certain subsidies granted to local railway companies, the Boundary Creek Times unites the V. V. & E. this way: "The Victoria, Vancouver & Eastern charter-

Duluth. This road was constructed out of the funds of the stockholders of the C. P. R., and it is, to all intents and purposes, a part and parcel of that road. What is practically its main line runs out of Canada into the state of Maine and back into Canada, so as to reach St. John by a short route. This line is marked on the maps issued by the company as "the Canadian Pacific railway" even where it is in the state of Maine. It has also connections with various leading cities in the United States over roads controlled by it. Its trains run every day in the week in and out of Seattle over the Seattle & International line, which it has a trackage agreement with. In fact, it pays no attention whatever to such a thing as the international boundary line, except where some other company endeavors to come in from the United States to become its competitor. Then there is a great fuss raised by it and its adherents in order to shut the alien corporation out. Like the boy in the fable it has raised the cry of "wolf" so often that it promises to be no longer effective.

In this connection it might be said that there is nothing that is harmful in the idea of the Canadian Pacific building branches into the United States any more than it is for American railways to have feeders in Canada. The people of the United States patronize the Canadian Pacific, even on the long transcontinental haul, whenever they find that it is advantageous for them to do so. On the other hand citizens of Canada do business with the American lines whenever they think that the C. P. R. rates are not what they should be.

Take the Northern Pacific as a case in point. This company has built over 300 miles of railway in the province of Manitoba. The Northern Pacific had to make a fight in order to do this, because the C. P. R. lifted up its hands in pretended horror and raised the old cry of "wolf" when the Northern Pacific first proposed to build in Manitoba. The people of Manitoba were not to be fooled, however, by its dissimulation. The Dominion parliament would have been willing to have shut the Northern Pacific out of Manitoba, as it is apparently dominated by and completely under the control of that corporation. Manitoba people wanted the competition afforded by a rival line to the Canadian Pacific and secured for it a charter, notwithstanding the shouting of the old cry that the "American wolf" was coming in on the part of Sir William Van Horne, the great wage cutter, Mr. Shaughnessy, the promise breaker, the rag-tag and bobtail of the railway clique and the yelping of the Trays, Blanches and Sweethearts of the subsidized press.

The people of British Columbia want the Kettle River Valley railway to be built into the Boundary country, and will have their wish carried if they will do as Manitoba did and pay no attention to the howling of the members of the C. P. R. ring. The building of 300 miles of Northern Pacific track in Manitoba has been helpful to that province, because it has given the people there the benefit of competition. Therefore, the construction of the Kettle River Valley railway will be of help to the residents of Southern British Columbia, and it must be given a charter.

OUR COAL INDUSTRY.

The coal industry of East Kootenay is growing rapidly, although it is but a few months old. The product is being consumed by the smelters, the railways, by the mines, in private families, and some of it is already being sent across the line to Washington. During the month of February the output of coke from the ovens of the company was 20,000 tons, and it is palpable that more ovens will have to be constructed to meet the increasing demand for the commodity which they put out. It is certain that fully 3,000 tons of coal were consumed in steam-making and for household purposes, and the use in this way will increase each succeeding month. Shipments of small quantities of coal were made to Washington, and there promises to be a demand from Montana, Idaho and other states to the south of us. This is because the coal is of superior quality to that produced in the states of the Pacific northwest. Washington, for instance, has coal measures in 14 of its counties, but in no instance has any been found that is equal to that encountered in the measures in East Kootenay. The state of Washington alone produced 1,700,000 tons of ore during the year that has just passed, and it will not be a great while, we hope, before East Kootenay will be able to do this, and this will be so because of the high quality of its coal and coke.

In view of the widespread interest manifested in Europe and America over the czar's proposal for a general disarmament, it is interesting to observe the feverish activity of the individual nations in supplementing their war establishments. In response to unremitting pressure from the naval authorities England has been adding extensively to her power and efficiency on the ocean, where the defense of her vast empire largely lies. Germany, with her jealous impetuosity of any superior, did for a time harbor an ambition of contesting the supremacy of the sea, but, abandoning a project which might have brought with it financial bankruptcy, she has fallen back on her natural field of operations and is devoting her attention to increasing and perfecting her establishment on land. With the example of Germany before them, the members of the French chamber of deputies have unanimously endorsed the additions to the land forces, and the nation looks on with approval, although the people feel keenly the burden they have already been bearing. The prospect for a peaceful disarmament never looked more hopeless.

ADVANTAGE is to be taken by the Nelson & Bedlington company of a clause in the charter granted to the Crow's Nest Pass railway, whereby running powers must be conceded over that line to other railway companies applying for the privilege. The outcome of this application is awaited with some degree of interest. The Canadian Pacific will doubtless resist as long as it possibly can the application, and when the right is finally wrung from it, it will probably be hampered and cramped with so many conditions that it will be next door to useless to the Nelson & Bedlington company.

IT USED to be thought that there was a limit to the distance over which electric energy could be transmitted. The distances over which it is being carried grows with each succeeding year, and there is every reason to believe that if

mongers received the treatment they deserved from the Provincial Legislature last week. The worst enemies Boundary creek and the coast cities ever had were Messrs. Maxwell and McInnes, M. P.'s, and McLagan, Milne et al. They used their influence in parliament and out of parliament to keep Heinze from building into the district. They used the same influence to prevent Corbin from building. They hawked the rights accorded them by the legislature, and bonded their charter and their influence, accepting a small cash consideration, with the hope of receiving the balance as a reward for services, not in the public interests, but in the interests of a few individuals. The legislature punished them for their selfish, unpatriotic actions. The subsidies for a road from Point Roberts to Boundary Creek district, which these charter-mongers treated as an asset which they could dispose of to the highest bidder, has been cancelled.

The Nelson Tribune explains one of the grants passed by the last parliament as follows: "The vote of \$6,000 for constitutional legislation and general law costs called forth an important statement from Hon. Mr. Martin. He said that the government intends to aid the people who are oppressed by rich and powerful corporations, as, for instance, the settlers along the line of the Canadian Pacific railway, who were being denied the right of using water, and the prospectors on the Esquimalt & Nanaimo railway lands. It was proposed to fight all such powerful corporations who, by reason of their wealth, were taking advantage of the men without money, and to fight them at the cost of the province. There might not be need of \$6,000, but it was thought well to make what seemed ample provision." If the government proposes to fight for the rights of the "oppressed" as against "rich and powerful corporations" the amount mentioned will not be large enough to tackle the C. P. R., to say nothing of "others."

The facts contained in the communication which appears in another column regarding the wretched arrangements at present supplied at Rossland by the C. P. R. for the convenience of the traveling public are too well known and too keenly felt by the residents of the city to need any emphasizing. It is too bad that such utter neglect should be paid by the company to the interests of a community to which such glowing promises were made at such a comparatively recent date. Out of mere shame the corporation ought to do something for the comfort of its patrons.

The Nelson Miner says: "The Miner offers sincere congratulation to its namesake of Rossland on the announcement that in a few days it will begin the setting of its type by machinery. The approaching occasion sends it off into a reminiscent mood, in which it speaks most gratefully and appreciatively of the success which has attended its publication. The public of Rossland deserve praise. They are a pushing, energetic people, out early in the mornings, busy all day, and keenly alive to the importance of keeping themselves prominently to the front. They know the value of a live newspaper, and the value of using it, with the result that THE MINER is loaded up with 17 or 18 columns of advertising. A town of that kind is bound to prosper, and its newspapers will prosper with it."

There was a fair amount of business done and for such stocks as Rathmullen, Novelty and Evening Star, the supply was not equal to the demand. The general tone is quiet, but steady. We offer the following stocks, subject to previous sale: Waterloo 13, Tamarac (treasury) 25, Alberta 47, Sara Lee 47, Dardanelles 18 1/2, Agnes 5, Dundee 49, Fairmont 10, Victory-Triumph 10, Rathmullen 4 1/2, Evening Star 10 1/2, Canadian Gold 10 1/2, Morrison 18, Smuggler 9, Winnipeg 11, Butte, Boston 11. Confidential reports on mines a specialty. P. O. Box 64, Rossland, E. C. AND YMIR, B. C. Harold Girwood, assistant resident engineer and assayer, in charge of Ymir office.

ROSSLAND STOCKS.

Black Tail 14, Rebate 18, Jim Blaine 45, Mountain Lion 32, Ben Hur 29, Butte Boston 11, Tom Thumb 25, North San Paul 12, Lone Pine 38, Princess Maud 75, San Paul 75. We have the following bargains subject to sale: London Con. (wanted) 2000 Evening Star 11, 500 Virginia 51, 2000 Rambler-Car. 47 1/2, Rathmullen 5, 2000 Morrison 17 1/2, 2000 Dardanelles 17, 1500 Iron Coll. 20 1/2. List your stocks with us, and we will advertise them for you for nothing. We buy and sell stocks on commission only. necessary in a few years that energy generated at Bonington Falls could be utilized at Vancouver or at Winnipeg, in case such a course became necessary. When the Standard Electric company of California completes its project of bringing electric energy from Elbe lakes to Oakland, California, the transmission wire will be the longest in existence—125 miles. The project is deemed to be entirely feasible. In Southern California high voltage is carried 80 miles. If electric energy can be carried 125 miles, why not 200, 500, or even 1,000 miles? "Camp McKinney

Rossland Mining Stocks

Corrected by the Reddin-Jackson Company Limited, Columbia Avenue, P. O. Box 498. Cable address, "Tantling," Code, Clough, Lieber, Bedford McNeill and Moring & Neal.

MARKET FEATURES.

The market was strong yesterday, with a good demand for standard stocks. Rathmullen were in good demand at from 4 1/2 to 4 3/4. Considerable buying and selling took place in the near future. We think it a good buy at present prices. Novelty was wanted at 10. There is a deal on for the control with Montreal people, and if it goes through work will be resumed at once. Okanagan were being bought up by people who own control. They show good faith in the property by purchasing at present prices. Virginia sold during the day at 50 1/2, Iron Horse at 18 1/2, Canadian Gold Fields at 8 1/2, Morrisons at 17 1/2, and Rambler-Cariboo at 40 1/2.

Table listing various mining stocks and their prices, including Athabasca, Big Three, Brandon & G. C., Ben Hur, Butte & Boston, Cariboo (Camp MCK), Canadian Gold Fields, Commander, Dardanelles, Deer Park, Dundee, Evening Star, Fern, Fourteen G. M. Con., Gertrude, Giant, Gopher, Good Hope, Grand Prize, Homestake, Iron Coll., Iron Horse, Iron Mask, Jumbo, Jim Blaine, Knob Hill, Lone Pine, Minnehaha, Monte Christo, Montreal Red Mt., Morning Glory, Mill Creek, Montreal Gold F., Mugwump, Noble Five, Nelson-Poorman, Noble Five, Novelty, North Star, Okanagan, Oronides, Princess Maud, Quill, Rambler-Cariboo, Rathmullen, Rosland Red Mt., R. L. Lee, Republic, Republic No. 1, San Paul, Smuggler, St. Elmo, Sullivan, Tamarac, Tom Thumb, Victory-Triumph, White Bear, Waterloo, Winnipeg M. & S., War Eagle.

