

MARCH

ROSSLAND WEEKLY MINER.

Two Dollars a Year

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Sixth Year, Number 19

FROM OTHER CAMPS

Cessation of Shipments From the Sullivan.

A LARGE BOUNDARY OUTPUT

Notes of Interest From All Over the Kootenays—The Smelting Difficulty in the Slokan Country—Installation of Machinery in the Boundary Country.

There will be seen adjoined an interesting account of the reasons for the closing down of the shipments from the Sullivan, one of the most promising mines in the South-East Kootenay. It is trusted that the cause will only be temporary and with a better condition of the roads a resumption will take place. This condition of the roads problem attacked vigorously in Kamloops is one which has much to do with the development of the mining industry of the Kootenays. It is an easy answer that as soon as a mine is in a shipping stage of development that the railroad magnates for the sake of business raised objections to build a road and road and road. As a matter of fact this does not always happen, but even if it did it does not do away with the necessity of good roads as without them the outlying properties must remain idle. Even after a mine has become a shipper and tons upon tons of ore have been rawhided down with infinite expense and difficulty it is not always found that the provincial government are sufficiently alive to the interests of their own revenue to build a road and road and road. Were a million dollars spent upon the improvement of the trails of this large mining district and the establishment of good mining roads there would not be a dollar unprofitably spent.

From the Boundary country the news of each week is the increasing shipments and the installation of more and more machinery. The total output of the Boundary mine is likely to assume very respectable proportions before the end of the year, although it is not probable that the ultra sanguine anticipations or some of the optimistic of its mining people will be immediately realized. The experience of Rossland has been that there is ever something in the way to falsify even careful calculations. A large plant is necessary to the shipment of vast quantities of low grade ore and large plants are not assembled in a week or even in a year. The Le Roi is one of the largest, perhaps even the largest plant in the province, but the whole system begun 14 months ago will not be perfected for a couple of months to come. Still taking even this and other equally important causes of delay into consideration it is probable that the Boundary shipments will be making all the camps together will far exceed the output of Rossland camp for 1900.

WINDERMERE.

Progress of the Paradise—Strike on the Iron Cap.

The strike reported on the Iron Cap, McDonald Creek, was quite correct, although there is about 20 feet to go before the crosscut tunnel will be exactly under the ledge as exposed in the upper workings. Work at the Paradise mine goes steadily along and each day more ore is being piled in the ore bins; a new tunnel has been started further down the hill, which will give considerable more depth to the workings and assist materially in making the work easier. A full force of miners are employed in developing the mine and taking out ore. All the rawhide animals are kept busy bringing the ore down Spring creek, and six teams have been employed in hauling it down to the Columbia river landing, where there are now stored fully 60 tons of ore. Yesterday two more teams were added and more will be put on shortly. The chimney of last week has necessitated the use of the sprinkler. There is reason to believe that 1,000 tons will be at the landing awaiting transportation down the river when navigation opens. The teamsters on the road have engaged in a friendly rivalry as to who can bring down the most ore sacks to the load, and several of them claim to have brought down 100 sacks from Spring creek to the six-mile post.—Prospector.

SOUTHEAST KOOTENAY.

The Closedown of Sullivan—Shipments, a General Mining Notes.

Superintendent Birdsall as gone on a vacation. The North Star is shipping from 70 to 80 tons of ore daily. The Viking is looking fine. Grundy Ankus has struck 20 inches of good ore. R. O. Jennings is doing assessment work on the Morning fraction. Ed. Ford is looking after his property on Wass creek and will soon commence work. The Adams Bros. have completed arrangements for working their property on Lewis creek. Ore shipments for the week ending March 2nd: North Star, 450 tons; Sullivan, 280 tons. R. O. Jennings is still doing work on his Dean property and the present indications are extremely favorable. The owners of the Little Horn, a Spokane syndicate, will let a contract for 100 feet of tunnel work in a few days. The Mount Sicker and British Columbia Development company have a good showing of ore on their Quantrell property. Owing to the condition of the roads which have become soft, the Sullivan is only shipping about 20 to 25 tons daily. The Mount Sicker company are working on a ten-inch vein of galena, sinking a shaft in No. 1 tunnel, which is down 20 feet.

Some thirty miners have been discharged, and the Sullivan has closed down for a short time. A force of 12 or 15 men are still employed in development work.

The Estella is working five men. A new ore body was encountered in the long 700-foot tunnel. A large amount of ore is on the dump, and the property is looking exceedingly well.

Mr. Angus McLeod reports that work continues on the Approach claim. A considerable amount of concentrating ore is coming in, indicating the near approach of the vein. Bob Dempsey, Al Jones and Dave Newell have been obliged to stop work on their fraction near the North Star mine on account of the quantity of water coming from the vein in which they have been working.

Wm. Forsyth returned on Monday from the Stanley. He reports that the contract for 100 feet of tunnel work has been completed. The indications are that the vein is close at hand and a contract for 50 feet of tunnel has been made.

During the week the North Star mine has shipped 425 tons of ore from this town and the Sullivan mine 350. The latter mine has ceased shipping for a time on account of a drop in lead and as extensive development work is now going on in the mine, and will continue for some time to come.—Herald.

The recent cold weather has had a most disastrous effect on the carrying on of operations at the St. Eugene. Owing to the shortage of water the mill is still idle, and will not start until such time as the weather moderates. This will no doubt occur within a few days now. Manager Cronin was seen lately and asked regarding the proposed power plant which the company intended to install. He said it was the company's intention to put in an engine and boiler, so that shutdowns on account of the lack of water will be avoided. This will be done in the near future, but not at once, as by the time the plant could be installed there will be a sufficient supply of water for all purposes. Most of the men laid off are remaining in town, as they know it will be only a question of a short time until they will again be employed.—Herald.

The Stanley group of mines are situated on Tracy creek. The group consists of three claims, Stanley, Golden Pledge and Silver Dollar. The Stanley is an extension of the Estella on the northwest, and the Estella vein passes through the claim. The development consists of several open cuts and a tunnel in 100 feet. Last week a contract was let for another 50 feet. Wm. Forsyth and Tom Rae securing the contract. Supplies were sent up to the mine during the early part of the week, and on Friday Mr. W. Forsyth started for the mine.—Prospector.

J. H. Wolfe, general manager of the Sullivan Mining company, and C. W. Burdall, superintendent, were in town yesterday. Mr. Burdall left for Spokane yesterday, and Mr. Wolfe returned to Kimberley this morning. A representative of the Herald saw Mr. Wolfe, and in reply to inquiries about the work at the Sullivan, that gentleman said: "Owing to the ore road breaking up, we found it necessary to reduce our force from 40 to 18 men. We will still continue to haul ore in the mornings as long as the road is hard enough to hold up the loads, but when the break-up comes we will have to cease altogether until the roads dry sufficiently for wagons. Just at this time this partial close-down does not come in the light of a hardship, since the price of lead during the last nine days has fallen nearly \$1 per 100 pounds, almost a cent a pound. Of course this fall in quotations is according to the London market, the one by which we are governed in our sales. Silver has also dropped four points, and this makes a total of about \$7 per ton drop in the price of our product, which, of course, is quite a difference, and must be taken into consideration in our operations. The fall in lead is the most radical in the past 15 months, and I look to see it go up again with a rebound. I am of the opinion that the prices will be satisfactory as soon as the roads are in shape for work. We will keep our present force at work developing. Everything on the property is looking fine and we have more reason to believe than ever that the Sullivan is a great mine. As soon as the conditions will permit work will be inaugurated on the spur from Kimberley to the mine. It will take about two months to grade the work, and then, as soon as the C. P. R. puts the rails on and gets the track in shape, we will be ready for direct shipments from the mine. This spur will be about five miles in length."

THE SLOKAN.

Initial Shipments from the Sunset—The Ivanhoe and Cork.

The Emily Edith is preparing to ship a large quantity of ore at an early date. Becker & Caldwell have suspended operations on the Dayton group, near Cody.

The Sunset, near Whitewater, has commenced to ship, and will doubtless continue shipping every two weeks.

The Two Friends at Slokan City, much to the pleasure of the Slokanites, is developing into a fine property. A York is the principal owner.

Mr. Hean has made arrangements with the Last Chance mine, and as a result this mine will be kept running.

Sixteen men are working at the Reco. The trail is in bad shape and no ore is being rawhided. There is more ore in sight in the mine than ever before in the history of the property.

J. M. Donnelly reports that there is every evidence that the tunnel on the Urban company's property is now close to the ledge. He expects to tap the ledge in the next 10 feet.

A meeting of the Dardanelles company is called for the 23rd of March. The idea is to sell the claim and all assets to pay off liabilities and to recapitalize under the name of the Dardanelles and

Okanagan, with a capital of \$150,000. W. L. Christie will represent A. D. Copeland in the Joker and Cody fraction case when it comes before the King's bench in England. This case has been carried through every court in British Columbia and finally appealed to the Privy Council.

A contract has been let to Mr. A. Stephenson of Kaslo, for doing considerable development work on the True Blue, and supplies have been packed up to the mine. Work started last week and will be carried on energetically.

Manager Heap of the Last Chance, while in Trail last week, made a contract with the Trail smelter to take the output of the mine to the extent of 250 tons a month. This will admit of a continuance of operations at the Last Chance and the force will not have to be laid off, as was feared last week.

The Victoria Colonist makes Bob Green state that the Slokan and Cork produce 500 tons of ore a day. Bob must have hit on the pipe or the Colonist man is badly mixed in his data. An output of 500 tons a day would total 150,000 tons a year. The actual output of the Slokan has never exceeded 40,000 tons in any one year.—Paystreak.

The local mining men are all taking some interest in the workings of the lower tunnels of the Payne mine, as this is the first property that has opened up tunnels so low down the mountain. The company are driving a 15,000-foot tunnel, which will soon be completed, 950 feet below the main working to tap the lead again at that depth. If the ore is found at so low a point, it confirms the fact that large bodies of ore are at the base of the mountains in this part of the Slokan. All the mines here have improved with depth so far.—Review.

The initial shipment from the Sunset property, Whitewater, was made to the Hall Mines smelter this week. This property, which adjoins the Wellington, is being developed by the Gooderham-Blackstock syndicate. W. H. Jeffrey is consulting engineer. Two parallel veins are being worked, one through the Wellington tunnel and the other through the face driven by the Sunset company last summer. The showing on the property is a very encouraging one.

A report gained circulation on Thursday that the force at the Payne was to be cut down by laying off 50 men. When asked about the matter yesterday Superintendent Zwickley stated that there was no foundation whatever in the report. A few men had quit and had a dozen or so had been laid off, but there was no disposition to cut down the force. There are 75 men on the payroll. The Payne ore is being sold to the Trail smelter, and no difficulty is experienced in disposing of it.

THE BOUNDARY.

Plant for the No. 7—Ore Shipments From Phoenix.

The R. Bell shaft has reached a depth of 176 feet.

Five different raises are now being made on the Stenwinder and Brooklyn.

The Emma is sending down to the Pyritic smelter about 100 tons of ore per day.

The Ah There shaft, in Deadwood camp, has attained a depth of 174 feet.

At the Snowshoe the diamond drill is now being worked in the face of the ore body on the railway tunnel.

On the Greyhound, in Deadwood camp drifting east on the 200-foot level is in progress.

It is said that the Blue Bell in Summit camp, is shortly to be equipped with a machinery plant.

Some rapid work is being done in sinking the main shaft on the Ah There, which is now down 178 feet.

Another Dividend.

Notice has reached the city that the Centre Star has declared another dividend of 1 per cent, amounting to \$35,000. This is the fifth dividend, making the total amount paid up to \$175,000. The dividend is payable on April 1.

YEAR'S ESTIMATES.

Revenue and Expenditures for the Year Are Being Detailed.

Although the year's estimates of revenue and expenditure have not as yet been submitted to the city council, they will not be so submitted until the half year report is made. It is in course of preparation at the city offices. It is said that owing to the amount of bills left outstanding by the previous council, bills which have to be provided for out of the revenue of the current year instead of out of that of the past, there will be little surplus left for meeting any extraordinary expenditures. There will be no more than will be sufficient to meet the ordinary needs. Under these circumstances the Board of Works will be able to inaugurate no improvements, as practically all the available funds for the present year were lavished during the last. As to the extension of the water-works, there will be sufficient money on hand to proceed with this, as there is a certain revenue arising from that part of the system already in operation and a debenture fund has still monies to the credit of this particular department.

Carpenters' Union.

There was a meeting of the Carpenters' union last night at which some routine business was transacted. Yesterday was the first day on which the new eight-hour system came into operation. This only applies to work done out of the mines. At the mines there has been no alteration in the hours of labor which are still nine. A. the chief contractors in the city had already signed the agreement as to the new system there was no difficulty experienced in the matter.

Mr. H. A. Small, representing Kelly, Douglas & Co. of Vancouver, is in the city on a business visit.

CRAWFORD-BAY SMELTER.

Plenty Capital Ready to Embark in the Enterprise.

Mr. Henry Roy, manager of the London Consolidated and Richelieu Mining companies, operating silver-lead properties on Crawford creek, has returned from a five weeks' trip to the East, during which he visited Toronto, Montreal, St. Paul, Chicago and New York. His mission was to endeavor to arrange for the construction of a smelter on Crawford bay for the reduction of the silver-lead ores of that section.

"Capital," he said, "is more ready to invest in smelting enterprises than in mining, as the latter is in the nature of a manufacturing enterprise and is almost certain to yield a good profit. As far as the plan to construct a smelter at Crawford bay is concerned, sufficient capital can be secured for the enterprise, but it is first necessary to obtain a charter for a railway running from Crawford bay to the mines along Crawford creek. I am of the opinion that the government will be willing to subsidize both the railway and the smelter. As soon as the necessary charter is obtained for the railway I intend to go East in furtherance of the smelter scheme. In the meanwhile, if smelters already in existence would only give a reasonable treatment rate, we would largely increase our shipments from both the London Consolidated and Richelieu. I consider that the present smelting charges on the silver-lead ores on the part of the Kootenay smelters are far too high. You might mention that I made a quick trip from Montreal to Rossland over the Great Northern railway, covering the distance between the two points in four days," concluded Mr. Roy.

LEGE IN THE SOUTH DRIFT WAS FOUND AFTER A LONG HUNT.