Snaps for Today.

Table listing stock prices for today, including 3000 Deer Park, 1000 Virginia, 2000 Rambler-Car., 2000 Morrison, 5000 Rathmullen, 2000 Sullivan, 1500 Jim Blaine, 2000 Waterloo, 1000 Dardanelles, 1500 Pathfinder, 2000 Novelty, 4000 Rambler-Cariboo.

Agents for Columbia Townsite.

Established May, 1895. Incorporated October, 1896. Agents for N. & F. S. Railway addition Money Loaned on Rossland Real Estate.

The Reddin-Jackson Co., Limited Liability.

Mining Operators and Brokers. C. E. BENN, Mining Broker. J. L. PARKER, Mining Engineer.

J.L. Parker & Co

Mining Engineers and Brokers.

Holders of stock will find it to their advantage to forward same to us for sale.

CORRESPONDENCE SOLICITED.

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Confidential reports on mines a specialty.

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Rolt & Grogan

THE STOCK MARKET.

There was a lull in the stock market yesterday, and buying orders were not so numerous. Rathmullen is in good demand at 4 cents, and orders for this stock were numerous. We have buyers for Anaconda, Rathmullen and London Consolidated, Deer Park sold at 8 cents and Big Three at 32 1-2.

QUOTATIONS ROSSLAND STOCKS.

Table listing stock prices: Athabasca 52, Baltimore 7 1/2, Brandon & G. Crown 30, Big Three 40, Cariboo (Camp MCK) 27 1/2, Canadian Gold Fields 10, Deer Park 10, Dardanelles 18 1/2, Dundee 49, Evening Star 11, Fern 11, Fourteen G. M. Con. 11, Gertrude 11, Giant 11, Gopher 11, Good Hope 11, Grand Prize 11, Homestake 11, Iron Coll. 11, Iron Horse 11, Iron Mask 11, Jumbo 11, Jim Blaine 11, Knob Hill 11, Lone Pine 11, Minnehaha 11, Monte Christo 11, Montreal Red Mt. 11, Morning Glory 11, Mill Creek 11, Montreal Gold F. 11, Mugwump 11, Noble Five 11, Nelson-Poorman 11, Noble Five 11, Novelty 11, North Star 11, Okanagan 11, Oronides 11, Princess Maud 11, Quill 11, Rambler-Cariboo 11, Rathmullen 11, Rosland Red Mt. 11, R. L. Lee 11, Republic 11, Republic No. 1 11, San Paul 11, Smuggler 11, St. Elmo 11, Sullivan 11, Tamarac 11, Tom Thumb 11, Victory-Triumph 11, White Bear 11, Waterloo 11, Winnipeg 11, War Eagle 11.

EUREKA STOCKS.

Table listing stock prices: Black Tail 14, Rebate 18, Jim Blaine 45, Mountain Lion 32, Ben Hur 29, Butte Boston 11, Tom Thumb 25, North San Paul 12, Lone Pine 38, Princess Maud 75, San Paul 75.

We have the following bargains subject to sale: London Con. (wanted) 2000 Evening Star 11, 500 Virginia 51, 2000 Rambler-Car. 47 1/2, Rathmullen 5, 2000 Morrison 17 1/2, 2000 Dardanelles 17, 1500 Iron Coll. 20 1/2. List your stocks with us, and we will advertise them for you for nothing. We buy and sell stocks on commission only.

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"Camp McKinney

A TRIP TO... Boundary County... Roads Which... MANY GRO... Greenwood and C... Enjoying a Bo... Prevailed in B... Since-Promisin... "No one can b... pression of how... country is progress... it is filling up with... comparison is poss... ditions that exist... and those which p... B. Bogle yesterday... "The first eviden... met with at Bessie... present the travel... Forke, Greenwood... is enormous, and... of mining speculat... sters and people g... camps to engage in... an air of liveliness... "Through the res... City several little... started and a numb... which people are... about on account of... other side of the li... "Cascade City is... few houses to quit... almost wholly at p... struction, but it i... and more of an air... it than its count... lakes. And doubtl... tina lake section i... main an important... between the C. P... Kettle River Valley... A Hard "Bo... "The road all th... burg is bad, but th... to Grand Forks is... travelers breathe a... when they arrive in... out broken noses in... country are put dow... setting. Whether... quired is another... features of the road... five one, is the vast... wagons plying over... with freighters from... accumulation of... diminishing as the r... increasing. "Grand Forks is... is full of people. Th... hard work getting... have the opinion of... ing the relaxations... and solo in company... of the town. Many... being put up in Gran... appearances they a... provide accommodat... A Promoter Se... "The stage leave... Greenwood between... morning and m... Greenwood till 3 i... much quicker servic... than that, and the... kicking among trav... rangers also are... ifaction at Greenwo... with reference to m... Rossland and Nelo... quite usual for mail... over 24 hours, a... sent back to where... is a matter the bus... country would do w... business relative to... country depend ver... quate mail servic... camp tapped by the... Wellington camp, a... from Grand Forks... is here that the Win... Golden Crown are si... stries are apparent... dilly. The Brandon... now universally ep... mine, and very cons... express the opinion... big mines of the co... "About half way... camp and Greenwo... camp, where the to... ready being built... bearers of this cam... and Old Ironsides... one-tenth as good... that from reliable... why then, they are... a brisk town in the... the gold production... From Phoenix to G... hill pull, and prob... some part of the jou... A Boom... "In Greenwood... whole country is at... ted, the town is b... going up in all dire... is no room for the... ping in it. The c... land in 1896. One... by the enthusiasm... people. A casual vi... glimpse of the vast... important interests... there. In all dir... camps opening up... the happy condition... of their town, the... wealth and prosper... May all these hope... road from Greenwo... the boundary lin... River valley are t... time, lies down Bo... fortunately for ple... way will run down... The road is cut all... brig... travel over it. All... swarthy Italians... rocks upon the uns... head. "Midway is the... on earth. It occupi... as the point of junct... British Columbia... side is the feverish... speculation and rail... other a peaceful, vall... fertile ranches, and... of the old plain day... total repose. But i... so. Mining men ar... out after the riches... and numbers are... that part of the cou... pects and to look fo... The Oldest C... "Camp McKinney

A TRIP TO THE WEST

Boundary Country and the Rough Roads Which Reach There.

MANY GROWING TOWNS

Greenwood and Camp McKinley Are Enjoying a Boom Like the One That Prevailed in Rossland a Few Years Since-Promising Mining Properties.

"No one can have an adequate impression of how the Boundary Creek country is progressing and how rapidly it is filling up with population unless a comparison is possible between the conditions that existed eight months ago and those which prevail now," said D. B. Bogle yesterday.

"The first evidences of the change are met with at Bessburg, through which at present the travel to Cascade, Grand Forks, Greenwood and Camp McKinley is enormous, and to which the presence of mining speculators, prospectors, teamsters and people going into the various camps to engage in business gives quite an air of liveliness.

"Through the reservation to Cascade City several little camps have been started and a number of locations made, which people in Rossland hear nothing about on account of their being on the other side of the line.

"Cascade City itself has grown from a few houses to quite a town, maintained almost wholly at present by railway construction, but it has many fine buildings and more of an air of permanence about it than its counterpart on the Arrow lakes.

"And doubtless when the Christina lake section is opened up it will remain an important center as the junction between the O. P. R. system and the Kettle River Valley railway.

"A Hard Road to Travel. "The road all the way from Bessburg is bad, but the road from Cascade to Grand Forks is worse, and weary travelers breathe a hearty sigh of relief when they arrive in Grand Forks with their broken bones.

"Grand Forks is growing steadily and is full of people. The last stage load of hard work getting ready, but passengers have the option of staying up and enjoying the relaxations of roulette, blackjack and solo in company with the population of the town.

"The stage leaves Grand Forks for Greenwood from 8 and 9 o'clock in the morning. The stage does not arrive in Greenwood till 3 in the afternoon. A much quicker service might be organized than that, and there is a good deal of kicking among travelers.

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est quartz camp in Southern British Columbia, except Ainsworth on Kootenay lake. It had its first boom in 1887 and 1888. It has never moved since till recently. The first prospectors came into the Boundary country from Camp McKinley. One old-timer told the writer he had gone over the Boundary country, but could find nothing but iron there, so why should he not go back to Camp McKinley where there was gold.

And there is gold there, and lots of it. Whether it is the source of the placer gold that made Rock creek famous or not, there can be no doubt as to the amount or value of the quartz croppings in Camp McKinley. It is a revelation to the outsider when he finds that the Cariboo, although it is so far the only developed mine, is surrounded by a score or more of other inside prospects, the few of which so far developed are showing corresponding results.

Camp McKinley is likely to duplicate Republic in British Columbia. The development work done so far is next to nothing. Outside the Cariboo, the Minnehaha is down 200 feet and the Waterloo about 80 feet, and a few prospectors have sunk shafts from 10 to 50 feet, and that is all. The prospectors in Camp McKinley have been, in many instances, unable to keep up their assessments, and have located claims from year to year.

"The Camp Gets a Chance. "The camp is for the first to get a chance this year for it to be seen what development will accomplish. The Waterloo, Wiaraton, Fontenoy, Vernon, Radja, Sailor group, Shannon, Dolphin and Aberdeen, not to mention the Manchester, which has been in operation for some time, have been taken hold of by men who are not accustomed to let grass grow under their feet in opening up a mining camp.

Even with the snow on the ground work is being started on some of them and on all with the same result of finding some payable quartz at last.

"Camp McKinley reminds one very much of Rossland in very early days and has all the earmarks of a great mining camp. The mines are around the settlement for it could hardly be dignified by the name of a town yet, and one sleeps at night to the music of a 50-stamp mill. Camp McKinley does not require the very large capital sunk in development and transportation facilities to bring it to the front, that is characteristic of base ore camps. It is already a productive paying mine, notwithstanding its enormous distance from railway facilities.

"Development Will Be Rapid. "Consequently its development will be much more rapid and the profits of those who get in early much more quickly realized. We are continually hearing from the tenderfoot, who mourns over the chances which the pioneers had which he has missed by coming in too late.

Let him go over to Camp McKinley and figure out how he would have enjoyed holding down a prospect there for 10 years without a shadow of hope to make anything out of it, and then seeing, comparatively speaking, newcomers coming in on the way of capital and enterprise and making as much or more than himself, and he will have to admit that the old-timer has not all the best of it. And he will also have to admit that there are plenty of chances left for himself if he only has the grit to take hold of them.

BACK FROM BOUNDARY. H. S. Wallace Tells of His Experience in the West.

H. S. Wallace, ex-mayor of Rossland, who has been on a business trip to the Boundary country returned on Sunday. He visited all the principal places in the district and found the influx of population to be enormous. Everyone was enthusiastic about the future in every town he called at, but he found that railways were badly needed and were indeed indispensable to the proper opening up of the country.

Of course, as in all new districts there was considerable rivalry as to which would be the better town, and a Greenwood man had little faith in Grand Forks and the latter none at all in Columbia. And this was the case in every part of the district, but the want of faith on the part of one town did not hinder the other going ahead.

Real estate was selling at rates that seemed to be very high but it was being gathered in as quickly as offered. Mr. Wallace had not time to examine the mines in the country, but was reliably informed that they were extremely valuable. Shipping, however, could not be thought of until there was good railway communication.

ON HIS WAY HOME. A. J. McMillan Will Be in Rossland in a Fortnight.

A. J. McMillan, managing director for the British Columbia, Rossland & Slovan, limited, who has been spending the winter in England, sailed on the 4th instant on his return trip to Rossland. He left here on October 4 last, and has passed most of the winter in London, where he has been looking after his companies' interests. The company directed the attention of the investing public to the vast mineral and other resources of the province. He will be in Rossland in a fortnight.

THE TRIP IMPROVED HIS HEALTH. M. A. M. Leitch and wife left last evening for Brandon, Manitoba. They have been the guests of J. Fred Ritchie and wife since Thursday last. Mr. Leitch is Mr. Ritchie's brother-in-law. He has been a conductor with the Canadian Pacific since 1882, and is considered one of the most popular conductors on the road, and stands high in the confidence of the company. This is shown by the length of his service.

Three months since he was so run down in health that he resolved to try the benefits of a milder climate. From Brandon he went to Pasadena, Southern California. The sunshine, the dry air and the high temperature have done their work well, and Mr. Leitch will return to his home rejuvenated and ready to serve the railroad for which he works for a good many years, he hopes. He dropped into Rossland on his way home for the purpose of seeing Mr. Ritchie and family.

WANT TO WEAR WIGS

Coast Barristers in Favor of an Effete Custom.

MILL OF JUSTICE BLOCKED

The Court Stenographer Will Not Furnish Copies of Evidence Unless Paid Full Rates - The Full Court Sets Judge Forin Right.

VICTORIA, March 6.—At the annual meeting of the Law Society of British Columbia today, the recent legislation making the wearing of wigs in court optional, was discussed, and it was resolved on motion of E. P. Davis, seconded by E. V. Bodwell, that in the opinion of the society barristers should continue the custom of wearing wigs in court. This was adopted by 22 to five.

In consequence of the refusal of Stenographer Jones to deliver copies of his notes of evidence, the three appeals of Pender vs. the War Eagle, the liquidation of the O.K. Mining company and Clabon vs. Scott could not be heard by the full court today. Mr. Jones wants the pay which the statute prescribes for stenographers and refuses to accept the amount tendered him by the attorney-general.

In the appeal in the case of Wolf vs. the Nelson Electric Light company, in which County Court Judge Forin refused to allow the defendant to be heard, the full court today decided that Judge Forin should not have an appeal judgment without allowing the case to come to trial.

ANXIOUS TO COME IN

The People of Dyea and Skagway Desire to Be Annexed.

Opposition of the Seattle and Puget Sound Press Characterized as Purely Selfish.

VICTORIA, March 6.—According to advices, received by the Amur, from Alaska ports the people of Dyea are more anxious to come under the folds of the Union Jack than they are to stay with the United States. The Dyea press is quite outspoken for annexation. It says: "The excitement produced by the proposed report of the sub-committee of the joint treaty commission to cede to the Canadians a seaport on the headwaters of Lynn canal seems to have provoked a great deal of interest and opposition, especially at Seattle. The dispatches concerning the subject indicate that the proposed ceding of the position is founded upon purely selfish motives, and is not inspired by lofty patriotism as they make it appear."

THE WALLINGFORD. It is Thought the Ledge Will Soon be Met.

In the Wallingford the tunnel is now in a distance of 251 feet. For the last 20 feet mineralized rock has been encountered. The character of the rock has been improving, and now there is a strong calcite, carrying considerable copper, coming in. The rock now encountered is similar in appearance to that met in the shaft, which is down 40 feet. It is anticipated that the ledge soon will be met.

UNITED CLERICS AT SEATTLE. A united clerics of the dioceses and districts of Columbia, New Westminster, Oregon, Spokane and Olympia will be held at Seattle and Tacoma from Tuesday, April 11, to the 13. The meetings at Seattle and on Thursday morning the delegates will take the 7:45 "Flyer" for Tacoma, where the last session will be held. A number of valuable papers referring to matters of importance to the church generally will be read and discussed. Rev. H. Irwin of Rossland may have been strongly urged to do by Rev. M. Gowen of Seattle and other of the Washington divines.

ANOTHER BRICK BLOOK. Merchants' Bank of Halifax Definitely Decides to Build.

The directors of the Merchants' Bank of Halifax at a meeting held in Halifax a few days since, definitely decided to build in this city. The structure will be three stories in height and will be erected on the north-west corner of Washington street and Columbia avenue. It is certain that it will have a frontage of 60 feet on Columbia ave., but it is uncertain what the frontage will be on Washington street. The material will be of brick and stone. Plans were drawn sometime since for this building, but these will be altered to a considerable extent. In fact, they are to be changed so materially that they will be practically made over. The material used will be of brick and stone. The style of architecture, while not too ornate, will be such that the building will be an ornament to the main street of the city. It is the intention to let the contract as early a date as possible so that the work can be carried on during the good weather and the building finished before the snow begins to fall again.

WESTMINSTER DAILY SUN. The Daily Sun of New Westminster is the latest addition to the newspapers of the province. The first issue appeared on March 2. Its initial number is well written, well printed and attractive in its general "get-up."

It proclaims itself conservative in its political faith. No doubt it will receive that public support to which it proves itself entitled.

THE ROSSLAND RIFLES

Very Soon They Will be Parading the Streets of the City.

Clad in the Regulation Rifle Uniform of Green, and Headed by Their Band—Handsome Appearance.

The Rossland Rifles will very soon lighten the streets of the city with their parades and their band. The difficulties that arose over the uniforms recommended by Colonel Peters, D. O. O., have been overcome, and the new uniforms will be here in the course of an month. They will consist of a frock coat of dark green with trousers to match and the regulation rifle facings of red. New measurements of the enrolled men are being taken, and these will be forwarded to Ottawa in a few days, so that the members can appear on the streets clad in handsome habiliments before another month has passed.

Captain J. Mol. Forin, the commanding officer of the company, stated yesterday that he had received the commissions for himself and First Lieutenant K. L. Burnett, and the commission for Second Lieutenant J. L. G. Abbott will arrive before long. The rifles and bayonets are on the way and will arrive within the next week or 10 days. The rifles are of the Lee-Enfield type and are of the latest and best design. They are as much superior to the old Martin-Henry rifles as these were to the old muzzle loaders. The bayonets are smaller and lighter than the old type, and resemble a carving knife in their shape. Captain Forin, who has seen them, and is an enthusiastic military man, is very much delighted with them.

According to the regulations of the department Rossland is at present entitled to a company of 42 enlisted men and three commissioned officers, but over 60 men have been enrolled and there are now 44 names on the roll, but if these about four have gone into the Boundary Creek country, but there are scores waiting to have their names placed on the list. As soon as the rifles and bayonets arrive regular drills will be held twice a week in the skating rink, and the officers hope to have the company in fine shape for the inspection of the commanding officer, Major-General E. T. H. Huton, A. D. C. to the Queen, who will be in Rossland some time before midsummer.

The terms of the agreement between the city council and the manager of the new city bond in connection with the subsidy for the purchase of instruments are that these are to remain the property of the city until such time as the military company is properly organized, when the bond is to become a military loan, and in the event of the company and under orders from the captain of the company. There is, therefore, every reason to believe that before much time has elapsed Rossland will have a first class military company and a fine military band.

A Strike at Ymir. News has just come to hand of a strike of a well-defined quartz lead in the Nip-and-Tuck property at Ymir. The ore in the vein gives indications of carrying good values in gold and copper. The find was in the tunnel which is now in a distance of 80 feet. Assays of the ore have not yet been made, but from those previously made it is anticipated that the results will be encouraging.

The property is owned by the London & Ymir Gold Mining company, limited. The intention of the management is to continue the work on this promising property.

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Rossland Mining Market

DICKINSON & ORDE, P. O. Box, 631. Telephone 61. 46 Columbia Ave., Rossland, B. C.

Codes: A B C. Clough's, etc. Cable Address: "Dickinson."

THE WEEK'S REPORT.

The market has been reactionary throughout the week, several stocks having fluctuated sharply. Big Three rose to 40c and dropped to 30c. Deer Park fell to 8 1/2c and Waterloo to 12 1/2c, whereas Brandon & Golden Crown, Winnipeg, Morrison, King, Rathmullen, Okanagan and Sunset No. 2 have all advanced a few points. Iron Colt is weaker, with very little trading in it. The silver stocks of the Slovan are stationary and quiet, with no change in prices except Noble Five. There has been a strong demand for Golden Crown and Winnipeg, with very little offering and Morrison, Rathmullen, Oro Denoro, Pathfinder and all Boundary Creek stocks are firm.

WE OFFER.

Table listing various mining stocks and their prices, including titles like 'Abe Lincoln', 'Monte Christo', 'Golden Gate', etc.

All Offerings Strictly Subject to Previous Sale.

WE CAN RECOMMEND PARTICULARLY THOSE OFFERINGS WITH AN ASTERISK SET OPPOSITE THEM.

WANTED.

Virginia, Iron Colt, Monte Christo, Winnipeg, Brandon & Golden Crown, Dundee, Rambler-Cariboo, Noble Five, Rossland Porman, St. Elmo, Knob Hill, Old Ironsides, Evening Star, Abe Lincoln, Rathmullen, Etc.

Write to us if you wish to buy or sell. Your Interests Are Ours.

A. W. MORE & Co. STOCK BROKERS

86 Government St. Victoria, British Columbia. Rossland and Slovan Stocks Bought and Sold.

Part IV. "Water Clauses Consolidation Act, 1897."

This is to certify that the Cascade Water Power & Light company, limited, incorporated by a special act of the legislature of British Columbia (vide Chap. 51, Vic. 60), has submitted part of its undertaking to the lieutenant-governor-in-council for approval, which said undertaking, as shown by documents and plans filed with the undersigned, is as follows: To construct a dam across Kettle river, at a point at the head of the falls, for the purpose of raising the water level, and from thence the water to be conveyed by means of an open flume, open cut and tunnel, to a point near power house, said power house being situate at a point immediately below the mouth of Cascade canyon, and from thence to the electric and compressor plants, all in the Osoyoos division of Yale district, and to operate the same by the use of sixty-five thousand (65,000) inches of water from Kettle river, recorded by the company for the purpose of supplying compressed air and electrical power to all the cities, towns and mines in the surrounding neighborhood, electric light and water for domestic purposes, and generally to supply power and light for mining, smelting, and any other manufacturing purposes within the area granted by their act of incorporation.

2. And this is further to certify that the amount of capital of said company, which shall be duly subscribed before the said company commences the construction of this part of its undertaking and works, or exercises any of the powers of the said company, is hereby fixed at the sum of \$300,000.