The ledge in the south drift of the New St. Elmo was found yesterday. In the beginning of November a dike was encountered after the drift had been run for 300 feet. The dike proved on cross-section to be about 22 feet in width. The drift tunnel runs east and west, and is being extended to the westward. When the west side of the dike was reached a drift was started along this and driven for a distance of 75 feet. During some of the distance the streak was so thin that it could hardly be seen. The first indication of the ledge was on Sunday, when the streak widened rapidly, and sides were in ore. Judging by appearance the ore is of a fair grade, but no assays have yet been made.

The south drift will be continued along the ore body to the west end of the claim, a distance of 500 feet. At this end of the claim, on the surface, is the largest showing on the property. Samples from the surface of this showing assay \$15 to the ton.

Work is being continued in the north drift, which is in 128 feet. The ore occurs in lenses along the footwall and at present is about two feet wide. The ore is of a pay grade. Altogether, the St. Elmo is looking well.

THE B. C. MINE.

It Takes Out 100 Tons a Day With Clock-Like Regularity.

Mr. S. F. Parrish, manager of the B.C. mine, is in the city on a short visit. It was learned from him that the B.C. mine is shipping with the regularity of clockwork its 100 tons of ore per day, or a little over 3,000 tons per month. The shipments, he says, will not be increased until a larger plant is installed, as all the present one can do is to get out 100 tons a day and keep up the advance development work. The main shaft has reached a depth of 422 feet, and cross-cutting on the 400-foot level is in progress to reach the ledge. The B.C. is looking quite well. The B.C. is owned by a close corporation and the profits are divided among the stockholders without any publicity.

Pushing the Big Four.

On the Big Four eight men are now employed and work is being pushed in both tunnels. Track has been laid in the tunnels and cars are being used to remove the waste and ore extracted. There is a good showing of ore in the lower tunnel, and the management says it hopes by the time the Northport smelter has been enlarged to begin shipments.

MR. DOWNIE IS HERE.

He Intends to Do All He Can to Please C. P. R. Patrons.

Mr. William Downie, superintendent of the lines of the C. P. R. in Kootenay and Yale, is in the city, accompanied by Mr. F. P. Gutelius, resident engineer of the same company at Nelson. Mr. Downie has for the past 14 years been superintendent of the Thompson & Cascade division of the C. P. R., and is the successor of Captain Trup in this section. The growing importance of the Kootenays demanded the services of an experienced and popular railway man to succeed Captain Trup, who has been promoted to an important position in the steamship service of the company, and Mr. Downie was chosen for the place. He is here looking into the situation and making the acquaintance of the patrons of the company. Later on he will come and make a more extended stay. In a chat had with a reporter last evening, Mr. Downie said that his intention was to do all in his power to please the patrons of the company as he thought its business could be best built up in this way. Mr. Downie is a pleasant, courteous gentleman to meet, and at the same time he has the appearance of an able business man, and should be a valuable addition to the railway fraternity in the Kootenays.

J. Fred Ritchie is in Nelson.

FACTS AND FIGURES

Rossland Shipping Mines and Dividend Payers.

OFFICIAL MINING STATISTICS

Analysis of the Figures Presented by the Gold Commissioner—The Amount of the Dividends That Can Be Paid by Various Mines.

On analysis of the figures relative to the mines of Rossland presented by the Gold Commissioner Kirkup to the Minister of Mines some interesting results are arrived at with regard to the value of the ore shipped and as to the mines shipping it.

Taking the leading mine of the camp, the Le Roi: The amount of ore shipped expressed as dry tonnage, is stated at 159,734 tons valued at \$1,437,726. The value is based on the smelter returns, not on the gross assay. If the latter were taken, the value of the ore would be between \$12 and \$13. The difference is the indirect smelter charge. This gives the average value per ton of ore at \$9. The total charges against the ore is to be \$7.75. This is made up of \$4.25 smelter direct charge and \$3.50 for mining, including the stoping, development and general expenses. But these charges will alone obtain when the new system of economical working is in full operation. Under the old system there was a higher charge. Also under an old contract, the sole beneficiaries of which are now the Le Roi shareholders, the rate for smelting was \$3 per ton. This contract expired with regard to the other beneficiary, on February 4th. Hence the expense of working and smelting cannot be taken as above stated as indicating the net profit to the Le Roi when deducted from the average value of the ore.

In a future, however, the Le Roi will ship at the rate of about 300,000 tons a year. This tonnage will be treated at the prices named and will, therefore, yield a net profit of \$1.25 per ton. This represents at the rate of shipping mentioned an annual profit of \$375,000 or a dividend of 7 1/2 per cent on the capitalization of \$5,000,000.

This is, however, treating the smelter as entirely separate from the mine. It is true in a sense, but as the Le Roi shareholders directly benefit from the profits of the smelter as that concern is owned by the mining company the two businesses are practically one when it comes to a matter of receiving the dividends. What the direct profits of the smelter are have not been made public. The indirect charges of the smelter are those charges which must be allowed for in making any contract for the reduction of ore. They accrue in the amount of precious metals which are volatilized and escape through the flue. Part of this is recovered from the flue dust, but an appreciable quantity of both gold and copper do escape in the outer air is indubitable. There is a certain quantity which escapes with the slag. On the resmelting of the first product there must be more loss. The resmelting is necessary inasmuch as it is no desire to pay freight over long distances on a large percentage of impurities in the matter. It is also useful since the refineries call for a certain grade of matte. The lower the grade of ore the higher this indirect smelter charge. This may be regarded as axiomatic. It is true that the smelter while deducting for the losses are careful to deduct on the right side. Hence it is a fair estimate in the absence of authentic figures to assume the profit of the smelter, directly and indirectly, at 75 cents per ton. But the profit of the smelter in question is the profit of the Le Roi. The deduction follows that the profit per ton on the figures stated cannot well fall under \$2 per ton. This means that the Le Roi will be in a position to pay a dividend of \$600,000 per annum to its shareholders. This position cannot, however, be fairly attained during the current Le Roi year which ends on June 30th. It depends on the completion of the new system of economic working of the mine as referred to. This ought to be in full operation by the end of next month. The figures are worthy of comparison with the returns from the South African mines, many of which do not pay more than a third of the interest to be commanded by the Le Roi. And it must be remembered that the whole of these figures are based on \$9 ore, and if that value is correct even then large dividends are to be had.

The returns from the Le Roi No. 2, the "Prince," as the mine has been shortly called, show 3,013 tons shipped of an aggregate value of \$46,238. This gives an average value of \$15.35. The cost of working has not been given by the management, but may be assumed to be no higher than its neighbor, the Way. This cost is given by including the returns of the latter at \$8.50 including a higher rate than \$4.25 by the smelter. But the profit of the War Eagle ore is the Trail, and that for the Le Roi No. 2 is the Northport. The Le Roi No. 2, like the Le Roi has no interest in the smelter. Hence it has no share in the smelter profits made out of its ore, which rather go to swell the dividends of the shareholders in the latter mine. The output of the Le Roi No. 2 has been fixed this week at 120 tons per day. This amount is handled with ease notwithstanding the fact that there are two shafts being sunk and by the nature of the work going on in the Annie vein no ore can be shipped from that ledge except that found in development work. The output which the mine can stand has been stated by the management at 250 tons per day in an official report to

the London directorate. Taking the lesser figure and counting only 300 working days in the year the tonnage would be 36,000, which at the net profit of \$6.85 per ton would yield a yearly dividend of over 8 per cent on the capitalization of \$3,000,000. If the higher figures are taken a much larger result would be arrived at.

Turning to the figures relative to the Centre Star they are given at a tonnage of 40,875 tons of a total value of \$608,360, or an average value per ton of \$14.88. On the total tonnage shipped last year there should therefore be a profit of \$305,000, taking the expense of the working and smelting of the ore at \$3.50, which is practically the figure indicated in the last annual report. But this was not the real profit inasmuch as for the first part of last year there had to be executed owing to well known causes an abnormal amount of development work. That ceased towards the end of last year and now the normal charges are the only figures which have to be reckoned with. The Centre Star is now shipping at the rate of 100,000 tons per annum and has been doing so since the resumption of shipments last September. This tonnage at the net gain per ton indicated by the above figures will yield \$600,000 profit per annum, giving a dividend of 17 per cent. Should the smelter charges be reduced there will be an even greater profit.

The War Eagle practically shipped little or nothing last year, its tonnage being sent out mainly in the month of January. The shipments were about 250 tons daily, which rate was stated to be too much in the annual report published at this time last year. Since that time, however, new bodies have been found and it is probable that the old rate of shipment will be resumed. At present the mine is shipping something over 100 tons daily. The value of the shipments set year were for 9,886 tons, \$124,283 or \$14.39 per ton. The cost of working when the development is abreast of the stoping is \$8.50 per ton as stated by the management. This leaves a profit of nearly \$6 per ton. On a shipping basis of 250 tons daily, the annual net profit would thus figure at \$240,000 or yield a dividend of 12 per cent on the capital of \$2,000,000. On the basis as shipped in January, 1900, the yield would be upwards of 23 per cent.

The other shipping mine of any importance in the figures for last year is the Iron Mask. This exported 2,737 tons valued at \$43,177. This gives a value per ton of \$15.80. As the mining machinery at the Iron Mask is incomplete and a complete plant is yet to be installed the cost of extraction is higher than in the other mines mentioned. Still the mine has only to export some eight or nine thousand tons yearly to earn a dividend of 10 per cent on its small capital of \$500,000.

It will be seen that on the official figures as supplied by the mine managers to the gold commissioners and on those published in their annual reports, each of which sets forth the details of the list of Rossland shippers. To these will soon be added the Rossland Great Western, which is now shipping at the rate of 24,000 tons annually and there are others such as the Kootenay Mines, whose advent will not long be delayed. It may be noted that the value of the ore shipped as given to the gold commissioner has been taken as the smelter value and not that of the gross assay value. It is on the former and not on the latter that the 2 per cent. mineral tax has to be paid to the provincial government and collected at the office of the gold commissioner himself.

THE DIVIDEND.

Good Strike Made on Kruger Mountain, Kootenay Country.

Fairview, B. C., Feb. 27.—(Special.) The mining on Kruger mountain in the Okanagan country, has just received a great impetus by the recent strike made upon the Dividend, which was thrown over last year by G. R. Naden of Greenwood. Work had scarcely recommenced on this property when a fine body of ore 15 feet wide, was struck within 17 feet from the place where work was discontinued last fall. The owners are consequently much excited. An instance such as this will do more for this country than anything else.

The people here are taking much interest in the Crow's Nest coal discussion. They think that the importance of the coal land is overrated, as there has been coal discovered in no less than five places in this western country, namely, at Midway, Rock Creek, White Lake (Okanagan), Princeton and Nicola.

ASCENDED MOUNT ROBERTS.

Mr. Robert Lyon Had a Narrow Escape From a Terrible Fall.

Messrs. Robert Lyon and R. J. Smith went to the top of Mount Roberts yesterday. They went up by the north slope, the steepest side of the mountain. They left Rossland at 9:30 a. m., and reached the top at 3 p. m. The snow was so deep that they had to dig the holds in the snow to get up. Snowshoes were useless because the snow is so hard. A Scotch standard was hoisted as a signal to friends in town, lunch was eaten and a few snapshots were taken of the flagstaff and its surroundings. Messrs. Lyon and Smith are carpenters and a very satisfactory and workmanlike job of erecting the flagstaff and its support. They left the summit at 3 p. m. and came down the east slope and arrived in town at 5 p. m. Mr. Lyon slipped and went twenty feet to the edge of a bluff on the down trip. There is considerable glare ice on the east slope and he had a very narrow escape, as had he fallen over the bluff he would have fallen at least 100 feet. The down trip was a record as to time, but they would not advise any of their friends to try the same route that they took on the homeward journey.

THE WEEKLY MINING REVIEW

SHIPMENTS FOR PAST WEEK WERE LARGER THAN USUAL.

The Rossland Great Western Joins the List of Shippers—Other Mining Notes of Interest.

The chief news of the week is the commencement of regular shipments from the Le Roi No. 2 and the Rossland Great Western, which together will aggregate 200 tons a day. While this will make no immediate difference to the camp, as the increased shipments from the Le Roi for the next few weeks will counterbalance the increase, the significance of the shipments lies in the fact that the mines are able to make such a showing as 120 and 80 tons a day respectively. This makes the by no means small aggregate of over 60,000 tons per annum, which was the total output of the camp four years ago. Mines that are capable of this output at the outset are not small mines, and are valuable additions to the wealth of a camp. This increased output of ore will also necessitate the employment of more men, and thus make business the better all around for everybody concerned.

It is to be noted in this connection that the Evening Star has recommenced shipping, and it is hoped that it will be able to maintain a steady output.

The Centre Star is shipping at the rate of 100,000 tons per annum and it is expected that with the purchase of the Trail smelter the width of the paystreak in the ledges of the War Eagle will be increased so that this mine will be able to resume its old rate of shipment. That was cut down merely because the mine was entering upon a lean zone such as is found in every mine. The development of the eighth level, though not yet completed by the officials of the mine, doubtless has not been absolutely certain that the continuity of the new discoveries would be demonstrated on the opening of the ninth level, they were undesirable of unduly inflating the value of the stock, are sufficient to justify the recent very conservative utterances at the annual meeting. It is therefore reasonable to expect that the old rate of shipment, now that the causes of its discontinuance are no longer operative, will be established in the near future. The tramway is approaching completion and the smelter deal is nearing its consummation. It is indeed probable that the Trail smelter will only be able to deal with the copper-gold ore of the War Eagle-Centre Star group, notwithstanding its enlargement, and it is to be noted that the acquisition of an additional smelter at Robson, to be built under the auspices of the C.P.R., to deal with custom ores, is to be attributed.

The Output.