3. And this is further to certify that the time within which such capital is to be subscribed is fixed at nine months from the date hereof, and the time within which such undertaking and works are to be commenced is fixed at nine months from the date hereof, and the date by which such works shall be completed is fixed at two years from the date hereof.

Dated this 2nd day of February, 1899. W. S. GORE, Water Commissioner.

Lands and Works Department, Victoria, B. C. Certified to by A. CAMPBELL REDDIE, Deputy Clerk of the Executive Council.

Telegraphic Address: Clough's and Bedford PLEWMAN, ROSSLAND. McNeill's Codes.

RICHARD PLEWMAN, Mining Broker, Rossland.

For full list see printed weekly stock letter issued every Monday. Over 200 quotations. Write for copy.

TODAY'S SPECIAL STOCK QUOTATIONS.

Table listing special stock quotations with prices for various titles like 'Athabasca', 'London Hill', 'Deer Park', etc.

STOCKS WANTED. Brandon & Golden Crown, Big Three, King, Rathmullen, Morrison, Montreal Red Mt., etc.

The morning and afternoon quotations of the Toronto Stock Exchange received under contract each day by private wires.

Beeton & Ovington Mining and Stock Brokers.

Financial Agents for Eastern and English Correspondents.

Codes: Cloughs, Bedford-McNeill's, Moreing & Nelli's, A. B. C. Cable Address: "Beetov". Bankers: Bank of British North America. P. O. Box 316. ROSSLAND, B. C.

A Lacrosse Association.

An effort is being made to organize a couple of teams of lacrosse players in Rossland, and a lacrosse association for the Kootenays. In this city there are a number of members of the old Montreal and Shamrock clubs and of the old Toronto and Ontario clubs, of the Ottawa and Peterboro, of the Kingstons and Brockville, and of the Bellevilles and Hamiltons and other clubs. These have been talking about the matter, and a meeting will shortly be held in the city offices. All who are interested in lacrosse should call on A. B. Mackenzie, who will arrange for the time of meeting.

Stocks

Jackson Company P. O. Box 496, Clough, Moreing & Nelli.

STOCKS.

Thursday, with a good rally. Athabasca were 10c to 14c. Considerable buying in the near buy at present at 4c. There is a Montreal people, and will be resumed at 4c. Bought up by peo show good faith at present prices. At 50c, Iron Horse at 8c, Montreal-Cariboo at 40c.

Table listing various stock prices including titles like 'Abe Lincoln', 'Monte Christo', 'Golden Gate', etc.

Today.

Table listing stock prices for the day, including titles like 'Jim Blaine', 'Waterloo', 'Athabasca', etc.

Victoria Townsite.

October, 1896. Railway Addition.

Rossland Real Estate.

Rossland Real Estate and Brokers.

J. L. PARKER, Mining Engineer.

er & Co Engineers

will find it to forward same

E SOLICITED.

amount of business as Rathmullen, Star, the supply demand. The gen steady.

ng stocks, subject

Table listing stock prices including titles like 'Athabasca', 'London Hill', 'Deer Park', etc.

lands a specialty.

rossland, B. C.

R. B. C. Resident engineer

Grogan MARKET.

The stock market orders were not in good de orders for this stock have buyers for and London sold at 8 cents 1-2.

SLAND STOCKS.

Table listing stock prices including titles like 'Athabasca', 'London Hill', 'Deer Park', etc.

argains subject to sale 1000 Evening Star... 11 1000 Rambler-Car... 41 1/2 1000 Morrison... 15 1000 Iron Colt... 20 1/2 1000 Waterloo... 14

on commission only.

ears that energy oration Falls could be or at Winnipeg, in became necessary. Electric company of its project of bring- from Blue lake to the transmission set in existence—125 deemed to be en- 1000 California 1000 British Columbia 1000 Ontario 1000 Ottawa 1000 Peterboro 1000 Kingstons 1000 Brockville 1000 Hamiltons 1000 Bellevilles 1000 Montreal 1000 Shamrock 1000 Toronto 1000 Ontario 1000 Ottawa 1000 Peterboro 1000 Kingstons 1000 Brockville 1000 Hamiltons 1000 Bellevilles 1000 Montreal 1000 Shamrock 1000 Toronto

even 1,000 miles?

On & Co. AVENUE. Today: ... \$4,500. ... \$700. ... lot, furnished. ... bria avenue at ...

KER, N STREET ...

SECTION. ...

... 100 miles away ...

HOSPITAL. Life a Burden - Rheumatic Curement Cure. ...



land

y Miner

\$2.00 per Year

ning News of Kootenays.

(Editorial concluded from Page 4.)

IN A REMINISCENT MOOD.

The MINER will in a short time begin the setting of its type by machinery, and this fact puts it in a reminiscent mood. The feeling now is that the paper has reached maturity, and a pause is made to look over the ground from the time of its birth. From a small weekly, which was printed on a Gordon press, to a daily with a wide circulation, equipped with typesetting machinery, a quick cylinder press, Associated Press dispatches and a rapidly extending special service, marks many steps forward for a paper which was started on March 2, 1895, as a weekly, and which has only been a daily since December 1, 1898. From the time that THE MINER became a daily its influence has steadily gained and become more widespread. At first it was circulated only in the Kootenays, but in a little while it extended to other parts of the Province, and finally to other portions of the Dominion. In time it crossed the Atlantic, and now it has many subscribers in the United Kingdom and other portions of Europe. Today it is the recognized authority on matters relating to mining in this section all over Canada, in parts of the United States and in London, Paris and other places on the other side of the millpond. This is plainly evidenced in the columns of the London periodicals, which are devoted to mining. Issues of these journals contain sometimes pages of matter which have been taken from the columns of this paper. Sometimes these articles are printed without credit and at others we are given credit. It does not make any difference to THE MINER management whether the credits are given or not, so long as this section is advertised, which is one of the principal reasons for the existence of THE MINER. Toronto, Montreal, Victoria, Vancouver, Seattle and Spokane papers recognize this paper as the authority on matters appertaining to this section, and this is shown by the numerous extracts which they make from its columns. Mining news is given as much space as possible, because mining is the chief industry here. Besides this class of news is interesting to a large majority of the readers, and the other reason is because it helps to advertise the country in other places. It is only by persistent and intelligent efforts in this way that the tide of capital, so essential in a country like this, can be kept flowing in this direction. In nearly every instance where THE DAILY or WEEKLY MINER is taken outside the city it is for the mining news that it contains. From this it will be readily seen why mining intelligence is given the preference in our columns. This paper has always favored competitive railroads in the Kootenays, and the results so far attained reveals that its advocacy has been effective. It hopes to keep up the fight, so that in time other sections of the Kootenays may have the blessing of competition in transportation, which at present is enjoyed by the Trail creek division and some other portions of the Kootenays. It has been a strong supporter of competitive smelters. This sort of competition is favored because it will help bring the cost of the reduction of smelting down to the minimum, and ore deposits that could not be worked with high smelting charges prevailing could be made to yield a profit when the cost of reduction is reasonable. In short, the country, in order to achieve the degree of success and prosperity which its marvelous resources entitle it, must have low rates of transportation and reasonable smelter charges. Without these the country will languish, and with them it will be the home of thousands of happy workers and will prosper to a wonderful degree. With these advantages many fortunes will be made, and without them many promising ventures will fail and only the few will be successful. THE MINER has worked along these lines patiently and for a long time. It has been buoyed up with the knowledge that it has done a great deal for the advancement of the Trail Creek division and the Kootenays generally. It has not displayed favoritism for any particular locality, and has always exploited strikes in the other divisions with as much enthusiasm as it has those of its home camp. It publishes a weekly review of the mines of this camp, and does the same thing for the several other divisions of the Kootenays. It has invited the attention of the investing public to the mines of the whole of the Kootenays as much as it has to those within musket shot of the office in which this paper is published. It has tried with all its might and main to be of the utmost good to this section, and feels that it has been of considerable help in the way of inducing both capital and people to come here. In order that its usefulness may be increased and so that its voice may be still more potent in the future than it has been in the past for the good of the public, it has increased its facilities. With these a larger paper will be issued, and it will become a much more powerful ally of the people than ever. It believes that nothing impresses the people in other communities so much as a neatly printed and carefully edited paper. When strangers see such a journal coming from Rossland, they say that it must be considerable of a place where so good a paper is supported. There are but few cities of

the size of Rossland that supports as large and as good a paper as this. This is not the opinion taken from anyone interested in this office, but it is one that is frequently expressed by those who have no connection whatever with THE MINER. As good as the paper has been and as many words of praise as have been uttered concerning it, still the determination is to make it larger and better. While it is true that the paper has been a credit to the city it has been conducted so far on such a scale that there have been no profits made from it for its shareholders. The policy has been to give a good paper and to spend all the receipts so that this end might be reached. In the future, when the city is larger and the entire Kootenays more prosperous than at present, it hopes to be rewarded, and the feeling is that it will be.

BROKEN PROMISES.

It has been truly said that the distinguishing trait of the Canadian people, in their dealings with the large corporations within their borders, is that of patience. This quality is one which is usually regarded as a virtue but which, it is admitted, may sink to the level of a vice. It may be carried to the length of denoting on the part of a community an absence of spirit and of courageous self-reliance. The history of the relations of the Canadian Pacific Railway company with the people of Eastern Canada is an exemplification of this truth, and that powerful and unscrupulous company is now seeking to give it added emphasis through its methods of operation in the interior of British Columbia. In Ontario we have the spectacle of a people, who, after almost dropping their heads to build up this gigantic corporation, are daily sending up vain supplications for simple justice to the management of a road constructed through their own money. We know how Manitoba and the Northwest Territories have for years been treated and how the people west of Winnipeg are cowed into absolute submission to the selfish will and most unreasoning dictates of this monopoly. We know that the merchant there is afraid to raise his voice against opposition lest worse should befall him. We should have expected at the present stage of the railway development in British Columbia that a different plan would have been adopted, temporarily at least, by a company which has justly acquired as wide a reputation for craftiness as for rapacity. It has not yet obtained such absolute control of the railway system of the Province that it can afford to dispense entirely with a mask to conceal its real intentions and which it assumes on occasions to hide its steadfast purpose of crushing out all enterprise which may stand in its way to the dictatorship of the transportation of this Province. If it tramples too openly on the just rights of the people it may encounter a spirit with which it has never made acquaintance in the east. It may learn that there are limits of oppression beyond which it cannot go. Here in Rossland matters have reached a pass where the citizens have the most reasonable grounds for revolt. The position of the Canadian Pacific railway with regard to this, the most important city in the Kootenays, is one of broken pledges and callous indifference to the interests of the community. To a new locality, even with the certain prospects in view, which Rossland possesses, cheap and speedy transportation is an essential to reasonable progress. It is a supreme factor in the prosperity of the business class; it is a vital necessity to the settlement of the district. Now, what has the C. P. R. done to give Rossland those facilities which, as a great mining centre, she has a right to demand and which by this time she would be in the enjoyment of had it not been for the dog-in-the-manger policy pursued by this grasping corporation? It is not going beyond the mark to say that the service from Revelstoke to Trail is the worst and the most expensive in the Dominion. No regard whatever is paid to the comfort or convenience of the traveling public, and as for freight, after crawling across the continent, the period occupied in its transmission from the main line to Trail is a matter of the most assured uncertainty. At Trail, too, a difficulty presents itself which should have been overcome months ago, and for the existence of which the C. P. R. can make no valid excuse. The necessity for the transshipment of goods for Rossland, at this point, brings up one of the most crying evils from which the people of this city suffer, and from which they have suffered so far without much open complaint, although they have been compelled to see goods, which they urgently required in their business, lying for weeks idle at a point but seven miles distant, simply from the lack of means to get them to their warehouses. When the C. P. R. in the pursuance of its avowed policy of crushing out all roads purchased the Columbia & Western railway a distinct understanding was arrived at that an efficient through service to Rossland should be given without delay. More than a year has since elapsed and that promise is not only unfulfilled but no effort has been made to carry it out. The people of Rossland are compelled to suffer because of the selfish plans of this giant monopoly. It evidently imagines that it entirely commands the railway situation and that it can suit its own time in giving redress to the citizens. It remains, however, to be seen whether relief can not be obtained in another direction.