The output for the week is the second highest ever made from the camp, being beaten only by the record for the week before last. This is owing to the fact that the Rossland Great Western contributed over 500 tons to the week's output. This only partly makes up for the deficiency in the shipments of the Le Roi during the time of the repairing of the old shaft. The total shipments for the year show that just under a thousand tons of ore are being shipped from the camp. This will probably put the shipments for the year over 400,000 tons, and will also make these shipments double the record made these shipments double the record for last year as the mines are not at present shipping their full quota. With the completion of the tramway upon the War Eagle that mine being able to ship much more than it is at present. It is pretty generally known, despite the reticence of the management that the ore bodies have been recovered, together with an even larger area of ore than previously obtained. From this time therefore, a larger output is to be expected. By the time the Le Roi is ready to ship on the promised scale which will be after the establishment of the old shaft on a better basis as regards facility of handling the ore, and the necessary connections are made through between the old and new shafts, the Northport smelter will be ready to handle the increased output. In the meantime the standard of the past few months will be kept up by the shipments from the Rossland Great Western, and Le Roi No. 2, which will ship in the neighborhood of 200 tons a day continuously. Thorough working out should be established within the next two months and for the last eight months of the year the camp's output will be over 10,000 tons weekly.

Mine	Week	Year
Le Roi	3,941	29,123
Centre Star	2,160	18,420
War Eagle	630	6,030
Le Roi No. 2	230	1,512
Iron Mask	140	1,278
Rossland G. Western	540	540
Velvet	500	500
L. X. L.	70	70
Evening Star	70	70
Spitzee	67	67
Giant	60	60
Portland	27	27
Total	7,711	57,693

Le Roi.—The work in hand at the surface is the assembling of the new hoisting engine to operate the waste ore compartments of the big shaft. The machinery has all arrived and is put upon the foundations. The assembly will consume the next three weeks. Until such time as the concrete foundations, but newly finished, are conceived capable of bearing the strain, there will be no turning over of the hoist. Owing to the size of the big direct hoist alongside the new engine has been placed symmetrically with regard to the building and it will be therefore necessary to pass the cables through guide sheaves before taking them to the big wheels over the head of the shaft. On the old shaft much work is being done. A hump in the middle of the long inclines slings has to be taken out. Then the whole shaft will have to be fitted with proper guide rails for the skips, an improved pattern of which, carrying the modern appliances, will be substituted for those up till lately in use, and further, a great deal of re-zimbering will have to be done. When this is completed connections will have to be made on a corresponding grade with the levels running into the new shaft and certain galleries reopened. All this will take some time. The work is highly necessary, as the old shaft could hardly be said to have been in a safe condition. In the meantime the work on the new part of the mine is progressing as usual. There

is a less amount shipped, as until the new levels are cut through the cutting off of the means of taking the ore to the surface through the closing down of the old shafts all the ore bodies will have to lie unworked. Despite this there were upward of 4,000 tons shipped during the past week or an average of over 800 tons per working day.

Rossland Great Western.—The ore being shipped from the mine is now coming partly from new stopes on the 600 foot level and partly from the second class ore dump of the mine. The shaft is now down as far as it will go for the present. It is now down 807 feet the extra seven feet being the beginning of a sump to catch the water draining into the shaft which will make 15 feet in depth altogether. The bottom of the shaft is relatively lower than any other sinking in the camp, having reached a lower plane. It will be over-taken by the shaft of the Le Roi towards the fall of the year as it passes the 1,200-foot mark. A raise has been made connecting the third level with the second which is again connected with the old workings. This not only gives another exit to the mine but also ventilates it and gives access to the bodies of ore located in the old developments reached by the old shaft. A raise is also being made on the fourth level on the middle body of ore and is proving that this great central body is continuous. Just as soon as the station at the 800 foot level is completed there will be crosscuts started north and south to locate the ore bodies already proven above.

War Eagle.—Work on the tramway is being pushed and there is little left to be done upon the best of the new system about the camp. The new system will be in operation within the next few weeks. The eighth level is being well opened up and in addition to the fine body of ore discovered in the parallel drift near the shaft the ore body has been located on the north vein under the old rise in the seventh level in the western extension. The crosscut to the south has entered the vein and the ore has proved to be of a better grade than that found above where it was hardly of pay value. Diamond drilling is being carried on to locate the existence of a suspected body of ore lying to the south of the south vein which was prospected for with unsatisfactory results in the level above. On the ninth level not much work has as yet been done, but what has been done has proved satisfactory of the discoveries made on the level above.

Homestake.—The ore shoot has been drifted on for 75 feet, and the face of the working is still in ore of a good grade. The face of the drift is within 35 feet of a point under the shaft last evening, and the latter should be reached within the next eight days. From here an upraise will be made to the shaft, a distance of 100 feet. It is thought that it will not take much over twenty days to upraise the 100-foot to the shaft, which is now down 200 feet. In the meanwhile the drift will be extended to a point about 200 feet to the west of the shaft under where the main showing on the surface is located.

Centre Star.—The usual work is going on in the mine and there is no alteration to be observed. Developments on the fourth and fifth levels have shown that the barren streak in the pay shoot noted at the third level has been eliminated. Generally speaking it is as true of this mine as of any other in the camp that with the gaining of depth the formation becomes more and more solid and the dykes and faults of the upper regions of the country near the surface are being lost.

New St. Elmo.—The drift on the north vein is in 133 feet from the north crosscut. There is from two to two and a half feet of ore on the footwall in which the values are about \$15. The south drift is in 357 feet from the south crosscut, and the showing here is improving.

Northern Belle.—The crosscut tunnel is in 276 feet and the face is in ore of a low grade. Work is making slow progress as the ore is hard.

Le Roi No. 2.—The work on the No. 1 is confined to the sinking of the shaft and to the stopping of ore from the orebodies on the fourth level. On the Josie the ore stopped is being taken from the Poorman pay shoot. The shaft is making good progress. The raise on the Amie vein is still further demonstrating the continuity of the rich ledge. The more regular shipment of ore means the employment of some more miners.

Kootenay Mines.—The cutting of the station at the twelfth level, 1,200 feet below the outcrop, is in progress. The bottom sides of the shaft are still in ore carrying it down for the past 40 feet. It is noted that the faults and dykes numerous above are thinning out as depth is gained and the whole formation is far more continuous.

Big Four.—Considerable improvement is noted in this property. Ore cuts for both tunnels have been provided and rails have been laid in tunnel No. 2. As soon as the contract now let is finished drifting and stopping will be commenced on the ore body, which is now exposed to the right and left of No. 2 vein. The intention is to increase the working force.

Evening Star.—Shipments were resumed during the week and 70 tons were sent to the smelter. This is some of the ore which was extracted during the course of the development work, and is being shipped to get it out of the way. Other shipments will follow. Drifting and cross-cutting continues on No. 3 level.

Iron Mask.—The ore body has been cut on the 600-foot level east. Driving is in progress on the vein on the 450-foot level north. Stopping ore is in progress on the 400-foot level east. The Iron Mask is looking very well.

Douglas.—Drifting along the ledge in the lower tunnel continues. The ledge now carries more copper than it did near the surface, and the showing of ore generally is satisfactory.

Spitzee.—Work on the drift on the 50-foot level continues, and it has now been driven for 17 feet. There is an excellent showing of ore.

Velvet.—The work of installing the compressor plant is making good progress. Work in the mine continues along the usual lines.

Velvet.—Drifting along the ledge on the 100-foot level continues, and the showing of ore is of a satisfactory character.

Rossland Bonanza.—The tunnel is in for a distance of 165 feet, and the ore body continues strong and the values good.

L.X.L.—High grade ore is being extracted from No. 2 stope. Work continues on No. 4 tunnel, which is now in 300 feet.

Cascade.—The crosscut has been driven for 60 feet and the ledge should soon be encountered.

CYANIDING ROCK IN PLACE.

"A little nonsense now and then is relished by the wisest men."

We are working a quartz ledge in the Salmon mountains of Siskiyou county, California, and our postoffice is Callahans, 50 miles from the mine. For obvious reasons, it will be understood why I do not locate the claim definitely. "There is a, and the cook, and the Portugee bold," to say nothing of Quo Vadis the mule, Cyran the dog, and Taddles the cat. The snow is ten feet deep on the level, and the new century is here. The Portugee is bewailing his fate: "Notra dam turk, notra dam Tom and Jer, notra dam ting 'cept han an' bac, an' snow, an' work-work-work!" He is too lazy to snowshoe it out, and moreover, as we have but embryo halion, which he declares to be bogus, and will have none of, what can we do toward paying him off? Neither old Joe nor I believe Manuel desires to leave. We have fired him several times during the past five years, paying him in coin of these U. S., or in I. O. U.'s, as the case might be, and after a howling week of jag at the nearest camp the Portugee, accompanied by B. E. Morse, has found himself again under our wine and fig tree (i. e., tunnel and shake roof), begging for "one dose de good-a bromo."

But I digress. This is the story of a new (?) process in gold mining, not the incidents of a Portugee's periodicals.

The snow is so deep, the wind so painfully mournful through the pines; there is such a lack of congeniality between men shut up in a cabin that I'm garrulous, even on paper.

Two years ago we found the Pizen Dog claim while digging a water hole above a spring. It did not crop, and the foot of quartz between diorite walls panned a good string of flour gold, so fine that it floated when the water was off the prospect for a moment, but it was good to look upon—a hundred-dollar prospect. We covered it, blazed some trees in a circle around the hole, and kept on our weary march northward, for we had the genuine and only Simon Pure map and description of the Lost Cabin claim, dated A. D. 1855, which Manuel's grandfather, upon his deathbed had bequeathed to us while in Mexico—"but that's another story"—and the translation gave: the most minute details; so we were sure of finding the diggings. Let me state here in parenthesis that the Lost Cabin placer mine, upon the headwaters of the Trinity river, was worked by two Portugees in the early fifties, and they took out all they could stagger under. One died with D. T. in San Francisco, the other was shanghaied. Manuel's grandfather's brother returned to Mexico broken in health, but the priest took his description of the mine and we have the original document.

You will say it was another "lost mine." It was—but we found it!—found it without the slightest trouble, and it paid as high as fifty ounces per day per man. Not to us—no such luck—but to some fortunate man who stumbled upon it in the sixties and who worked out little diggings.

We had come 2,000 miles and were flat broke, so while old Joe opened a set of books for a store, and Manuel dealt monte and hokey-pokey, I ran an arrastra for a farmer. In two months we had a stake to take us back to the Pizen Dog of the Salmon river.

The prospect was as we left it. We built a wickup and started a tunnel to crosscut, that in 70 feet gave us backs of 50 feet upon the ledge which we followed, saving the ore.

We built a small arrastra, and Quo Vadis the mule worked a week, when the mine and gulch went dry—not enough water to drink, and the river two miles distant.

The vein is peculiar in some respects. The cleavage is horizontal and the quartz lies in ribboned layers with vertical minute open oxidized seams that carry free gold. The matrix is apparently barren and the seam colors so fine that panning must be done under water; strike east and west; dip vertical; walls close, hard diorite.

Summer was upon us, so we cleaned up the arrastra. The yield was generous, for the ore was hand sorted, Manuel was sent for supplies to Cecilville, and old Joe and I began developing the pay chimney. We had 35 feet of drifts upon the ledge, when one morning old Joe threw down his hammer and danced out of the tunnel shouting, "By the hindmost of my paternal ancestor, I have it—Eureka!"

Men living in the mountains get "off" easily, so I held on to my drill and followed him out, trusting I would not have more than temporary persuasion upon my hands. There he was horning up it, bareheaded, under a sun of 105 degrees F.

Poor old Joe. We have been partners, broke and affluent, in several lands for 12 years, but I never saw him other than the staid and taciturn old Heidelberg student of metallurgy. He waved his arms and shouted, "Holy smoke, and we've been trying to amalgamate it! Blockend! Stoughton Bottles! It's morogonous!"

"On see, he yelled, '2 Au plus 4 KCy plus O plus H2O plus 2 Au KCy2 plus 2 KOH, and that's a lovely equation!'"

"Come along, old man, that's a good fellow." He was worse than I feared, babbling chemistry, synonyms, and if Manuel had been there we could have strapped him down till the first flush of delirium was over.

Again he shouted, "But 2 KAu Cy2 plus Zn, me bucoo Ananias, yields K2 Zn Cy4 plus Au—wow! And she's dry as a bone—percolation perfect!" Again he gave a warwhoop and waved his arms.

"Look here," I yelled, shaking him by the arm, "you come along with me and take a good dose of Manuel's bromo, and sleep, and you'll—"

"What 't'ell's matter with you? I've got it, I tell you—got it pat—the Pegleg and the Lost Cabin will be nothing to the case of purging the Pizen Dog. We'll give him the gold cure!" and he ambled again.

I sat in the shade and wiped my forehead. I think I wept a little. I was sick and dizzy, but old Joe noticed my agitation and came to me.

"Just let me think it out," he said, "It's here, back in the gray matter all right, and bound to come in time. Res'gam!" I lighted my pipe, but I never dropped the 2-foot drill. I sweat cold all over, but his next remarks sent me to my feet. "She is dry, isn't she? And the gold is fier in the rock. We have 50 feet of backs, and 35 feet blocked out, say 125 tons at \$100 equals \$12,500. Now, why not pour on a cyanide solution, catch it in the drift, drain it into a vat, and precipitate it upon zinc shavings? It will work for us while we sleep, and it is worth trying."

We did no further physical work that day, but the strain on our mental cal-

bre was tense, and the pro and con resulted in my leaving for Cecilville to round up the mule and Manuel. The latter I alternately kicked and ducked into sobriety, for he was "loaded for bear," and the former I saddled and headed for the railroad 75 miles distant.

Old Joe and Manuel dug a trench along the surface of the shoot over the drift, made a sort of receiving tank, a pump, boxes for the zinc, and built a snug log cabin.

In three weeks I returned. The sample sent to the city assayed \$198.75 per ton, and by the laboratory test 96.12 per cent was saved by the cyanide process. The cyanide, zinc, and treatment and grub were carefully packed in by Quo Vadis, and I was footsore and weary, but the first remark of old Joe tired me more: "Did you find how much royalty we have to pay to the patentees?" I had not, so we let it go at that and set to work.

With a makeshift plov we dug a small ditch two and one-half miles long, and in five weeks had a trickle of water on the claim. We then carried a strong solution into the adit and held our breaths. Nothing percolated. The tunnel was as dry as a bone. We took turns and watched all night, and the drifts were, if anything, drier than ever. More solution, more examining, more wondering. We kept a steady flow into the adit, which absorbed it readily enough, and upon the third day the roof became wet in patches, then the drip came. We carried it in a trough to the mouth of the tunnel and into the zinc boxes. The trick was done, and the brown residue, slimy and uninteresting, was dried and carefully saved. Manuel was more excited than either of us, and his disgust on seeing what we called gold was painful.

We worked for a month and then came on heavy rains, and cold weather followed fast. We made an upraise of 10 feet into the ledge, and apparently there is as much gold as before, in the seams, not acted upon by the solution, though the weight of our residue assures us that we have a generous return for our summer's work, and old Joe suggests renaming the mine the Widow's Crust. Next spring we will attempt a totally new scheme for working the ledge and for saving values, and our dead work will be complete by the time the snow is off.

A CALIFORNIA MINER.

Callahans, Siskiyou Co., Cal., Jan. 15, 1901.

THE DAYBREAK ASTER. The Steele-Briggs Daybreak Aster is new. It has shell pink large, round, well-filled, long-stemmed flowers. It blooms early, continuously and freely. We will send a packet of seed and our large, illustrated catalogue for 10c. This is the largest seed catalogue published in Canada. It just shows seeds suited to Canada. Canadian gardeners should buy from it. They get the largest choice of Canadian seeds, and cannot order unsuitable seeds from it.

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ATHABASCA'S OUTPUT. Manager's Report of Operations for a Year.

E. Nelson Fell, general manager of the Athabasca mine, has forwarded to his directors in London his report covering the operations of the company for the year ending December 31st, 1900. This report shows that during the year the company mined some 4,054 tons of ore, which in mill returns yielded \$170,688.96. Against this the manager has charged the entire cost of mining and milling, as well as \$20,014.48 for development of the property, after which he computes the profit upon the year's operations at \$29,551.18, or a trifle less than \$6 per ton upon the ore mined.

With respect of the Athabasca vein the report sets out that it continues to present difficulties in the way of mining which renders the cost very high, as for every ton of ore from four to five tons of waste have been mined. In common with the character of the ground, the value of the ore and its nature have been uneven, and owing to local conditions a certain amount of waste had to be sent to the mill during the last three or four months of the year, which altogether accounted for the drop in the returns from the mill. The manager, however, regards these conditions as temporary and adds that he is beginning to find again bodies of ore as rich as any he has found in the schist. Speaking generally, Manager Fell says the Athabasca mine is not a property in which ore reserves can be blocked out, ore chutes defined and the future planned with certainty. He regards the company's experience in the past as the best ground for confidence in the future, and looked at in that light he confidently asserts that the prospects of the mine have been very much benefited by the development work of the past year. This work, he explains, has shown the existence of ore bodies, the richness of which was not before suspected. It has shown that the vein is greater in extent than formerly supposed, and that ore chutes or pockets of rich ore are scattered through the vein in both the granite and the schist. But the most important result achieved by the development of last year he regards as the opening up of the mine so that it becomes possible to very greatly increase the output. While mining a very high grade of ore this was not so very important, as the grade had to be treated with great care at the mill, but with the completion of the cyanide plant, rendering it possible to treat 800 tons of ore per month, the fact that the mine is in a position to stand the increased output becomes a most important feature in considering the outlook for the coming year.

Secured a Bond. C. F. Whitecher, of Stanstead, Quebec, has just taken a bond on the Mastodon group, situated on Lost creek on Iron mountain. The consideration is \$9,000. The former owner was C. H. Green of Trail, Mr. Whitecher is to pay \$100 in cash and give Mr. Green 50,000 shares of stock in the International Gold Mining and Development Syndicate. The vendor is also to receive \$1,000 in 60 days and the balance is to be paid in \$100 amounts every thirty days. The purchaser is to keep up continual development work in the form of tunneling, shafting and crosscuts. The agreement between the parties involved was filed at the recorder's office yesterday.

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Facts and

Cox--S

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Work

Toronto, March 5. Annual meeting of the pro held in Toronto. Senator Cox, delivered address.

"In congratulating of the last year's worth while to realize that have got to the management of the Nest Pass C in every respect, with a large major holders, under Canadian agreement and are a great force of soil. We are developing resources in one of economic minerals, an immense Canada, bringing wealth to which we feel assured most important for industrial development, our operations are market and inadequate. It affords me great that we are preparing with construction an involving an immediate \$83,000 and we are in the treasury of a purpose. This does not railway project to but will be devoted development work, ovens, dwellings, off in connection with the industry of the camp built at Fernie, Michable point 720 coke, involve an expenditure head alone. We will which will increase production from over at present, to more day. Our expenditure more than a quarter on mine improvement, as I shall be extensive mining and conditions that are to maintain two new to strict as large as Fernie instance to the works company. There is a provision we obtain credit as I shall be 4,500 tons of coal per we expect to increase 6,000 tons of coal per of which will be our own and with peep to have a pay road, which will be three important individual coal district. All b once realize how imp ment will be to the mining camps are consumers of supplies be the direct cause of several thousand workingmen, but a sive demand will be acts of Canadian act the food supplies for and cattle ranches. you, however, to sta British Columbia de coke would not justicures as we propose self-evident, when I cent demand of British exceed 1,000 tons of and we cannot expect increase in the near future favorable conditions expenditures. In order with the develop solutely necessary to the market by put us in a position pete with the coal ar ready in the field. It ions by legislative vented in any way the cost of productio possible margin, our will be proportionally be quite impossible development now prop therefore, the necessary access to the adjacent United States, an demand to parliament for a charter to the coal fields to the intended to connect from Jenkins on the way. This is simply an entrance by the almost unlimited coke, where we must tion.

The opinion has some quarters that railway connection Nest coal fields and system will deprive mining and smelting of coal and coke an may create a shorts supply to benefit the interests. These fe From this geological there is over 550,000 the Crow's Nest co supply of coal, whic authorities, to be pr it being estimated that 20,000,000,000 tons of out of an output of 10

MILLIONS TO BURN Enormous Coal Deposits of Crow's Nest Pass.

NEED OF RAILWAY TO SOUTH

Facts and Figures Submitted by Senator Cox--\$833,000 in the Treasury for Im- mediate Construction and Development Work--What Pay Roll will Amount to.

Toronto, March 7.—(Special)—At the annual meeting of the Crow's Nest Coal company held in Toronto today, the president, Senator Cox, delivered the following address:

"In congratulating you upon the success of the last year's operations it may be worth while to refer to the erroneous ideas that have gone abroad with regard to the management and control of the Crow's Nest Coal company. We are, in every respect, a Canadian enterprise with a large majority of Canadian stockholders, under Canadian control and management and are giving employment to a great force of laborers on Canadian soil. We are developing Canada's natural resources in one of the most important economic minerals, and are building up an immense Canadian industry, which is bringing wealth to the Dominion and which we feel assured will constitute a most important factor in the Canadian industrial development of the future unless our operations are restricted by a limited market and inadequate railway facilities. It affords me great pleasure to announce that we are prepared to proceed at once with construction and development work involving an immediate expenditure of \$833,000 and we already have this money in the treasury of the company for this purpose. This does not include the large railway project which I will refer later, but will be devoted exclusively to development work, the building of coke ovens, dwellings, offices and other works in connection with the coal and coke industry of the company. We intend to build at Fernie, Michel and another suitable point 720 coke ovens which will involve an expenditure of \$540,000 under this head alone. We will then have 1,032 ovens which will increase our capacity for coke production from over 400 tons per day, as at present, to more than 1,500 tons per day. Our expenditures will also include more than a quarter of a million dollars on mine improvements, offices and miners' dwellings. These expenditures and the extensive mining and coke producing operations that are to follow will create and maintain two new towns in the coal district as large as Fernie, which owes its existence to the works carried on by this company. There is a prospective demand, provided we obtain access to the American market, as I shall hereafter mention, for 4,500 tons of coal per day. Within a year we expect to increase our output to about 6,000 tons of coal per day, a large portion of which will be converted into coke in our ovens and within five years we expect to have a pay roll of fully \$10,000,000 per day, which will be sufficient to maintain three important industrial centers in the coal district. All business men will at once realize how important such development will be to the country at large as mining camps are invariably extensive consumers of supplies. Not only will these be the direct cause of the employment of several thousand additional Canadian workmen, but a new and most extensive demand will be created for the products of Canadian factories in the east, in the food supplies for the western farms and cattle ranches. It is only fair to you, however, to state that the present British Columbia demand for coal and coke would not justify any such expenditures as we propose to make. This is self-evident, when I state that the present demand of British Columbia does not exceed 1,000 tons of coal and coke per day and we cannot expect this demand to increase in the near future, even under the most favorable conditions so as to justify such expenditures. In order that we may proceed with this development it will be absolutely necessary to secure access to the American market by a route that will put us in a position to successfully compete with the coal and coke producers already in the field. If delayed in our operations in any way by cutting down the cost of production to the narrowest possible margin, our success in the field will be proportionally cramped and it will be quite impossible to undertake the development now proposed. Recognizing, therefore, the necessity of obtaining direct access to the adjacent markets of the United States, an application has been made to parliament by five of your directors for a charter to build a railway from the coal fields to the coast, where it is intended to connect with a spur line from Jenkins on the Great Northern railway. This is simply an effort to secure an entrance by the best possible route to an almost unlimited market for coal and coke, where we must meet great competition.

"The opinion has been expressed in some quarters that the establishment of a railway connection between the Crow's Nest coal fields and the Great Northern system will deprive the Canadians and mining and smelting industries of a supply of coal and coke and that the company may create a shortage in the Canadian supply to benefit the American smelting interests. These fears are groundless. From the geological report it appears that there is over 550,000 acres of coal lands in the Crow's Nest country, containing a supply of coal, which is conceded by all authorities, to be practically inexhaustible, it being estimated that there is an area of 20,000,000,000 tons of coal. This would admit of an output of 10,000 tons per day, al-

lowing 300 working days per year for over 6,000 years. This is strictly independent of the immense coal areas in Alberta and other parts of British Columbia. They are at present prepared to enter into time contracts with the smelters of British Columbia to supply any quantity of coal or coke they may require, but so far as the local supply is concerned, its safety can be best assured that such development of the Crow's Nest mines will be made probably by the building of the proposed line. Successful operation of the mines on a large scale would be impossible if our market was limited to British Columbia and it were subject to the fluctuations we have experienced this last year. With an immense coal and coking industry in operation, turning out from six to ten thousand tons of coal a day, the British Columbia smelters now in operation could close down—we open up without notice as often as they might feel inclined and the change would not be felt. The smelters now in operation on the Canadian side only require about 300 tons of coke per day. If we are restricted as to markets, there will be a higher initial cost, risk of suspension through accidents, difficulty in securing labor and in meeting any variation in the demand. Although there is an immense area of coal in the Crow's Nest country that is of the best quality for coking, we should not harbor the delusion that this district has all of the coking coal on the continent. There will be competition from the existing sources of supply from Cokedale on Puget Sound, Pennsylvania, West Virginia, Utah and Colorado. There are also immense coal deposits in Montana, Washington and other places, which may prove, when tested, to be of good coking quality. To enter and hold this market, which means from 5,000 to 6,000 tons of coal per day, the Crow's Nest Pass Coal company must have the best railway facilities available, and that is why it is absolutely necessary to build this proposed spur.

"There is hardly any industry so universally beneficial to a country as coal mining and coke mining for export trade. The coal and coke are both brought to the last stage of perfection before being shipped out. All labor is expended on them in the country and there is nothing further to be done with them except to consume them. Not so with logs, not so with lumber, not so with pulp, with wheat, with wool and many other products exported. Every dollar's worth that comes into the country in return for coal or coke exports makes the country just that much richer. The farmer, the rancher, the miller, the merchant, and the manufacturer will all flourish. There will also be an enormous direct revenue to the British Columbia government from the royalty. That government is now deriving a revenue of about \$1,000 a day from the present operation. In addition to the development of the coal and coke industry, the proposed railway will open up a prospect and an assured prospect of smelting development, which will prove, from a public standpoint, of the very greatest importance. The success of the smelting industry depends upon the ability to assemble the various materials essential to profitable smelting, at the lowest possible cost, and if the proposed line of railway is built, connecting the Crow's Nest fields with the American railway systems, the balance of advantage will be decidedly in favor of the Canadian side, as the place for establishing a large and profitable smelting industry.

"The Canadian people have but to improve their opportunity, to stand out of the way and let the good fortune in. In order to illustrate what I have said, permit me to point out how suitable a place Fernie or some other point adjacent thereto would be for the establishment of a smelting industry. There we have the coke without any obstructions, while to carry it to any smelting point south of the line would involve a hauling charge, as well as an American duty of 60 cents per ton. The lines are required to be found at Fernie, with no expense except the cost of quarrying.

"The lead ores of South-western British Columbia are now seeking a market, which is almost impossible for them to find and those adjacent to the coal fields could at a trifling cost for transportation be laid down at Fernie, or some convenient point. The dry ores necessary to make workable and profitable mixtures and blends are not at present to be obtained in British Columbia, but are to be found through the adjacent mining states along the lines and connections of the Great Northern and Northern Pacific railways and the ore cars taking the coal and coke from the mines at Fernie to supply the railways and established industries in these states, instead of coming back empty, would, at a low cost for transportation, bring back these dry ores to such a smelter. There is no point south of the boundary line where a smelting industry could so easily be established, if a smelting industry were established south of the line, there would be, as above mentioned, the cost of transportation of the coke to the site of the smelting industry, the duty on this coke entering the United States, the cost of transporting the lead ores from British Columbia to the site of the proposed smelter and the American duty on the leads entering the United States

which, upon the quality of ore found at some of the best mines in British Columbia, would probably be about \$9 per ton. Simply on the item of transportation there would be a serious handicap, of the ore cars bringing down the coke and the ore from British Columbia to a smelter on the American side being compelled to return empty and this would necessarily entail a proportionately higher freight rate. Not the least important in the situation is the fear in the minds of the American capitalists interested in the mining industry of the west that an export duty may be put on the ores by the Canadian government and this would cripple any smelting industry established on the American side dependent upon Canadian ores as this source of supply. That this is not simply theory, but the mature judgment of practical smelting men, is evidenced by the fact that we have the most positive assurances from a smelting man of large capital and experience that if he could obtain the proposed railway connection he will enter into time contracts of a large smelting plant in British Columbia adjacent to the coal fields; and we have three or four more smelting industries at other suitable points in Southern British Columbia, provided the proposed road is built. The prospect, therefore, for Southern British Columbia would appear to be exceedingly bright. Once the charter for the railway is assured the construction of the coke ovens, the building of the homes for the miners, and the virtual establishment of new towns in Southern British Columbia will await the opening of the season. Little time will elapse from the assurances received before more than one large smelting industry will be put under way and hundreds of thousands of dollars will be invested in developing this important industry in that country.