The daily papers controlled by the C. P. R. have for some years been assiduously working up a sentimental feeling in favor of a company whose sole object is its own aggrandizement. An appeal is made to the patriotism of the Canadian people to support to the exclusion of all other roads, an Imperial transcontinental highway. This appeal undoubtedly has had influence in the east among dreamers whose interests have not come into direct conflict with the corporation; but the people of the west are beginning to realize that the beautiful pictures drawn by a subsidized press are intended to blind the public to the real purposes of the monopoly. They are beginning to find that the luxury of a national railway is going to hamper their present progress and mortgage their future. They are beginning to comprehend that if the people of this Province do not take speedy measures for their protection they may awaken from their pleasant dream of Empire to find themselves the slaves of a corporation.

THE C. P. R. AND ROSSLAND.

After the purchase of the Columbia & Western railway by the C. P. R. in March of last year Vice-President Shaughnessy, in words as clear and explicit as the officials of that corporation ever employ, when making promises to the public, led the citizens of Rossland to believe that a new era of progress was about to be inaugurated, and that all the blessings attending a through service and fairly rapid transit would speedily be furnished them. Involved in this program, of course, was the broadgauging of the line from Trail to this city, and this portion of the scheme of improvement was to be begun without delay and completed with all possible haste. No citizen of Rossland, no matter how deeply concerned in the development of this mining camp, could have been more eager, judging from his expressions, than was Mr. Shaughnessy for the promotion of the interests of this community. We were to march in the van of progress, in this province, and our citizens were to enjoy unexampled prosperity. We were to have serial tramways running to the mines; we were to have all the benefits which a great railway company, jointly interested with ourselves in the building up of our city, could confer upon us. In especial the widest possible currency was given, not only with Mr. Shaughnessy's approval, but at his instance and through C. P. R. agency, to the declaration that the work of standardizing the Columbia & Western railway would at once be begun. The citizens were naturally carried away with the prospect which seemed to be opening to their view, and they did not hesitate to place reliance in statements which had such authorization. Those unacquainted with the Canadian Pacific railway's method of procedure have always been at a loss to reconcile the prodigality of their promises with the poverty of their performance and the surprise of the citizens as month after month slipped by and no attempt was made to carry out their undertaking may be imagined. Suspense succeeded to the confidence with which the citizens had been inspired by the pictures produced by the ardent imagination of Mr. Shaughnessy, and disbelief succeeded doubt. It is now, as we have stated, over one year since these glowing promises of improvement were made and today not one of them has been fulfilled; nor have the citizens of Rossland gained one particle of advantage from the advent of the C. P. R. in this district. Nay, we can go farther even than this and still be within the bounds of truth and soberness. We can assert that the operation of this company here has been a distinct and decided detriment to the community. There is not a merchant doing business in Rossland, who, if he spoke out, would not declare that he has suffered commercial loss through the company's delay in handling his freight. It is true that a beginning has been made in the broadgauging of the line from Trail, but operations were not commenced until the people had entirely lost heart and until it was impossible to complete the work during last summer. Accordingly the long months of winter have dragged through and matters are in precisely the same condition as they were a year ago. The officials and friends of the company have sought to make much out of the difficulty of construction and to excuse the company on that score. But there is really nothing valid in this. Are we to be told that the Canadian Pacific Railway company, whose enterprise in building a line from the prairies to the Pacific seaboard in the face of almost insurmountable obstacles has been proclaimed as one of the miracles of the century, a company practically backed by the capital of the Canadian people, was to find serious difficulty in constructing a fourteen-mile road when a few rock cuttings were all that stood in the way. The fact is that this gigantic monopoly is plunging itself on having so tied up the railway situation here that relief, if it could be obtained, would come too late to burk the selfish plans they were steadily kept in view and which they pursue with relentless persistency to the hurt of the residents of this district. From first to last the conduct of the Canadian Pacific towards the people of Rossland has been that of dissimulation. It assumed the language of the warmest friendship while it had something to

gain. As soon as it was released from the restraint of apprehension as to its own interests, it cast off all disguise and displayed itself to the people as it actually is. Thinking that it had impressed the citizens with the belief that resistance to it would be fatal to themselves, it drew off the silk glove of mutual interest and displayed the iron hand of monopoly.

MAY PLAY A WAITING GAME.

The legislature which has just adjourned evidently had no love for the charter-mongers, which in this Province is but another name for the agents of the Canadian Pacific railway. There has been a cancellation of contracts of this kind. McKenzie & Mann, who have been the faithful allies of the Canadian Pacific, suffered considerably. Their contracts for the construction of railways from Penticton to Boundary, the Teslin lake road and the Victoria, Vancouver & Eastern, from Penticton to Vancouver, have all been cancelled. The new act provides for a choice of a subsidy of \$4,000 per mile in money, or 20,000 acres of land per mile, for the construction of the 100 miles of railway from Midway to Okanagan lake. This puts the matter in about the same condition as it was under the charter obtained by F. Aug. Heinze. It is remotely probable that the Canadian Pacific will accept the land grant and build the road. While this may be the policy to be pursued it may be possible that the big railway company will postpone the construction of this line until the next legislative meets, in the hope of forcing the provincial government to give it a larger subsidy. It will tap all the main points in the Boundary country this year, including Greenwood, Grand Forks and Midway. This will enable it to control all the Boundary creek traffic. It already controls the traffic of the Okanagan valley by means of the Shuswap & Okanagan branch, which runs from Sicamous junction to Okanagan lake. On Okanagan lake its steamers ply, and so the big road controls all the traffic that there is there. This being the case may explain why no successful attempt was made to increase the size of the subsidy for constructing the road from Midway to Okanagan lake. As the Canadian Pacific has the Boundary and Okanagan sections bottled up, and will continue to do so unless the Kettle River Valley railway obtains a charter, it can afford to play a waiting game. If it can maintain the present condition of affairs and its strong hold on the Dominion parliament there is no good reason why it should construct the line from Midway to the lake or from Penticton to Vancouver for four or five years. Perhaps it will even wait until a government that is friendly to railroads and whose policy it will be to give larger subsidies for their construction is in power in this Province before it will make the attempt. It would seem, therefore, when a careful look is taken into the situation that Messrs. Van Horne and Shaughnessy, the Machiavellis of the transportation world, will play what is known as a waiting game in the matter of the construction of the line from Midway to the coast.

THE BOARD OF TRADE.

The movement to place the board of trade on a better footing is one that should meet with the hearty co-operation of the people of this city. There are no voices that are more potent when raised on any matter affecting the public or the country than those of boards of trades and chambers of commerce. They embody the crystallized sentiment of the conservative business interests of the country and are to a large extent the mouthpieces of the great mass of the people. Business men as a rule come in closer daily contact with all classes than any other section of the community, and when they meet and give utterance to views on questions of moment they are usually pretty nearly right. They are, to a certain extent, the little parliaments of the country, and in that capacity they often show more wisdom than do the trained elector bodies. While it is true that sometimes a great monopoly can, by packing meetings, secure the passage of resolutions which should not be adopted, still a fair attendance of the representative members, such action is sometimes recommended. Take the case of the Winnipeg board of trade in the matter of the Kettle river charter as an example. The local board of trade can, if it is enlarged and more interested in its management, become a strong factor in the upbuilding of this city and section. It will, provided a proper interest is taken, cause a solidarity of sentiment which can be massed for measures of benefit to this section in a way which will prove beneficial. On the other hand, it can array its sentiment most effectively against anything that might be inimical to our better interests. This being the case the people of this city should join this body, attend the meetings, pay the dues promptly, and then we shall have a board of trade that will be a veritable tower of strength to sustain the community in the future through crises like those that are sure to arise in all communities.

A Right Royal Send Off.

Henry Clay Burton, who has for a long time (as time counts in Rossland) been agent of the Northern Pacific Express company in this city and made friends of everybody with whom he came in contact, left yesterday for Spokane where he will take the position of cashier of the Northern Pacific Express company in that city. At the Red Mountain depot, yesterday morning, there was a great assemblage of business men and others with whom Mr. Burton had come in contact here and they gave him a right royal send off cheering him all the train was almost out of sight. A telephone message was received in this city yesterday announcing that an important strike had been made in the North San Poil at Republic. This property is controlled by Messrs. Kamloops and Wells of this city, and Forster of George C. Hinton, the well known electrician of Vancouver, is at the Allan.

WANT NEW MEMBERS

The Board of Trade Wants the Merchants to Come In. THEY TAKE NO INTEREST

Burden of the Work Falls on Those Whose Only Interest is the General Welfare, But Whom Freight Rate Advances do Not Affect.

The board of trade of this city has now a membership of between 60 and 70, but these members do not think they are fully representative, and a number of the present members have determined to start an aggressive campaign to induce the merchants of the city, for whose benefit the board is really organized, to join hands and help those who are helping them. Bankers and brokers are personally indifferent as to freight rates, but they are at all times ready and anxious to help out the merchants, and they want the merchants to join in and help to help themselves. It matters little to lawyers and physicians whether the railroads raise the rates, because they are paid from Montreal here, because their poundage, for they have no tonnage, is so light that a rise of even 50 per cent on law books, and medical instruments amounts to a mere bagatelle. Insurance agents obtain their blanks by mail or express, and the difference between \$2.75 and \$4 per hundred does not affect them. This being stated to a MINER reporter he made an investigation into the present membership of the board of trade and found that there were now active members of the board 19 brokers, 7 mine managers, 4 bartenders and newspaper men, 2 physicians, 2 managers of reduction works, 2 druggists, 2 civil engineers, 2 hardware merchants and 2 brewers, one of whom lives in Trail. There is only one grocer who is a member, one general merchant, one dry goods merchant, one shoe dealer, one job printer, one jeweler, one stationer, one newsdealer, one customs broker, one insurance agent, one assayer, one mining machinery man, and one electrical engineer. These are supposed to be the active members who have paid their dues and are working for the good of the city. Among the merchants who attend the meetings regularly are one of the druggists, the shoe merchant and the stationer. Semi-occasionally the job printer, the dry goods man, one of the hardware men and the newsdealer, but the other faces are almost unknown around the place of meeting. Out of the 64 men who are paid up members there are thus three merchants who take an active interest in the work, four who are half-hearted and attended the meetings when they feel like it and the few other merchants who are nominally members but never show their faces. The active members of the board are resentful of this conduct. The non-active, the semi-active members and the non-members are at all times ready to criticize the actions of the board, but are never ready to give a helping hand, never make any suggestion to help the deliberations, and in fact are they regularly at all times to hinder rather than help the work of the board. If, say the active members, the merchants of the city would join hands such a pressure could be brought to bear on the railway companies as would ensure fair rates, on the provincial government as would ensure sufficient appropriations for good roads, and on the Dominion government as would obtain railways that would be tributary to Rossland and help to build up the camp.

A REAL ESTATE DEAL.

A Lot on Columbia Avenue Purchased For the Sum of \$7,000. Columbia avenue property seems to be alluring to investors and there is more movement in it than in any other portion of the city. This is because it brings good interest on the investment. It is the best business property in the city and as such is gaining in value besides it pays big interest on the price now paid for it. John M. Finch, acting as agent for the Silver Queen Mining company, is the latest purchaser. Mr. Finch sold a large block of his holdings in the Silver Queen and therefore had money to invest, and thought Rossland real estate was about as good a thing as he could buy. He bought the lot and building on the north side of Columbia avenue between Lincoln and St. Paul streets, from Alexander Miller, who is the manager of the branch of the Merchants' Bank of Halifax at Grand Forks. The price paid was \$7,000 and it was a cash transaction. The property has a frontage of 30 feet on Columbia avenue and there is a three-story building upon it. The ground floor is occupied by the Ochrada Turkish baths. It brings in a revenue of over \$100 per month above taxes, repairs and other expenses.

IS STEADILY IMPROVING

Rudyard Kipling on the Way to Rapid Recovery.

The Two Daughters of the Author Still Under the Doctor's Care—Many Messages of Congratulation.

NEW YORK, March 4.—Rudyard Kipling's condition is steadily improving and his recovery is about two weeks ago, is progressing rapidly. It was announced today that Josephine Kipling, the six-year-old daughter of the poet, was still seriously ill, but that she was doing well, considering the damp and rainy weather. His wife is suffering from pneumonia and the Hotel Doubleday, who has been at the Grenoble ever since the writer's illness, announced this morning that the distinguished author had passed a comfortable night. Mr. Kipling is now recuperating on a diet of beef tea.

Pacific Music Hall.

At the Pacific music hall large audiences have been the rule during the past week under the management of the entertainments have been of high order. For the coming week the management has secured the great Brothers La Rose, late of Primrose & West's minstrels, and Miss Eva Langdon, late of the Grand Opera company. Pat White still continues to hold the crown and is as popular as ever. All the old favorites will be retained and with the above additions will present to the people of Rossland a good vaudeville.

A CARD.

Reverend A. H. Macfarlane, Franktown, Ont., advises all men who are weak and who desire a speedy and perfect cure to write to Dr. G. H. Bobertz, 252 Woodward Ave., Detroit, Mich.

JOHN HARRIS & Co.

(Late of Harris, Kennedy & Co., Rossland, B. C.) MINES AND STOCKS. I have some valuable gold, silver and copper certificates for sale in Boundary, Sicamous and Washington. 113 Mill Street, SPOKANE, WASH. P. O. BOX 724.

Having decided to locate in Spokane, I shall make a specialty of handling Republic and Rossland stocks on a strict commission basis and solicit your orders.

Certificate of Improvements.

NOTICE. Douglas Mineral claim, situate in the Trail Creek Mining Division of West Kootenay district. Where located: On Sophie mountain. Take notice that I, O. B. Wilkin, F.M.C. 33,745-A, acting as agent for R. H. Smith, free miner's certificate No. 12,452-A, intend 60 days from the date hereof, to apply to the mining recorder for a certificate of improvements, for the purpose of obtaining a crown grant of the above claim. And further take notice that action, under section 37, must be commenced before the issuance of such certificate of improvements. Dated this 10th day of February, 1899. O. B. WILKIN, P. L. S. 2-8-99.

Certificate of Improvements.

NOTICE. Fool Hen Mineral claim, situate in the Trail Creek Mining Division of West Kootenay district. Where located: North of and adjoining the Phoenix and Nest Egg mineral claims, on the southwest corner of the original Rossland townsite. Take notice that I, F. A. Wilkin, acting as agent for John K. Stuss, Free Miner's certificate No. 13,377-A, James E. Popow, Free Miner's certificate No. 921-A, and Peter Genelle, Free Miner's certificate No. 977-A, intend 60 days from the date hereof, to apply to the mining recorder for a certificate of improvements, for the purpose of obtaining a crown grant of the above claim. And further take notice that action, under section 37, must be commenced before the issuance of such certificate of improvements. Dated this 25th day of January, 1899. F. A. WILKIN, 1-26-99.

Certificate of Improvements.

NOTICE. Copper Queen mineral claim, situate in the Trail Creek Mining Division of West Kootenay district. Where located: On Trail creek, between the Olla Podrida or Mayflower and the Blue Bird. Take notice that I, Edward Cronyn, Free Miner's certificate No. 33,565-A, agent for the Copper Queen Gold Mining and Development Company, Limited liability, Free Miner's certificate No. 12,772-A, intend 60 days from the date hereof, to apply to the Mining Recorder for a certificate of improvements for the purpose of obtaining a crown grant of the above claim. And further take notice that action, under section 37, must be commenced before the issuance of such certificate of improvements. Dated this 24th day of October, 1898. EDWARD CRONYN, Agent for the Copper Queen Gold Mining and Development Company, Limited Liability. 1-26-99.

Certificate of Improvements.

NOTICE. Lulla mineral claim, situate in the Trail Creek Mining Division of West Kootenay district. Where located: On the south slope of Red Mountain, between the Le Kol and Centre Star mineral claims. Take notice that I, F. A. Wilkin, acting as agent for Charles J. Gardner, free miner's certificate No. 12,452-A, intend, sixty days from the date hereof, to apply to the mining recorder for the purpose of obtaining a crown grant of the above claim. And further take notice that action, under section 37, must be commenced before the issuance of such certificate of improvements. Dated this 1st day of February, 1899. F. A. WILKIN, 2-2-99.

Certificate of Improvements.

NOTICE. Chance mineral claim, situate in the Trail Creek Mining Division of West Kootenay district. Where located: About two miles northwest of Rossland, adjoining the Blue Elephant and Morning Star mineral claims. Take notice that I, F. A. Wilkin, acting as agent for Lulu F. Lavery, free miner's certificate No. 34,350-A (administratrix of the estate of F. A. Lavery, deceased), and George E. Pfunder, free miner's certificate No. 12,761-A, intend, sixty days from the date hereof, to apply to the mining recorder for a certificate of improvements, for the purpose of obtaining a crown grant of the above claim. And further take notice that action, under section 37, must be commenced before the issuance of such certificate of improvements. Dated this 1st day of February, 1899. F. A. WILKIN, 2-2-99.

Certificate of Improvements.

NOTICE. Lincoln Fraction mineral claim, situate in the Trail Creek Mining Division of West Kootenay district. Where located: Near First avenue, city of Rossland. Take notice that I, Kenneth L. Burnet, acting as agent for J. J. Henegar, F. M. L. No. 12,820, F. R. Blockberger, F. M. L. No. 24,680, and P. A. Paccalo, Free Miner's Certificate No. 24,054-A, intend, sixty days from the date hereof, to apply to the mining recorder for a certificate of improvements, for the purpose of obtaining a crown grant of the above claim. And further take notice that action, under section 37, must be commenced before the issuance of such certificate of improvements. Dated this 6th day of February, 1899. KENNETH L. BURNET, 2-9-99.

Certificate of Improvements.

NOTICE. Dewdney mineral claim, situate in the Trail Creek Mining Division of West Kootenay district. Where located: On Deer Park mountain (west side). Take notice that I, Kenneth L. Burnet, acting as agent for Charles E. Hope and myself, Free Miner's Certificate No. 34,054-A, intend 60 days from the date hereof, to apply to the mining recorder for a certificate of improvements, for the purpose of obtaining a crown grant of the above claim. And further take notice that action, under section 37, must be commenced before the issuance of such certificate of improvements. Dated this 6th day of February, 1899. KENNETH L. BURNET, 2-9-99.

Certificate of Improvements.

NOTICE. Hamlet Fraction mineral claim, situate in the Trail Creek Mining Division of West Kootenay district. Where located: On the south slope of Red Mountain, covering the ground once located as the Legal Tender mineral claim. Take notice that I, F. A. Wilkin, acting as agent for T. B. Garrison, free miner's certificate No. 583-A, intend, sixty days from the date hereof, to apply to the mining recorder for a certificate of improvements for the purpose of obtaining a crown grant of the above claim. And further take notice that action, under section 37, must be commenced before the issuance of such certificate of improvements. Dated this 1st day of February, 1899. F. A. WILKIN, 2-9-99.

Daly & Hamilton.

Barristers, Solicitors, Notaries. Solicitors for the City of Montreal. Rossland B. C.

MR. FOSTER'S VIEWS

The Ex-Minister of Finance Expresses His Opinions.

JOINT HIGH COMMISSION

The Present Government Gave the United States Everything They Wanted Before They Started to Arbitrate.

Hon. Geo. E. Foster, minister of finance under several conservative governments, has been in the city for two or three days on business connected with his mining interests here and left last night for home by the C. P. R.

In conversation with a Miner reporter yesterday, Mr. Foster said that he had a number of investments in various parts of British Columbia and so far things on the whole look favorable to these interests turning out well. Some of these interests were in Rossland, and he had every confidence that his investments in this camp would prove to be profitable. He had not been out to any of his properties here as he had been detained with other matters, but he understood that there was no doubt about the steady general development of the district. He looked forward to an era of great prosperity in the whole of British Columbia, and more especially in this portion of it. The general outlook, indeed, was very satisfactory.

THE HIGH COMMISSION. Referring to the question of the joint high commission, he said that the country was in entire ignorance of what propositions had been made, what had been accepted, and what had been rejected, and probably the country would remain in ignorance until the close of the negotiations, as it was unlikely, even if the questions were put during the session of parliament as to the result of the deliberations, as the government could fall back on its constitutional right to refuse to give information while the negotiations were still pending. The government had gone into the conference handicapped, and handicapped by their own acts.

EVERYTHING GIVEN AWAY. Before the commission was organized the government gave the United States practically all it had available in the shape of tariff concessions. They had taken the duty of seven and a half cents a bushel off corn, whilst the Dingley tariff had put a prohibitory duty on Canadian barley. They had reduced the duty on coal and had taken the duty off binder twine, barbed wire and other wire, and reduced it on iron, and had gone into the conference asking for reciprocity with that much less to offer. They had given away their own case in advance, as stated by one of the commissioners. There was little that the United States wanted that could be granted that they had not already given without being asked. It was understood that they proposed to settle the sailing question by allowing the United States to buy out those who were now engaged in the industry, and thus give away the heritage of posterity for this miserable mess of pottage.