With improved transportation facilities, as well as the improved smelting facilities, which would be secured, a smelter could secure freight charges and give rates for treatment that are now impossible. It is hardly necessary to dwell at length on the result and the benefits to mining and other enterprises in British Columbia. Their benefits are self-evident. In every lead mine there are masses of ore that will not pay at the present rate for treatment; in every camp there are propositions and mines just too lean to tempt operators or investors. Every dollar taken off the charge for treatment means thousands of tons more available and proportionately swells the pay rolls of every camp. Every dollar's reduction in smelter charges widens the pay streak of every mine and brings new mines within the paying class. It would be a great misfortune to British Columbia and to the Dominion at large if this opportunity should be lost through the failure to secure adequate means of transportation. There are rival projects south of the boundary.

"Immense coal areas in the states of Washington and Montana are in the process of development and if the parties interested in these properties once secure possession and control of the market in these states for coke and coal I fear the coal and coke of British Columbia will stand a very poor chance of ever taking the market. The promoters of this railway ask no cash bonus or land grant of any kind—they simply desire an opportunity of expending their own money to construct a railway which will be of great public benefit. We now have a prospect of building a city as large as Butte in the Crow's Nest coal district. I cannot think it possible that either the parliament of Canada or the legislature of British Columbia will place a barrier in the way of the industrial development of our country or will adopt a course which may delay that development half a century. I therefore look forward with confidence to a charter being granted and this being done, the development which I have outlined, will be at once proceeded with; but unless the charter is granted the development outlined cannot be undertaken."

WORLD'S LARGEST COPPER MINES

Le Roi Not Yet Among the First Twenty Producers.

These were when last fully ascertained—the year taken being 1898, as follows, the amounts being given in long tons 2,240 pounds:

Mine and Location.	Production.
Anaconda, Montana.....	59,093
Calumet and Hecla, Michigan.....	38,893
Rio Tinto, Spain.....	33,852
Boston and Montana, Montana.....	30,900
United Verde, Arizona.....	18,596
Mansfeld, Germany.....	18,045
Copper Queen, Arizona.....	15,066
Tharsis, Spain.....	11,147
Boleo, Mexico.....	9,435
Tamarac, Michigan.....	8,777
Mountain Copper, California.....	8,273
Arizona Copper Co., Arizona.....	8,111
Besshi, Japan.....	8,050
Ashi, Japan.....	7,501
Quincy, Michigan.....	6,200
Montana Ore, Montana.....	6,200
Osceola, Michigan.....	5,681
Parrot, Montana.....	5,555
Wallaroo & Moonta, Australia.....	5,500
Detroit, Arizona.....	5,102
Mount Lyell, Tasmania.....	5,000
Ookpik, Cape Colony.....	4,020
Mason and Barry, Portugal.....	3,500

Total for 23 mines.....314,554
During the same year of 1898 Trail creek yielded in all 5,232,011 pounds of copper, or rather over 2,335 long tons, more than half of which came from the Le Roi. Trail creek's total tonnage greatly increased last year on 1898, being nearly double, but the copper percentage was not so high as in 1898. The copper contents when fully ascertained for 1900, will probably show a Trail Creek yield of over 3,000 long tons of 2,240 pounds, with more than 2,000 credited to the Le Roi. The Le Roi mine's copper yield would, therefore, large though it is, not place it amongst the first 20 producers of the world, but certainly place it amongst the first 30.

A Fireman's Close Call.

"I stuck to my engine, although every joint ached and every nerve was racked with pain," writes C. W. Bellamy, a locomotive fireman, of Burlington, Iowa. "I was weak and pale, without any appetite and all run down. As I was about to give up, I got a bottle of Electric Bitters and, after taking it, I felt as well as ever; did in my life." If a fireman, or any other man, always gain new life, strength and vigor from their use. Try them. Satisfaction guaranteed by Goodeve Bros. and T. R. Morrow. Price 50 cents.

Hon Smith Curtis returned last evening from Greenwood, where he has been in attendance on the Associated Boards of Trade.

NEW "ROUND" CABBAGE.

We send a packet of our Steele-Briggs Early Spring Cabbage and our big illustrated seed catalogue for 10c. The catalogue is the largest Canadian seed catalogue. It only contains seeds suited to Canada. Steele-Briggs seeds are all fresh and grow well. The heads are round and compact. They may be planted closer together than ordinary cabbages. Send 10c for the catalogue and the packet by mail.

THE STEELE-BRIGGS SEED Co., Limited,
TORONTO, Canada's Greatest Seed House.

Tried to Eat a Thumb.
Edmund Doran is confined at the hospital with a badly wounded thumb. He was cooking at the Velvet mine and got into an altercation with a fellow cook. The result was a fight, during which Doran's antagonist got his thumb in his mouth and chewed it to a considerable extent. The thumb got so bad that Doran had to go to the Sisters' hospital for treatment.

A Social This Evening.
The ladies of the Methodist church will give a social this evening in the church. The entertainment offered will include vocal and instrumental music and refreshments. Graham's quintette will furnish music for the occasion. The entertainment promises to be an unqualified success.



GREAT NORTHERN RAILWAY

NONE BETTER

SOLID VESTIBULE TRAINS
PALACE DINING AND OBSERVATION CARS—TEALS A LACARTE

Direct connection at St. Paul, without change of depot, with all trains for Chicago, Toronto, Montreal, New York and all points west and south.
Close connection east and west bound at Spokane with trains of the Spokane Falls & Northern railway.
Leaves Spokane daily for West 7:45 a.m.
Leaves Spokane daily for East 10:45 a.m.
West bound trains make direct connection for Victoria, Vancouver, Portland, San Francisco and all points on the Sound.
During the season of navigation East bound trains connect at Duluth with the magnificent steamships North-West and North-Land, of the Northern Steamship company line, operated in connection with the Great Northern railway.
For further information, maps, folders, etc., apply to any agent of the Spokane Falls & Northern railway, Kaslo & Slocan railway, Kootenay Railway & Navigation company, or to

F. I. WHITNEY,
General Passenger and Ticket Agent,
St. Paul, Minn.
H. A. JACKSON,
Commercial Agent,
Spokane, Wash.



CANADIAN PACIFIC RY.

SOO LINE

FIRST-CLASS SLEEPERS

On all trains from Revelstoke and Kootenay Landing.

TOURIST CARS

Pass Dunmore Junction for St. Paul on Sundays, Tuesdays, Thursdays, and Fridays; Toronto on Mondays and Wednesdays; Montreal and Boston on Saturdays. Same cars pass Revelstoke one day earlier.

For timetable and full information, call on or address nearest local agent.

A. B. MACKENZIE,
City Agent.
J. S. Carter, D. P. A.,
Nelson, B. C.
A. B. McArthur, Depot Agent,
E. J. Coyle,
A. G. P. A.,
Vancouver, B. C.

WINTER SCHEDULE.

Spokane Falls & Northern

Nelson & Fort Sheppard R'y

RED MOUNTAIN RAILWAY

The only all-rail route between all points east, west and south to Roseland, Nelson and all intermediate points; connecting at Spokane with the Great Northern, Northern Pacific and O. R. & N. Co.
Connects at Nelson with steamer for Kaslo and all Kootenay Lake points.
Connects at Meyer's Falls with stage daily for Republic, and connects at Boscawen with stage daily for Grand Forks and Greenwood.

EFFECTIVE SUNDAY, DEC. 25, 1900.
Leave. Day Train. Arrive
8:00 a.m. Spokane 8:40 p.m.
11:50 a.m. Roseland 8:10 p.m.
7:00 a.m. Nelson 7:15 p.m.
Night Train.
9:45 p.m. Spokane 7:00 a.m.
11:00 p.m. Roseland 7:00 a.m.
First-class sleepers on night train.
H. A. JACKSON,
General Passenger Agent
H. P. BROWN, Agent,
Roseland, B. C.

Kootenay Railway & Navigation Company

OPERATING
Kaslo & Slocan Railway
International Navigation & Trading Co.
Bedford & Nelson Railway,
Kootenay Valley Railway.

Shortest and quickest route to the east and all points on the O. R. & N. and Northern Pacific Railways in Washington, Oregon and the Southern States.

Kaslo & Slocan Railway
Passenger train for Sandon and way stations, leaves Kaslo at 8:00 a.m. daily, returning, leaves Sandon at 1:15 p.m., arriving at Kaslo at 3:55 p.m.
International Navigation & Trading Company
Operating on Kootenay Lake and River
S. S. "KASLO."

Leaves Kaslo daily at..... 8:00 a.m.
Leaves Pilot Bay daily at..... 9:15 a.m.
Arrives Kuskonook daily at..... 11:15 a.m.
RETURNING.
Leaves Kuskonook daily at..... 12:40 p.m.
Leaves Pilot Bay daily at..... 2:30 p.m.
Arrives Kaslo at..... 4:00 p.m.
S. S. "INTERNATIONAL."

Leaves Nelson daily at..... 7:00 a.m.
Leaves Pilot Bay daily at..... 9:15 a.m.
Arrives Kaslo at..... 10:45 a.m.
RETURNING.
Leaves Kaslo daily at..... 1:00 p.m.
Leaves Pilot Bay daily at..... 2:30 p.m.
Arrives Nelson at..... 4:30 p.m.
B. & N. AND K. V. RYS.

Passenger train leaves Kuskonook for Spokane daily on arrival of steamer "Kaslo," connecting at Bonner's Ferry with Great Northern "Flyer," eastbound.
Leaves Spokane for Kuskonook daily at 6:25 a.m., making direct connection at Kuskonook with steamer "Kaslo" for Nelson and Kaslo.

Steamers call at principal landings in both directions, and at other points when signalled.
Tickets sold to all points in Canada and the United States.
To ascertain rates and full information address

ROBERT IRVING, Manager,
Kaslo, B. C.

Canadian Pacific Nav. Co.

(LIMITED.)
WHARF STREET, VICTORIA.

Time Table No. 54—Taking Effect Nov. 1, 1900.

Victoria to Vancouver—Daily, at 1 a.m.
Vancouver to Victoria—Daily, at 1:10 o'clock p.m., or on arrival of C.P.R. No. 9 train.

NEW WESTMINSTER ROUTE.

Leave Victoria for New Westminster, Ladner, Lulu and Islands—Tuesday and Friday at 7 a.m. Leave New Westminster for Victoria and Way Ports—Wednesdays and Saturdays at 7 a.m.

NORTHERN ROUTE.

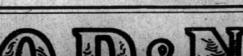
Steamships of this company will leave for Fort Simpson and intermediate points, via Vancouver, 1st and 15th of each month. Steamships of this company will leave every Wednesday for Wrangle and Skagway at 8 p.m.

BARCLAY SOUND ROUTE.

Steamer leaves Victoria for Alberni and Sound ports, on the 1st, 7th, 14th and 20th of each month, expediting latter trips to Quatsino and Cape Scott.

The company reserves the right of changing this time table at any time without notification.

G. A. CARLETON,
General Freight Agent.
C. S. BAXTER,
Passenger Agent.



O. R. & N.

OREGON SHORT LINE AND UNION PACIFIC

THE ONLY LINE EAST VIA SALT LAKE AND DENVER.

TWO TRAINS DAILY

SHORTEST AND QUICKEST ROUTE.

Coeur d'Alene Mines, Palouse, Lewis, Walla Walla, Baker City Mines, Portland, San Francisco, Cripple Creek Gold Mines and all points East and South. Only line East via Salt Lake and Denver.

Steamship tickets to Europe and other foreign countries.

Leaves Daily	Spokane Time Schedule	Arrives Daily
7:35 a.m.	FAST MAIL—For Coeur d'Alene, Farmington, Garfield, Colfax, Pomeroy, Wabburg, Dayton, Walla Walla, Pendleton, Baker City and all points for the EAST.	
4:00 p.m.	FAST MAIL—From all points EAST, Baker City, Pendleton, Walla Walla, Dayton, Wabburg, Pomeroy, Moscow, Pullman, Colfax, Garfield Farmington, Coeur d'Alene	
	EXPRESS—For Farmington, Garfield, Colfax, Pullman, Moscow, Lewiston, Portland, San Francisco, Baker City and all points EAST.	
	EXPRESS—From all points EAST, Baker City, San Francisco, Portland, Colfax, Garfield and Farmington.	

STEAMER LINES.

San Francisco-Portland Route.
STEAMSHIP SAILS FROM ANSWORTH DOCK, Portland, at 8:00 p.m., and from Spess Street Wharf, San Francisco, at 11:00 a.m., every five days.

Portland-Anastasia Line.
MONTHLY SAILINGS BETWEEN PORTLAND and the principal ports of China and Japan under the direction of Dowdell, Carill & Co., general agents.

Snake River Route.
Steamers between Riparian and Lewiston leave Riparian daily at 5:40 a.m.; returning leave Lewiston 7 a.m.
Steamer Leaves Lewiston every Sunday at 5:30 p.m. for Wild Goose Rapids (stage of water permitted).

For through tickets and further information apply to any agent S. F. and N. System or at O. R. & N. Co.'s office, 430 Riverside avenue, Spokane Wash.
H. M. ADAMS, General Agent
A. L. CRAIG,
Passenger Agent, Portland, Oregon



THE NORTH-WESTERN LINE

C. S. P. M. & O. R. Y.

Four Fine Fast Trains Each Way

Minneapolis and St. Paul
—TO—
Chicago and Milwaukee

EVERY DAY IN THE YEAR

"The North-Western Limited" steams heated, electric lighted, with electric berth lights, compartment sleepers, buffet library cars, and free chair cars, is absolutely the finest train in the world.
"The North-Western Limited" also operates double daily trains to Sioux City, Omaha and Kansas City.
When you go East or South ask to be ticketed via this line. Your home agent can sell you through. For free descriptive literature write

H. E. COLLINS,
General Agent, Spokane.



NORTHERN PACIFIC

WASHINGTON, SPOKANE

THE FAST LINE TO ALL POINTS

DOUBLE DAILY TRAIN SERVICE

Through tickets to all points in the United States and Canada.

SPOKANE TIME CARD.	ARRIVE.	DEPART.
No. 11, West Bound.....	9:25 a.m.	9:35 a.m.
No. 12, East Bound.....	9:35 a.m.	9:45 a.m.
No. 3, West Bound.....	10:30 p.m.	11:00 p.m.
No. 4, East Bound.....	11:45 p.m.	11:55 p.m.
*Coeur d'Alene Branch.....	5:30 p.m.	7:25 a.m.
*Palouse & Lewiston.....	11:15 p.m.	8:30 a.m.
*Central Wash. Branch.....	1:00 p.m.	8:30 a.m.
*Local Freight East.....	5:30 p.m.	6:00 a.m.
*Local Freight West.....	2:15 p.m.	7:30 a.m.

*Except Sunday.
H. P. BROWN,
Ag't. E. M. Ry., Roseland, B. C.

J. W. HILL,
General Agent, Spokane, Wash.
A. D. CHARLTON,
Asst. Gen. Pass. Agent,
Portland, Oregon



SHORT LINE BETWEEN SPOKANE AND CHICAGO

OMAHA-CHICAGO
MANSFIELD CITY-CHICAGO

Your attention is called to the "Pioneer Limited" trains of the Chicago, Milwaukee & St. Paul Railway. "The only perfect trains in the world."
You will find it desirable to ride on those trains when going to any point in the Eastern States or Canada. They connect with all Transcontinental Trains and all Ticket Agents sell tickets.
For further information, pamphlets, etc., ask any Ticket Agent or
R. L. FORD, C. J. EDDY,
Pass. Agent, General Agent,
SPOKANE. PORTLAND.

Atlantic S. S. Lines

(From Portland, Me.)
Allan Line-Tunisian Feb. 23
Allan Line-Numidian March 13
Allan Line-Corinthian March 16
Dominion Line-Cambroman Feb. 27
Dominion Line-Vancouver March 9
Dominion Line-Dominion March 23
Dominion Line-Cambroman March 30

(From St. John, N. B.)
Beaver Line-Montfort March 1
Beaver Line-Lake Champlain March 15
Beaver Line-Lake Megantic March 8
Beaver Line-ake Superior March 22
Beaver Line-Lake Ontario March 29

(From New York.)
White Star Line-Oceanic Feb. 27
White Star Line-Teutonic March 6
White Star Line-Germanic March 13
White Star Line-Majestic March 20
White Star Line-Cyonic March 26
White Star Line-Oceanic March 29
Cunard Line-Ettruria March 2
Cunard Line-Lucania March 9
Cunard Line-Umbria March 16
Cunard Line-Campania March 23
Cunard Line-Ettruria March 30
American Line-Norfolk Feb. 27
American Line-Vaderland March 6
American Line-St. Louis March 13
American Line-New York March 20
American Line-Vaderland March 27
Red Star Line-Friesland Feb. 27
Red Star Line-Southark March 6
Red Star Line-Westernland March 13
Red Star Line-Kensington March 20
Red Star Line-Norland March 27
Allan State Line-Laurentian March 9
Allan State Line-Sarantian March 23
Anchor Line-Ethiopia March 2
Anchor Line-Astoria March 16
Anchor Line-Anchuria March 23
Anchor Line-Furness March 30

(From Boston.)
Cunard Line-Ivernia March 9
Cunard Line-Saxonia March 30
Dominion Line-New England - Feb. 27
Dominion Line-Commonwealth March 13
Dominion Line-New England - March 27

passages arranged to and from all European points. For rates tickets and full information apply to C. P. R. depot agent or

A. B. MACKENZIE
City Ticket Agt., Roseland, B. C.
W. P. F. GUMMING, Gen. S. S. Agt.

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MINING ON A GIGANTIC SCALE

OPERATIONS IN BOUNDARY OF MINER-GRAVES SYNDICATE.

Early Enlargement of Granby Smelter, Which Has Already Treated Upward of 100,000 Tons.

Mr. A. C. Flumerfelt, assistant general manager of the Granby smelter, Grand Forks, and the various mining companies embraced in the so-called Miner-Graves syndicate is at the Allan en route to Victoria.

The Granby smelter, said he, "up to March 1 has treated a total tonnage of 100,000 tons, lacking 17 tons. It has a nominal tonnage of 600 tons daily. The plant began operations on Aug. 21 last with one furnace, the second one not having been "blown in" until Oct. 18.

These latter reserves would be available immediately were our reduction plant able to handle them, but development work was prosecuted so rapidly that we were compelled to remove and ship the other ore as fast as it was mined.

"Contemplated improvements in the reduction works are being arranged for. Two new furnaces are now being selected by Mr. J. P. Graves, and Surt. Hodges. They are now in New York. Mr. Hodges having just completed a tour of all the leading smelting centres in the west.

"The Granby smelter is daily receiving considerable quantities of ores from Republic and other camps on the Colville reservation and is treating them with unqualified success; it seems a certainty that all the ores of that district are destined to be treated in Canada, exactly reversing the relations of the Le Roi mine to the smelter at Northport, Wash.

"It seems to be generally and erroneously believed," continued Mr. Flumerfelt, "that the Granby smelter does not care for outside ores; how this mis-conception ever originated I do not know, yet when the new plant is added we intend to devote one of the furnaces exclusively for the treatment of custom ores, thus giving treatment facilities to mine owners practically at their own doors; and just to this extent will we be giving a preference to outside ores over our own ores the supply of which is practically unlimited."

"Have you kept in view the possibility of other smelters being erected in the Kettle river valley?" "Certainly, one people have always entertained the belief that it will contain two or three plants within the next few years, a condition of affairs we will heartily welcome, and when the six furnaces are installed, and the circumstances warrant it, a duplicate smelter will be erected on the adjoining ground. Then if other corporations are not prepared to take care of secondary ores we will go a step further. We have made provision for the future by acquiring an alternative smelter site at Carson, B. C., on the boundary line near Grand Forks, and if the necessity arises, will be prepared to erect another smelter ourselves."

"On our Grand Forks and Phoenix pay-roll we now have 130 and 285 men respectively, and both these forces will be doubled in July, when the enlargement of the smelter is completed. Phoenix is improving daily and the erection of several large buildings at once is contemplated. On Saturday nine residential lots were sold with a clause in the agreement that the buildings must be started within sixty days. On Jan. 1 a passenger coach was put on the Eholt-Phoenix spur and it is now taxed to its utmost capacity. It is only a question of a short time before a regular passenger service will have to be inaugurated."

"As soon as the snow disappears we propose putting large gangs at work unearthing ore from the surface of the Knob Hill ledge, and we hope to effect still greater economies by running ore trains over a long tunnel of that mine. The workings on our Phoenix properties exceed two miles in length. The extent of the development will be appreciated when it is realized that they were mere prospects three years ago, the Knob Hill tunnel not having been started until May, 1898; nor do we possess a monopoly of

the activity that prevails at Phoenix. The Brooklyn and Steamship group, employing 130 men, owned by the Dominion Copper company, is being developed on an extensive scale, and I understand a twenty-drill compressor plant has just been ordered. The development on the well-known Snowshoe property also speaks for itself.

The necessary authority to consolidate our mining and smelting interests is now being sought from the provincial legislature. The capitalization will be fifteen million dollars and the basis of the allotment of the new issue will be Knob Hill and Grey Eagle, each \$1.66; Granby smelter, \$1.50, and Old Ironsides, \$2.50 each per share, leaving four millions in the treasury for future operations.

"Our relations with the Canadian Pacific railway," said Mr. Flumerfelt in conclusion, "are most harmonious. The company has done everything in its power to co-operate with us and the service it provides is all that we can desire."

RETURN OF CANADIAN VOLUNTEERS FROM SOUTH AFRICA.

Editor Miner - I have noticed with others that subscriptions have been collected for the presentation of mementos to returning Canadian volunteers, and many have given this hearty support, but I would draw your attention and the attention of the public to the fact that some of their comrades in arms have been left behind to sleep their last sleep in South African soil.

Two members of the Rossland contingent met their death while in the service of their country, namely the late E. C. Macintosh (a son of our fellow citizen, the Hon. C. H. Mackintosh), and the late B. H. Lee. Public subscriptions are now being collected in Victoria to erect a statue to the memory of those British Columbians who died in South Africa, to cost some \$15,000. The statue is to be placed on the grounds of the provincial government in Victoria and it is expected that the provincial government will contribute to the fund.

As Rossland has, through the death of the late E. C. Macintosh and B. H. Lee, in South Africa, while members of the Strathcona Horse, a personal interest in this statue, a subscription list has been opened at the Miner office and at the Rossland branch of the Canadian Bank of Commerce and as I feel sure that there are many who will desire to contribute to same, I take this opportunity of drawing attention to it.

Thanking you for permitting me to use your paper, I am

Yours truly, J. L. G. ABBOTT.

LIBERTY HART M'HEARG.

A Public Reception and Probably a Ball Will Be Given.

On the return of Lieut. Hart McHarg to Rossland, which will probably be some time during next week, he will be presented by a number of the citizens of Rossland with a handsome gold watch and chain. There will doubtless be some kind of a reception, but the exact form which it will take has not as yet been settled in all of its details. The local company to which the returning soldier belongs will probably give a military ball in his honor. There is some discussion whether there shall be a ball or a dinner. For several reasons it is probable that the former will be eventually decided on, as the ladies will be better able to be present. The ball will, however, not take place until Easter week.

ST. PATRICK'S DAY.

Entertainment Being Given Up in Honor of Ireland's Patron Saint.

An entertainment is being given up in honor of the patron saint of Ireland on March 17, the proceeds of which are to go to the Church of the Sacred Heart. The entertainment is in the capable hands of Mrs. Fitzpatrick, who is being aided by Judge Nelson and others. It will take the form of a concert at which there will be performed a short play, occupying some three-quarters of an hour, entitled "The Firecrackers" with a cast of a half dozen actors. It is thought that the Rossland Dramatic society, which has been in abeyance since 1897, will take a new lease of life from this play. There are a number of people in Rossland who are enthusiastic amateur actors, and a good deal of amusement and fun can be gotten out of plays of this character.

Severely Burned. Mr. Duncan McKeown, employed in the Le Roi, was the victim of a peculiar accident yesterday. He had some sulphur matches in his pocket and these in some way were ignited and set fire to his clothing. With the assistance of a fellow workman the burning clothing was torn from his body but not before he had been so severely burned about the abdomen and lower limbs that he was sent to the hospital for treatment.

COMART GROUP.

Work to Be Begun on a Promising Burnt Basin Property.

Work is to be commenced on the Comart group of three claims located in the Burnt Basin, at a point five miles from Gladstone and one and a half miles from the Columbia & Western railway. The group is owned by Messrs. Sorbin, Kerr and Bogart. Messrs. Kerr and Bogart left for the group yesterday for the purpose of commencing the development work and a force will be kept employed all summer. The ledge which can be traced for about 600 feet is from 50 to 100 feet wide. There seems rather to be a large mineralized zone and assays run from \$3.50 to \$281 to the ton. All of it should average \$100 to the ton. All but from \$2.50 to \$3 of the values is in gold. The lucky owners think they have a bonanza property in this group and the intention is to spend considerable money to demonstrate that their theory is correct. The owners say that there is 50,000 tons of ore in sight, and that the ore body is more like a mineralized zone than anything else. The ore is said to be free milling.

John Hooson returned yesterday afternoon from a trip to the old country. He resumes his duties today at the Gold Commissioner's office. Mr. Hooson says that the weather has been very open in England during the winter, no snow falling till about the end of January, which had almost disappeared when he was leaving the country.

MEETING OF THE CITY COUNCIL.

LIMITED ALLEGE TO BE EXPENDED ON IMPROVEMENTS.

The Report on the Electrical Appliances Appertaining to the Fire Department. The Nuisances Wanting Abatement. Other Matters.

At the meeting of the city council last night at the city hall at 8 o'clock there were present the mayor and all his aldermen with the exception of Alderman Clute.

The chief topic discussed at the meeting was the state of the city finances, leading to much curtailment of expenditure. A petition was presented signed by 15 householders, asking that Kootenay and Cook avenues be graded from St. Paul to Monte Christo street and that Monte Christo street be graded and sidewalked from Kootenay to Cook avenue. Referred to board of works.

The board of works' report included a permission to A. P. Le Sueur to use part of St. Paul street for storage of material in order to complete the wall at the corner of St. Paul street and Second avenue, permit not to exceed 40 days. It also included a resolution that the city is not in present need of a carpenter foreman.

The fire, water and light report included a resolution that the water rate suggested by the city engineer be adopted; that the light at the corner of Cook avenue and Vancouver street be moved to the corner of Washington street and Fifth avenue; lastly that P. Warren be requested to report on the electrical appliances in connection with the fire department.

Alderman Rolt pointed out that according to the estimates of revenue and expenditure prepared by the city clerk that there were only \$2,500 at the disposal of the board of works for the year. At the same time the board of works were spending \$120 per week, which was at the rate of \$6,000 a year. This would show that a deficit of \$4,000 would be the result at the end of the year. This shortness of revenue, he understood, was the result of the over expenditure of last year, which exceeded the revenue by \$5,000, a debt that had to be paid by the present council.

Alderman McKenney replied that the work on North Washington street was highly necessary as giving the only outlet probable to a large population resident in that locality. Because \$120 per week was now being spent it did not necessarily follow that the expenditure would remain the same throughout the year. By carrying out the city work just now it afforded employment to many men at the end of the winter, a time when such employment would be more sought after than later on in the year. The board of works had no intention of exceeding the estimate.

Alderman Hamilton said that if the city had taken over \$3,000 of a debt from the previous council it had also taken over \$3,000 worth of taxes in arrears not paid during the year just past. Alderman Rolt replied that not only were the arrears for last year but the arrears for several past years had been put to the credit of the city finances and that the city accounts showed a deficit of \$3,000. The matter was then allowed to drop.

Alderman Rolt drew attention to a letter written by the sanitary inspector to the board of health, reporting four nuisances that should be abated. These were (1) the Chinese laundries draining into Trail creek and polluting that stream, (2) the discharge of the Lion Brewery into the swamp north of the town, (3) the box drain discharging on the Trail road, and (4) the broken state of the sewer just west of the Opera house. The matter was referred to the standing committee.