BROKEN PLEDGES. The government had, however, been successful, eminently successful, in breaking every single pledge they had made to the people in order to get into power. They had increased taxation, increased the expenditures, increased the debt, and had done nothing to increase the prosperity of the country. True, the country was now prosperous, but that was due to causes with which the present government had nothing to do, and in fact to policies carried out in spite of them. They had had the jubilee year, which had given a wonderful impetus to the imperial and family feeling, and they had the Spanish-American war, which had proved so effective in aiding to a better feeling in the United States toward Britain and this country, but these were for them mere accidents and accidents that had helped the country, but not matters that they had helped in any way to bring about.

NEW BRUNSWICK ELECTION. With regard to his own province of New Brunswick, Mr. Foster said that the late election had been run on different lines to any that had heretofore been run. New Brunswick had had a coalition government in the past and for years there has been theoretically no question of liberal and conservative in the provincial elections, but it had been simply a question of administration. Under Mr. Blair's premiership he began to throw the weight of his administration into the scales on the liberal side, and Mr. Emerson, the present premier, had even more pronounced. The coalition led to deals and combines and the gradual extinction of any practical responsibility for administrative acts and the proper expression of the will of the electorate. The liberal-conservative party in New Brunswick determined to change this, and the late election was run on party lines largely. The liberal-conservatives in the ministry, and a few, a very few of their immediate followers, stayed by the Emerson government, but with these exceptions it had been a straight party fight, made by the conservatives because they believed that some political party should be responsible for the legislation of the province. The Dominion government had gone into the election, and had concerted every possible one into voting, a thing they could easily do, nor under the system of balloting they knew exactly how very man voted, and could see that they voted for them. Any one could see the ballot the voter was depositing in the box, and could snatch it out of his hands if it was not for them. Yes, in spite of all this, in spite of the efforts of the Dominion government and in spite of the lavish expenditure of money to corrupt the electorate, the conservatives had polled 40 per cent of the vote.

THE SENATE TROUBLE. As to Laurier's proposition to reform the senate when the senate refused to ratify the acts of the house, it was absolutely unworkable and had fallen flat on the public. The Globe would not favor it by preference. The Globe declares the only thing to do is to abolish the senate entirely. But the senate occupied in Canada the same position that the house of lords does in England, and as every one knows, if the government cannot handle the checks—that the "right" to bring luggage from the depot was reserved for the Columbia Transfer company. After considerable difficulty I succeeded in hunting up one of those favored individuals, who condescended to take my checks and

charge me \$1 for delivering my baggage at a point within the city limits. Under these circumstances you will readily understand that my first impressions of Rossland were far from favorable. I had a sort of disrespect for a people who would tolerate such a system of persecution, even at the hands of the Canadian Pacific Railway company. My disagreeable experience dates back a couple of weeks, but I have since learned that such treatment is the rule over this branch line rather than the exception. It is hard for Canadians to be pacific with such a railway.

WOMAN'S WRONGS. Nelson, B. C., March 8. How It Strikes an Onlooker. Editor MINER—Sir: In an editorial in the Winnipeg Free Press of February 22, commenting on the resolution adopted by the board of trade of that city favoring the granting of a charter to the Great Northern to build the Kettle River Valley railway, says that the granting of the charter "was also opposed by the leading Rossland newspaper as a matter of course."

Now, sir, if your paper and the people of Rossland were against this project last winter, we have had plenty of time and cause to change our views. Since then we see how thoroughly has the Canadian Pacific railway not kept its obligations to our city and country. Two months ago few would have believed that at this date the Brigham Young's car and sundry appliances of like nature would be the first introduction to an all-Canadian trip to the east, nor did any of us think that rates will be lowered to our city and country. The Winnipeg Free Press is at a loss to know why the Winnipeg board of trade should trouble its head about British Columbia's affairs, and further says: "From a trade point of view Winnipeg and the west, it is contended, stand to gain by a denial of the charter, etc."

THE PROVINCIAL GAZETTE

The City of Revelstoke Has Been Incorporated. Appointments, Certificates of Improvement, Incorporations and Other Matters.

The current number of the British Columbia Gazette contains the appointment of Robert Scott Lennie of Nelson and Andrew Leamy of Greenwood to be notaries public. The result of the municipal election in Greenwood is given as follows: Mayor, Thomas Hardy; aldermen, G. E. Naden, C. S. Galloway, R. W. Jakes, James Sutherland, A. B. Campbell and J. W. Nelson.

Applications are made for certificates of improvement on the Admiral Nelson and the Kitchener mineral claims in the Ivanhoe basin, Slovan division, by W. S. Drewry as agent for W. C. Yawkey. Also, on the Silver Chief, Silver Reef, Nonsuch, Sirdar, and Griffiths fractional mineral claims in the Fort Steele division, by David Griffiths.

Also, on the Kingston mineral claim, situated on Whitewater creek, in the Ainsworth division by J. E. Mitchell as agent for the Charleston Mining company (limited). Also, on the Canal mineral claim, situated near the head of the Middle Fork of the Spillimacheen river, in the Golden division, by J. W. Conner.

The certificate of incorporation of the Orambrook Lumber company, with a capital of \$20,000 and head office in Greenwood is gazetted. Also, of the Hunter-Kendricks company, limited, to carry on a general mercantile business in the town of Grand Forks, with a capital of \$50,000 in 10 cent shares.

The Greenwood Crescent Gold Mining & Milling company, an extra-provincial company, with head office in Spokane, is authorized to do business in the province. The capital is \$100,000 in 10 cent shares, and Charles R. Hamilton of Rossland is the attorney for the company.

The Mammoth Gold Mining company of Spokane is also authorized to do business here. The company has a capital of \$50,000, in five cent shares. Notice is given that a meeting of the Masco Gold Mining company, limited, will be held at the office in Rossland at 3 o'clock on April 4th to consider the advisability of disposing of the assets of the company.

A certificate of limited partnership of W. H. Patterson & Co., consisting of W. H. Patterson, as special partner and W. H. Patterson, as general partner, and Jessie M. DeVoin as special partner, and Jessie M. DeVoin as general partner, is published levying a road poll tax of \$2 per head on all persons who are not assessed owners of \$100 worth of land or \$200 worth of improvements.

The incorporation of the city of Revelstoke, providing for a government by a mayor and six aldermen, is published, and the first nomination is announced to be held on the 15th of this month and the polling (if any) on the 22nd. Frederick Fraser is appointed returning officer. The city is not yet divided into wards.

ROSSLAND'S RAILWAY SERVICE. An Illustration of the Manner in Which Travelers Are Treated.

EDITOR MINER—Sir: Your correspondent, "Enquiring Mind," did not much exaggerate the existing condition of things in dealing with the wretched service of the railway. I should like to add my testimony, and hope that every other aggrieved traveler will do likewise, in the hope that those responsible for this railway mismanagement may be shamed, or forced, into making better arrangements for the convenience of the traveling public. Consulting the official time table of the C. P. R. I found that I was due to arrive in Rossland at 23:05, but it was considerably after midnight when the train of two miserable carriages, drawn by a feeble engine, pulled up at the noisy set of sheds doing service as a railway station. I had three small children with me, and upon arrival ushered the little ones into what was pointed out to me as the waiting room—a filthy, cold apartment, without a fire, although the glass was without a registered degree below zero. I proceeded to inquire after my luggage, only to find that the luggage van was in Trail, and would not be brought up until next day. By this time the vehicles which attended the arrival of the train had left, so that I was obliged to hunt up a conveyance to bring the children and myself to our destination.

Next day I tendered my baggage checks to four different express men on the stand, but was informed by each in turn that they could not handle the checks—that the "right" to bring luggage from the depot was reserved for the Columbia Transfer company. After considerable difficulty I succeeded in hunting up one of those favored individuals, who condescended to take my checks and

THE GREAT NORTH BELT

There is a Good Showing in the North San Poil.

A Wagon Road is to be Built From Republic to Wilber a Distance of 90 Miles.

REPUBLIC, Wash., March 4.—The great north belt is again roaring like the Mountain Lion. The North San Poil shaft is down 35 feet. In the bottom chambers was excavated 11 feet across the vein and 11 feet in length for the purpose of taking a photograph for the Toronto Globe. But the development work astonished the owners. An average sample from the bottom of the shaft gave 225 in gold and 371 ounces in silver. All day long the specimen man has been there, returning with a pocketful of ore, but where he found it is his secret. The hanging wall is very smooth and dips easterly 85 degrees. No veins have been reached. The quartz is of the curled white variety native to the rich Republic ore. The shaft will be continued with all possible speed. The ledge is a continuation of the San Poil, and proves that the wonderful chute continues along the great north belt.

Surface work has been continued for some time in the Dexter, Maud S. and Menon shafts. The Dexter shaft is down 20 feet. The Maud S. and the Golden Harvest. The three claims have been crossed out on their respective ledges to determine the next point to sink a tunnel. A tunnel has been started on the Maud S. While the assays are yet not very high, they are very satisfactory, and development work will be continued. The drift on the Georgia Road, about ten miles out of town, is in 40 feet of drift running on the ledge on the hanging wall. The lead is about 25 feet wide, and assays from \$3 to \$12. In that region the snow is about gone from the face of the ledge, and surface work will begin on the Ocha and Menon shaft to determine which will be the most advantageous, a tunnel or a shaft. The surface croppings are very wide and it is a gold crop. The shaft is down 20 feet. The Agnes shaft is down over 30 feet. The Troubadour shaft is down 50 feet, sitting on the ledge following the foot wall, and as yet the width of the ledge is not known. The vein was encountered today in the shaft of the No. 1 Consolidated at a depth of 30 feet. No assays have yet been made.

The tunnel on the Ruby fraction, in old town, has cut the ledge. The tunnel is in about 30 feet and gains foot for foot. The tunnel was a crosscut to find the ledge and determine where to sink, but the ledge was encountered sooner than expected. The surface assays were \$3.50. As yet the new strike has not been assayed.

MONEY FOR A WAGON ROAD. REPUBLIC, March 2.—[Delayed in transmission.]—The town feels elated over the appropriation of \$10,000 by the legislature, to build the San Poil wagon road from Republic to Wilbur, a distance of some 90 miles. It is claimed that the road will run almost water level to the Columbia, and there are no mountain ranges to cross. It will be a good winter and summer road.

Joe Shuster is starting work on the Midwinter trail, near the Mountain Lion. In the Klondike camp considerable work is being done, principally by tunnel, and various companies are developing. The Blue Hut for the past three days has been working three shifts on one of the surface croppings, the objects being to illustrate the surface and the 15 feet of ledge of quartz by the photographic artists of the Toronto Globe, for its illustrated edition.

The Lone Pine is driving along with a 15-foot vein and the values are increasing. The Standard shaft is down 72 feet, and croppings are being cut in about 47 feet. Through J. H. Fox, the Rossland, H. G. Prospecting company has purchased the O. K. claim lying west of the Mountain Lion. The prospecting work will be done by shaft and tunnel connected by a new owners are anxious to develop their property.

The mill group, consisting of 11 claims on the Coffee mountain has been sold to A. B. Acorn of Spokane. Work, both by tunnel and by shaft, will start as soon as the melting snow permits. The main tunnel of the Summit is in between 60 and 70 feet, passing through a seven-foot vein. So far the depth attained is not great and the values are not known. The Dora shaft is down over 38 feet. They are working steadily.

W. C. Birdall has purchased the Florence group of mines, adjoining the Snow Drop on the south end of the Florence, and development work will begin as soon as practicable. Supt. Dave Snyder is in from the Zala M. shaft reports everything well in the Sheridan camp, the Zala M. looking particularly well.

QUESTIONS TO BE ANSWERED. Passenger Rates and Freight Carriage to Halcyon Springs. A good illustration of the manner in which freight is handled by the C. P. R. on its line between Rossland and Revelstoke, was brought to the attention of a representative of The Miner yesterday by a gentleman who was in a position to substantiate what he said. On February 17 a carload of Rossland shipped a number of empty barrels to Halcyon Springs to be filled with mineral water there and returned to him. He heard nothing of them until March 3rd, when, on inquiring by telegraph, he found that they had arrived only the day previous. He actually took the company 13 days to carry these empty barrels this short distance.

"Why should such unreasonable, but by no means uncommon, delay occur?" asked The Miner's informant. Another question asked by the same gentleman was why the fare from Halcyon to Rossland should be \$8.05 at the present, when it is only \$6.00 during the season. He was told that the company charges the \$1.50 extra for the privilege of going around by way of Sloan City and of making so many slow connections at junction points.

These are questions that the company's agents probably can answer. A GENERAL MUSTER-OUT. Volunteer Troops Now in Cuba Will Be Brought Home. Washington, D. C., March 8.—The Twelfth New York volunteer infantry has been ordered home from Matanzas, Cuba, for muster-out. This is the beginning of a general movement for the muster-out of all the volunteer troops stationed in Cuba. The various regiments will be brought home as rapidly as available troop ships can be secured. There are now about 25,000 volunteers in Cuba, and their withdrawal will leave about 3,500 regular troops there for the enforcement of the policy of the administration.

BELGIUM'S SICK QUEEN. The Greatest Secrecy Maintained as to Her Malady. Brussels, March 8.—Midnight.—Extra editions of the evening papers assert that the condition of Queen Marie Henriette has grown worse. London, March 8.—The Brussels correspondent of the Daily Mail says: "The greatest secrecy is maintained as to the queen's malady, and she has been ordered to retire upon any unauthorized person who attempts to enter the precincts of the palace."

An Excellent Company. Attention is drawn to the communication in another column in which The Miner's Nelson correspondent, who complained in Wednesday's issue of the poor service furnished by the C. P. R. in Rossland, sets matters right with regard to the Columbia Transfer company. Their rate of charges and service, the points out, were most reasonable. The Columbia Transfer company is a most excellent and reliable company, and deserves the public patronage.

Married at Trail. Married—On Wednesday, William Essex Devereux, C. E., eldest son of Captain Devereux of the graving dock, Esquimalt, B. C., to Elspeta Eleanor Owen of North Wales, Great Britain, only daughter of Captain Owen.

Kipling Is Kept on a Diet of Beef Tea.—His Daughter's Condition. New York, March 8.—Buddard Kipling's health continues to mend slowly. So far beef tea is the only improvement in his condition will permit. He has not been told of the death of his daughter Josephine. Elsie, the remaining daughter, rested quietly today.

William I. Reddin. Partially Developed Mines for Sale. C. O'Brien Reddin.

C. O'Brien Reddin & Co. MINERS and BROKERS, Rossland, B. C. and Spokane, Wash. Mines and Stocks in British Columbia, Republic Camp, Washington, Idaho. Flotation of Mining Properties a Specialty. Confidential Reports on Mines anywhere in the West. Mining Properties Developed for Non-Resident Corporations and Individuals. Cable Address: "Reddin." Codes: Clough's and Moring & Neal's. REFERENCES EXCHANGED. We have buyers for all stocks. Letters and wires promptly answered.

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Stock Market A good demand continues for local stocks. Large blocks of Novelty changed hands at 3 1/2 to 4 cents on a report that the control in the property had passed into the hands of a Montreal syndicate. Canadian Gold Fields stock was also active. We strongly advise the purchase of Fairmonts at 10 cents and Monarchs at 7 cents.

WANTED—Monte Christo and Rambler Cariboo. Big Three... 40 Brandon & Golden Crown... 32 Commander... 15 Deer Park... 13 1/2 Evening Star... 11 1/2 Giant... 5 Good Hope... 7 Homestake... 7 Iron Horse... 17 Iron Mask... 12 Jumbo... 29 Lily May... 20 Merrimac (Republic)... 9 Monte Christo... 14 Novelty... 3 R. E. Lee... 3 Virginia... 4 War Eagle... \$3.50 White Star... 14 Winnipeg... 26 YMIR STOCKS. Albatross... 45 All... 40 Dundee... 40 Fern... 75 Moring & Evening Stars... 10 Republic... (Fairmont) 10 Public... 20 Lewis (Hill)... 20 Monarch... 7 Salmo... 20 Tamarac (Kenneth)... 25 INDUSTRIALS. Clarendon Ltd... \$75.00 Skating Ring... 25.00

Kennedy, Cronyn & Race ROSSLAND, B. C. London Office: 7 Broad Street Avenue LONDON, E. C. CODES: Bedford McNeill, A B C and Clough's. Cable Address, "Nuggets." Correspondence Solicited.

SYSTEMATIC ATTACKS Attempt to Blow Up Another French Arsenal. Twelve Dynamite Cartridges Found Behind the Toulon Arsenal—The Sentry Fired At. Paris, March 8.—Dispatches are received here from Toulon today confirming the report received from there last night and cabled to the Associated Press that 12 dynamite cartridges were found behind the Toulon arsenal yesterday and that an unidentified person fired a revolver at a sentry on duty at the arsenal. It appears that two shots were fired at the sentry before the magazine at 7 o'clock last night. The guards were turned out and patrols were sent to scour the neighborhood, but the culprits were not discovered. The magazine contains quantities of gun powder, melinite and dynamite.

Toulon, March 8.—It turns out that the 12 dynamite cartridges found behind the Toulon arsenal yesterday are of foreign manufacture. M. Lockroy, minister of marine, in an interview regarding the explosion of the naval powder magazine at Lacouban, between Lascy and Toulon early Sunday morning, intimates that the experts now have little doubt that it was due to foul play. He thinks it was possibly caused by some clockwork arrangement provided with a detonator, hidden in a powder keg.

The Kaiser's Navy. London, March 9.—The Berlin correspondent of the Standard, commenting upon the resignation of Admiral Von Koller as commander-in-chief of the German navy, says: "It is possible that the resignation is a prelude to the reorganization of the naval control. The post of commander-in-chief is likely to be abolished, and the control of the navy to be placed directly under Emperor William and his cabinet."

The Clerical Party Will Rise. Berlin, March 8.—The budget committee of the Reichstag has adopted the proposals of the centrists, the clerical party, which met the government half way in its demands for an increase of the peace footing of infantry and cavalry. The proceedings of the committee demonstrate the growing predominance of the centrists as the ruling party.

Two Do SNOWSH THE PRICE There is Considerable of Y Rambler-Carl The Boundary It is understood that the property in question was bonded yesterday by the British and American Brokers of the development work on the property, as are withheld it is \$30,000. The Snowsh properties in the area are certain to be among the best of the kind. Harry Mackintosh, who has been in the city for some time, is congratulated on a property. Rich Bunker House, has returned Boundary Creek of Winnipeg mine, after the workings looking over on the Mother Lode, "Knob Hill and m... What struck me... kind of... was the... of the mines. The... that are already... the railroad is fin... large tonnage aver... think the Boundar... the makings of a... There is certainly... towns, but busines... are advancing rapid... wood. Lots on the... per day. The same... walls there as othe... ago, but matters w... to a normal condit... have here, and they... of producing mines... miners and others... be just like Rossland.

The Sailor Group has been floated on the city from the properties to join the Minneapolis. They by surface cuts and taint that they have bodies of the M. There are two shafts and the other 40 ft... sunk on the ore bod... taken from the sha... varying richness, r... \$600 per ton. The... floating the property... the treasury shares... the market at 15 ce... penny, and the Red... will handle its affa... Rich Rambler... W. H. Adams, se... and Cariboo, wh... the city from the S... ports that the prop... are looking well an... yielding from six... month of ore. ... carloads are about... Mr. Adams said it... output will be doub... led soon. ... will... pects, as soon as a... made between the... will improve the fa... ore as well as give... throughout the wor... The Mine... John Dean, the... turned yesterday fr... which he reports to... condition. The ou... useful metals will... What is troubling t... is the lack of water... as an example, ... of 40 stamps bei... a lack of water. T... to Rico will be th... cause. A carload of... from the Black Co... The ore is of a lig... snow water, and... active operation. W... lent progress on the... erty, which is con... people. Two shifts... Union Jack group... property. There ar... owners in Ymir wh... snow goes off the... may resume work... fact, the vicinity o... as an important m... anticipated that sev... will add sever... Mining... The Norway Min... all its stock that i... This puts the comp... anically. The comp... work on its propert... snow water, and... there will be consi... from the Norway... the coming sum... S. F. Griswold, a... Griswold, arrived... evening from Norw... has been superin... Cristofle group, wh... eries of the Norw... ing company's prop... reports very encour... the claims of the Cr... that there is more... them. Mr. Griswold... way mountain today... some of the Cristof... goes over \$30 to the... A. H. Word of... Allan.

Business. COMPANIES ACT, 1897. CANADA: PROVINCE OF BRITISH COLUMBIA. No. 128. This is to certify that "The British Lion Gold Mining & Development company of Ontario, Limited," "Non-Personal Liability," is authorized and licensed to carry on business with the Province of British Columbia, and to carry out or effect all or any of the objects hereinafter set forth to which the legislative authority of the legislature of British Columbia extends. The head office of the company is situated at Owen Sound, Province of Ontario, Canada. The amount of the capital of the company is eighty thousand dollars, divided into four thousand shares of twenty dollars each. The company is specially limited under section 66 of the said act. The head office of the company in this Province is situated at Revelstoke, and John Manning Scott, barrister-at-law, whose address is Revelstoke aforesaid, is the attorney for the company. The objects for which the company has been established are— To carry on in all their branches the operations of a mining, milling, reduction and development company. Given under my hand and seal of office at Victoria, Province of British Columbia, this ninth day of February, one thousand eight hundred and ninety-nine. S. Y. WOOLTON, Registrar of Joint Stock Companies.

Card of Thanks. TORONTO, March 8, 1899. The undersigned desires to express his sincere thanks to those members of the city council and his friends in Rossland who aided and supported his application for the position of chief of the Rossland fire department, recently filled by the appointment of D. Guthrie of Montreal. Yours truly, THOMAS SARGENT, Bolton avenue, Fire Hall.