The mayor and alderman allowance by-law amendment was finally adopted. The council then adjourned.

FOR THE LIBRARY BENEFIT.

Interesting Entertainments to Be Given in Miners' Union Hall.

The first entertainment for the benefit of the public library will take place on Saturday evening at 8 o'clock. The feature will be a lecture on the "Life and Reign of Queen Victoria" by Mr. D. M. Crowley. A large stereoscopic will be used and 120 pictures will be projected on a large screen. These pictures will include portraits of the late Queen Victoria and scenes in her life from the cradle to the grave, and should prove of great interest to the public. The growth of the empire during her reign will be a marked feature of the lecture. Mr. Fred Coffey will be the pianist. The members of the fire department are taking an active interest in the entertainment and Assistant Chief Collins will preside in his usual courteous manner at the box office. The second entertainment will be given at the same place on Tuesday evening and is entitled an "Evening in the Tropics." Mr. Crowley, the lecturer, spent many years in the tropics.

WATER RIGHTS.

Proposed Negotiations Have Apparently Fallen Through.

The proposed negotiations between the city and the Trail smelter as to the water rights on Rock and Murphy creeks have apparently fallen through and there remains nothing for the municipality to do except to oppose the passage of the Trail smelter special act through the legislature, applying for the confirmation of certain rights of the latter corporation. A petition has been sent down to the house and the matter will come up for hearing on Monday next. Mayor Lusk and City Engineer W. F. van Boskirk will leave for the coast tonight in order to be present on the occasion.

The negotiations were to have taken the form of an offer to the city to take a certain number of miners' inches, 50 it was proposed, in perpetuity. The offer was made verbally to the mayor the early part of last week, but there was nothing further done. The mayor desired that the proposition should be submitted in writing so that there could be no mistake about its terms. This was the last that was heard of the matter.

PROGRESS OF THE DEBATE.

Government Ownership of the Coast-Kootenay Railway Urged.

Victoria, Feb. 28.—Very little business was transacted by the House today. A few unimportant petitions were presented, and notices of motion filed. The debate on the speech from the throne was adjourned so as to allow Mr. Eberts to introduce a bill to "accelerate the incorporation of the city of Slooan," just before the House rose, while Clifford (Cassiar) gave notice of his intention to question the government on Thursday if it proposed to amend the Placer Mining Act so as to "Enlarge claims to 250 feet square, and enable holders of bench, hill, creek and hydraulic claims to obtain crown grants therefor on furnishing proof of having done a certain amount of development work."

Tatlow, of Vancouver, resumed the debate on the "speech" by referring to the success attending the enforcement of the immigration law, modeled after the Natal Act, and contrasted it with the policy of the opposition, who only desire to re-enact disallowed laws. He closed by reiterating the principle of aiding railway construction by means of subsidies or land grants, and demanded government ownership, which he characterized as chimerical.

At this stage of the debate it was evident that the opposition would attempt to force an admission from the ministry of the exact means by which they expected to provide aid to railway construction, and Allison (opp., Delta) defended the claim of the opposition that government ownership and construction of the Coast-Kootenay railway was practicable, and went into details to show that its construction and operation by the province would not only relieve the people from excessive charges levied by the present railway, but would prove a money making scheme from the start.

It might be borrowed by the province under agreement to allow the province to fix the rates to be charged by it, and after the subsidy was secured the company would secure the passage of an act by the Ottawa government declaring the road for the general welfare of Canada, and then the province would have no control over that railway. Such cases had occurred in British Columbia. The only remedy, he declared, was the insertion of the clause in every charter giving the province the right to take over the road at any time. This would amply protect the interests of the people of the province.

William Wallace McInnes (Najano N., opp.) commenced an arraignment of the government by referring to the speech made by Mr. Turner yesterday as remarkable in many respects, but chiefly on account of its many inaccuracies regarding the government ownership of railways in the colonies, when he (Mr. Turner) asserted in every case that he had proved a failure. He quoted from the year book issued by the New Zealand government, to show that in 1899 the railways of that colony had been operated satisfactorily to the people and had paid into the public treasury \$2,500,000, while New South Wales had made a profit of \$7,000,000 in the same year, and that passengers were carried for one cent per mile instead of 10 cents as asserted by the hon. minister. If the building of the Coast-Kootenay road would prove profitable to a private company, it would prove so profitable for the province to do so. There were rivals for the privilege of building this road (with a bonus) and he trusted the government would secure the best terms possible. If it was necessary to bonus the road, if the government is determined upon that course, let it be a cash bonus. Then the people of the province know what they were giving. With a land grant it may not be known for years after. Six hundred acres of B. N. grant had been agreed to be worth \$15,000,000, while the Crow's Nest grant was worth nothing millions. If the government was determined on bonusing this road, let it be a question of quid pro quo, and not a question of the amount of the bonus.

Mr. McInnes accused the government of being partisan. Three-fourths of the official heads which had fallen in the basket since last July had been those of Liberals, while every appointee had been Conservative, and accused Minister of Mines McBride of making no secret of his active work for the Conservative party during the late Dominion campaign.

The question of immigration and employment of Chinese and Japanese, was of so great importance that it even overshadowed the railway question. It was probably the most important question before the people. The government had even the country a measure, ineffective in preventing Mongolian immigration, and one which did not protect white labor from the competition of the Mongols already here, and one from information received would probably be declared ultra vires. The government had refused to pass a measure introduced by himself calculated to do away with Mongols altogether by prohibiting their employment in most of the industries of the province. The government had shown itself pro-Chinese, and in favor of cheap labor. The immigration act was inane and useless.

The speaker ridiculed the government for the trick of the premier and attorney-general to Ottawa, and asked what had been accomplished. They had ignored the fact that British Columbia was represented in Ottawa by several M. P.'s, and it might be surprising that they had accomplished nothing. Nothing had been brought to the attention of the Ottawa government that had not been given through their ears for years by British Columbia's members. It was suspected that all the delegation succeeded in doing was to prime the Ottawa people to disallow the immigration act.

Summing up the speaker said the government was dominated by what he called the "Chinese conspiracy." The government was perpetrating a government which the people had twice pronounced against at the polls.

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against the polls.

In reply to a question by Mr. Turner, Mr. McInnes said he trusted that the large proposition of the Coast-Kootenay railway would be handled in a business like way, not in a Turner-like way. He was a British Columbian. British Columbians should be given consideration before railway promoters.

Minister of Mines McBride (Dewdney) replied to Mr. McInnes. He defended the government policy in every point. He denied that he had taken advantage of his official position to aid the Conservative party. The government was not a partisan government. He had admitted that he had told the electors last June that government ownership was desirable where it was possible to introduce the system. It was not possible in British Columbia. The province should advance aid under terms which would amply protect the people. As to the Mongolian question, the government had done all it could. The Federal House at Ottawa was the only body which should deal with this question. He was thoroughly in accord with the government policy, or lack of policy, if the opposition would have it so.

Green (Sloan). While the question of the construction of the Coast-Kootenay railway is an important one and deserves the careful consideration of the government, there was still a more important question, he thought, at least to his constituency, and he was sorry to see that the speech contained no reference to it. It must be because the reference was not fully informed of the seriousness of the situation confronting the silver-lead miners of the Slooan, that the speech did not promise some measure for their relief. Through insufficient smelter facilities in British Columbia, the lead miners were at the mercy of the American Smelting and Refining company, otherwise known as the Smelter Trust. The member for Slooan detailed the progress of his district and East Kootenay in recent years in the production of wet ores, and what the prospects had been for the future, when on January 1st last, the Smelter Trust had refused to renew contracts for smelting. He went on to detail the results following that refusal, which would give the district a set-back for many years to come unless the government came to its relief so as to enable the mine owners to dispose of their product. This could be done by subsidizing a lead smelter, or the erection and operation of a smelter and refinery by the government. This was a business-like policy, which the government should adopt.

Mr. Green also vents the Supreme court to meet either in Kaslo or Sandon. At present three-fourths of the cases heard in Nelson come from the Slooan. It would be much cheaper to move the court to Kaslo or Sandon than to take all these cases at Nelson.

LABOR'S CAUSE. Mr. McInnes introduces a Bill Directed Against Japs and Chinamen. Victoria, March 1.—Mr. McInnes was in evidence again today with his celebrated "Act Relating to Laborers," which provides for an educational test for workers in nearly every industry, but is directed mainly against the employment of Chinese and Japanese in mines and fisheries. This bill was killed last session, and failed to pass the second reading. It is feared the same fate awaits it this year. The bill appears below. The Phoenix relief bill and the Slooan City incorporation bills passed their second reading.

The following petitions were received: H. P. Bell and others, for a private bill to incorporate "The Kamloops and Atlin Railway company." Hon. G. A. Cox and others, for a private bill to incorporate "The Crow's Nest Southern railway." The Presbyterian Church in Canada, for a private bill to incorporate "The Board of Trustees of the Presbyterian Church in Canada." Harold B. Robertson, for a private bill to incorporate "The Vancouver and Grand Forks Railway company." E. G. Tilton and another, for a private bill to incorporate "The Imperial Pacific Railway company."

The following members were nominated on standing committees as follows: Committee on Private Bills and Standing Orders—Messrs. Helmecken, McPhillips, Tatlow, A. W. Smith, Gilmore, Brown and Curtis. Committee on Public Accounts—Messrs. Hunter, Hall, Hayward, Brown and Martin. Committee on Railways—Messrs. Pooley, Maurice, Hunter, Ellison, McPhillips, Murphy, Fulton, Garden, Rogers, Clifford, Curtis, Martin, Oliver, McInnes, Gilmore, E. C. Smith, Stables and Munro. Committee on Printing—Messrs. Hall, Murphy, Kidd, Hawthornthwaite and Brown. Committee on Agriculture—Messrs.

Hayward, Ellison, Kidd, Neill, Oliver, Munro and E. C. Smith. Committee on Municipal Matters—Messrs. Helmecken, Garden, Murphy, McPhillips, Brown, McInnes and Oliver. On motion of Mr. Helmecken, seconded by Mr. Hall, it was resolved: "Whereas resolutions have from time to time been passed by this House, requesting the Dominion government to establish a mint in Canada, such mint to be established in the province of British Columbia: "And whereas the people of British Columbia have learned with much satisfaction that the Imperial government has given to the Dominion government the necessary sanction for the establishment in Canada of a branch of the Royal Mint, and that a bill will be introduced at the present session of the House of Commons of Canada to give effect to such permission: "Be it therefore resolved, That an humble address be presented to His Honor the Lieutenant-Governor, requesting him to impress upon the Dominion government the strong claims of this province to have such branch created in this province."

Notice of Motion. On Monday next the Hon. Mr. McBride to ask leave to introduce a bill intitled "An Act to amend the 'Placer Mining Act and amending Acts.'" Following is the text of the "Act Relating to Laborers," as introduced by W. W. B. McInnes, Monday: 1. No laborer shall be employed for more than eight hours in every twenty-four hours in any mine below ground, or on or about any government work. This section shall not apply to any person engaged in saving life, relieving suffering, preventing serious loss to property, or in cases of emergency arising in the natural course of events; nor shall this section apply to or affect any government work which has been contracted for at the time of the passing of this act. 2. No person shall be employed in, or about any of the works, industries, places or matters enumerated in Schedule "A" to this Act who is unable to read in an European language this Act, and all the Dominion and Provincial statutes, municipal bylaws, and public and private rules and regulations by which such works, industries, places or matters are authorized, licensed, bonused, affected, regulated or controlled. This section shall not apply to or affect in any way any person who is on the register of voters in any electoral district for the Legislative Assembly of British Columbia, any full-blooded Indian or any person of full Caucasian blood. 3. Any person or laborer who works in contravention of sections 3 or 4 of this act, and any employer who employs such person or laborer, shall be liable to a penalty not exceeding twenty dollars for each and every day such person or laborer works, to be recoverable upon the complaint of any person under the provision of the "Summary Convictions Act," a moiety of which penalty shall belong to the complainant. Schedule "A." Mine, logging camp, fruit cannery, sewer, printing house, factory, fishing, dyke, tunnel, building construction, lumber mill, fish cannery, road, railroad track, clearing land, shingle mill, brewery, ditch, wharf, freight shed, foundry, laundry, garden, store, slaughterhouse, government work, warehouse, electric works, livery, dwelling-house, tailor shop, saloon, round-house, gas-works, stable, hotel, butcher shop, quarry, machine shop, water-works, farm, boarding-house.

Provincial Insane Asylum. Victoria, March 5.—The report of Dr. Clarke, superintendent of the Rockwood Asylum, Kingston, the commissioner appointed to enquire into and report on the general administration of the New Westminster asylum, is an exhaustive one and shows how the cost of maintenance can be greatly reduced. Mr. Thorwald Hartman left yesterday for Spokane, where he takes a position in a law office. Mr. Hartman has been studying law for several years past and has thus been preparing himself for the profession. After a year or two's probation and when he has passed the necessary examination he will branch out as a practicing attorney.

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"OPEN DOOR" POLICY MEETING A SUCCESS

Declaration by Associated Boards of Trade.

COMMEND RAILWAY COMPETITION

Upward of Forty Delegates Attend the Greenwood Convention--Protection for the Silver-Lead Industry and a Redistribution of Provincial Representation Urged.

Greenwood, March 1.—(Special).—The third annual convention of the Associated Boards of Trade of Eastern British Columbia opened this morning. C. Scott Galloway presiding. Thirty-nine delegates, three proxies and A. C. Flumerfelt of the Victoria Board of Trade, John Boyd of the Vancouver Board of Trade and Bledsoe of the Vancouver Citizens' Association representing the Vancouver Citizens' Association, were present.

The meeting opened with the reading of the annual address by the president, John Roderick Robertson, outlining at length many important matters to be dealt with by the convention.

The following resolutions passed at the second annual convention were reaffirmed, viz: Placing the words "Boundary district" on government maps, plating city additions, government maps of occupied lands, a Supreme court judge for the interior, mining roads, city limits, land industry, redistribution of provincial representation immediately after the completion of the census, wagon roads and trails for the development of mining sections, the "open door" policy regarding railways, freight rates on farm products, and amendments to the Companies Act and Rivers and Streams Act.

The association endorsed, after an animated discussion, the granting of a charter for a line from the Crow Nest coal fields to the United States and also recommended the granting of a charter to extend the Shuswap and Okanagan railway from Vernon to Rock Creek or Midway via the West Fork country. The Kamloops resolution for government aid in establishing a sanitarium for consumptives was endorsed.

C. Scott Galloway of the Greenwood Board of Trade and H. W. C. Jackson, Roseland, were elected president and secretary respectively for the ensuing year.

Tonight the delegates were entertained by the local board at a banquet at the Windsor hotel. The convention closes tomorrow and Sunday will be devoted to trips to the surrounding camps and the inspection of the two local smelters.

The "open door" railway resolution was moved by Duncan Ross of Greenwood, seconded by J. B. Henderson of Grand Forks, and was supported by Smith Curtis, M. P. P., and others. It was very warmly debated but finally carried with only four dissenting votes.

MINING
UNIONIZATION ON J.N.V.A.

Greenwood, March 2.—(Special).—At this morning's session of the Associated Boards of Trade two resolutions passed the previous evening in the disorder of adjournment, and which had not been seriously considered, were again brought up, one endorsing the application for a charter for a railway from Vernon to Rock Creek or Midway, and the Kamloops resolution for the establishment of a sanitarium for consumptives. In place of the previous endorsement of a charter for the railway, a resolution was passed at the recommendation of the resolutions committee, which set forth in general terms the necessity of a railway between Vernon and Rock Creek via the West Fork country, and the advantage which would accrue to the district, and urging the government to take steps to aid the undertaking.

The Kamloops resolution was brought up in a new form, setting forth the advantages of the "dry belt" of the province as a place of residence for those suffering from consumption, and urging on both provincial and Dominion governments the advisability of making appropriations for the establishment of a sanitarium.

Votes of thanks were tendered J. Roderick Robertson and H. W. C. Jackson, the retiring president and secretary, respectively, also the Canadian Pacific for arranging for a special train for the return of the delegates tomorrow. A resolution was passed favoring the division of the counties of Yale and Kootenay into three counties, viz, the northern half of both counties into one; the second county embracing the country between Roseland and Fernie, including Shuswap and Nelson districts; and the third county consisting of the Boundary and Okanagan districts.

On motion of the Moyle delegates the rules were suspended and a special resolution was introduced in favor of amending the small debts court act so as to enable debtors to enter garnishee before judgment as in county court procedure.

Cook's Cotton Root Compound
 Is successfully used monthly by over 2,000,000 Ladies. Safe, Slight, Lasts. Take no other, as all Mixtures, Pills and Medications are dangerous. Price, No. 1, 25 per box; No. 2, 10 degrees stronger, 50 per box. No. 3, 10, mailed on receipt of price, and 20 cents extra. The Cook Company Windsor, Ont. No. 1 and 2 sold and recommended by all responsible Druggists in Canada.

No. 1 and No. 2 is sold in Roseland by Goodere Bros. and Roseland Drug Co.

A proposition advanced by the Roseland Board of Trade asking the provincial and Dominion governments to vote a grant in aid of the Chamber of Mines for South Kootenay and Yale was defeated by an amendment in favor of a petition to the provincial minister of mines to inaugurate a literary bureau to fulfil the objects which the chamber was expected to perform. The meeting also passed a resolution requesting the provincial government to refrain from serious amendments affecting mining and allied industries.

No meeting was held during the afternoon, it being given up to allow the delegates to visit the two local smelters.

The convention was closed at the evening session. Tomorrow morning the delegates will visit Phoenix, returning home on a special, leaving here in the afternoon.

The next annual meeting will be held at Kaslo.

DARDANELLES COMPANY.
 It is to be Reorganized and Shares Made Assessable.

The directors of the Dardanelles Mining & Milling company, which operates Slocan properties, have called the general annual meeting of the stockholders on March 23. It is proposed to sell the claim and other properties of the company to a new corporation, to be known as the Dardanelles and Okanagan Mining company. The new company agrees to assume the existing liabilities and to hand over share for share to the stockholders in the Dardanelles. The new company is to be capitalized at \$150,000, divided into 1,500,000 ten cent shares. Shares in the new company, taken by the old shareholders, are to be regarded as paid up to the extent of 5 cents, and to be assessable to the extent of 5 cents. The directors call attention to the fact that the company owes money which must be paid.

POLICE COMMISSIONERS.
 Meeting Held Yesterday Considers the Athletic Club Project.

A meeting of the police commissioners was held yesterday afternoon for the purpose of considering the advisability of allowing glove contests as a part of the programme of the new athletic club which it is proposed to start. While there was a feeling that the utmost latitude compatible with the law should be allowed, still it was felt that the law on the matter must be consulted. The matter has therefore been referred to the solicitor for the expression of a legal opinion as to the status of glove contests or for boxing for points.

Allan House Improvements.
 The Allan House, already recognized as one of the historic landmarks of the city, is about to inaugurate another appreciable improvement. Within a few weeks the work of enlarging the dining room an additional sixteen feet will be commenced. It is also proposed to widen the present apartment five feet, embracing the space between the new and the old building.

In order to effect this improvement the kitchen will be removed from its present site. When the contemplated changes are carried out the dining room, will have ample seating capacity, a feature that has hitherto been lacking owing to the constant increase of patronage. Hotel arrivals form a good index of a city's growth and prosperity. Col. King states that business this season already surpasses his most sanguine expectations, and far exceeds the records for all corresponding periods. The growth of the Allan and the progress of the city seem to be synonymous terms.

And the Woman Answered and Said:
The Diamond Dyes!

What Dyes are always guaranteed, And in our country take the lead? The Diamond Dyes!

What Dyes are strong, and bright, and fast, And always dye to live and last? The Diamond Dyes!

What Dyes give grand results each time, Whenever used in any climate? The Diamond Dyes!

What Dyes bring profit, pleasure, peace, And by their work a great increase? The Diamond Dyes!

What Dyes should all Canadians try? Hark! Listen to that mighty cry— The Diamond Dyes!

Features of the Gathering of the Associated Boards.

MANY DELEGATES ATTENDED

The Great Event was the Spirited Debate on the Railway Question—Open Door Policy Prevalent—Mr. W. F. Oliver, of This City, Honored.

From Mr. H. W. C. Jackson, the secretary of the Associated Boards of Trade, the following account of the leading features of the recent meeting of that body at Greenwood was yesterday obtained: "It was," he said, "the most successful meeting of the Associated Boards of Trade ever held. The actual attendance was 38 delegates, who took seats on the floor. There was one delegate who did not take a seat and one alternate who had a seat without a vote. Mr. John Boyd of the Vancouver Board of Trade, Mr. A. C. Flumerfelt of the Victoria Board of Trade, and Mr. J. F. Bledsoe of the Vancouver Citizens' Association also had seats in the convention, but no votes.

"The features of the convention, looked at through the spectacles of the secretary, were notably the general distrust of the smaller boards and the feeling on the railway question, which had its origin in the amendment in favor of a petition to the provincial minister of mines to inaugurate a literary bureau before the meeting of the Associated Boards before. They had a very vague idea that its aims had no conception of the esprit de corps, which characterized its older members. It was quite evident from the very first that the members representing the smaller towns in Kootenay and Yale were imbued with the idea that the larger towns, such as Roseland and Phoenix, wanted to run the association. Long before the association adjourned, however, they found out their mistake and none were more enthusiastic about the Associated Boards of Trade than were these representatives of the smaller towns when the convention finally came to an ending.

"The Nelson board did not advance a single proposition of their own initiative; in other words, the members from that town had no axe to grind. The Roseland board, without having any axe to grind, gave notice of four resolutions which they intended to support. Of those, one was withdrawn by the delegates from this city, on the protest of the boundary boards, and the second, which favored the subsidizing of a Chamber of Mines for Kootenay and Yale, by the provincial and Dominion governments was lost. The third, which was simply a protest against making radical changes in the mining laws, was carried. The fourth, which was merely a reaffirmation of a resolution urging that the platting of new additions to townships be made conform to the platted streets, etc., was adopted.

"The great feature of the convention was the spirited debate on the railway question. The debate came up at an unexpected time. In previous conventions it had been the policy of the committee on programme and resolutions to report only such matters in the early stages of the convention as were regarded as non-contentious. This policy followed in the first and second reports, but in the third report, which was a resolution setting forth that 'whenever it should appear that any of the companies producing coal and coke in British Columbia were found discriminating against the smelters, refineries and other industries in British Columbia, that the Dominion and provincial governments are hereby called upon to prevent by all the powers at their command such discrimination and that the parliaments of Canada and British Columbia are hereby requested to arm their executives with all necessary powers to give immediate effect to such action whenever it is found necessary.'

"From the subsequent debate it appeared that many of the delegates, including a large number who were instructed regarding the Great Northern's application for a charter for a railway from Jennings to the Crow's Nest coal fields, understood completely safeguarded the interests of British Columbia's mines, smelters and refineries. This was not the view of the delegates from Roseland and Trail, who at least, so far as Roseland was concerned, were instructed to support an open door policy in regard to railways, with a single restriction that they should see, before granting a charter, that the Dominion government should see that all necessary steps had been taken to safeguard the interests of B. C.'s consumers of coke and coal, it being the understanding of the Roseland board of trade that there was a very grave doubt as to the ability of the Crow's Nest coal company, at present in the immediate future, to supply the local demand for fuel."

"Shortly after this resolution was adopted Mr. Duncan Ross, introduced, by consent of the committee on resolutions, one which was supposed to be a general resolution in favor of an open door policy for railways in Southern B. C., but which was found to open up the whole question of the granting of a charter for the proposed railway from Jennings, Mont., to the Crow's Nest coal fields, without any restrictions whatever. Right here I would like to say that it was not the intention of the committee on resolutions, nor a majority of the members of the convention, to precipitate the debate at this time. When it was unexpectedly brought on it found the opponents of the application of the charter utterly unprepared.

"Mr. W. T. Oliver hastily drafted an amendment the gist of which was that while endorsing in general terms the policy of an open door for railways from the United States, into British Columbia, in the particular instance of the railway from Jennings to the Crow's Nest coal fields, it was considered of paramount importance that the Dominion government should insert in the charter certain safeguards in the interest of British Columbia fuel consumers, having in mind more especially the mines, smelters and proposed refineries of Kootenay and Yale. After a somewhat heated but very interesting debate the amendment was voted down and the original motion carried.

"In the confusion, which subsequently followed, a couple of resolutions were put through without the convention having thoroughly understood what they were voting on. These two resolutions were

reconsidered and on the reconvening of the convention the next day, and resolutions on these subjects were later on passed, but in an entirely incoherent form. These resolutions attracted an application for a charter from Vernon to Rock creek and a petition from the Kamloops Board of Trade in favor of a sanitarium for consumptives in the British Columbia dry belt.

"This debate on the coal and railway question was the sensational feature of the convention and should have been retained to the last, so it was with difficulty that the serious attention of the convention was obtained for matters brought up later on. However, there were no matters passed over or lightly attended to from that time on, much to the surprise of the older members, who had been very much afraid that this unexpected alteration of the programme would result in such inattention that any old resolution would go through. This was far from being the case and the latter matters discussed were critically examined as any of the earlier resolutions brought up.

"Among the most interesting and unexpected incidents of the latter part of the convention was the introduction and unanimous passage on the motion of delegates from Phoenix and Greenwood of the following resolution: 'Whereas, Mr. W. T. Oliver of Roseland, is about to leave British Columbia to fill a high position in the Bank of British North America in Eastern Canada, therefore be it

"Resolved, That this association expresses its deep sense of the great service that Mr. Oliver has rendered to this association, and hopes that he will have a prosperous career in his new field of usefulness in Eastern Canada."

"Outside of merely complimentary votes to the ex-president, president and secretary, this was the only personally complimentary vote passed by the convention.

"The hospitality of the Greenwood people was absolutely unbounded and the same was true of the people of Phoenix. It was almost impossible for a visitor to buy a drink or a cigar in either town. The banquet, given by the citizens of Greenwood, to which all delegates to the Associated Boards of Trade were invited, would have been a big undertaking for a town of 10,000 people, and I am sincerely regret that no verbal report has yet appeared of the very interesting speeches of the several mining and smelter men who proposed and responded to toasts on that occasion.

"Most of the delegates to the convention had the pleasure and instruction of visiting the new smelter, now almost ready to be blown in, of the Pyritic Smelting company, located a few miles below Greenwood, west of the Greenwood smelter, managed by Paul Johnson, located on the outskirts of Greenwood, and which is in full and successful operation. On Sunday forenoon we had also, thanks to the courtesy of the people of Phoenix, the pleasure of visiting that town and inspecting two of their most important mines, namely the Old Ironsides and Knob Hill. An inspection of these properties inspired me with very grave doubts as to the ability of Roseland to maintain its lead as the greatest ore producing camp of British Columbia.

"There is just one thing more that I want to mention and that is the high appreciation of the convention of its treatment by the C.P.R. The delegates were delayed, owing to a snowslide near Gladstone with a result that in order to get through their business by Saturday afternoon, when most of them had to leave for home, they would have had to rush their business in a most undignified way or a majority of the business would have been left to those delegates representing districts close to Greenwood. When these facts were set before Mr. Downie, the new superintendent of the C. P. R. at Nelson, he promptly wired the offer of a special from Greenwood to Trail on Sunday. This offer was accepted and only a few delegates from very remote points or who had been summoned home on important business, left before the convention adjourned.

TRAIL'S INCORPORATION.
 Delegates Leave for the Coast Accompanied by Their Legal Adviser.

The town of Trail is applying before the present sitting of the local legislature for a charter of incorporation. D. B. Stevens, J. P. of Trail, and J. Schofield, the C. P. R. agent, have been appointed delegates to the legislature for the purpose of furthering the incorporation. With them is going J. S. Clute of this city as their legal adviser. Mr. Clute, accompanied by his wife, left last evening for the coast.

A WIDESPREAD TROUBLE IN SPRING TIME.

Paine's Celery Compound The Only Remedy That Cures and Saves Life.

One of the most prevalent and fatal of troubles at this season is Kidney disease. It comes on as silently as a cat steals upon its prey, and too often wrecks life before the victims are fully aware of their danger.

Do not disregard the early symptoms of Kidney disease, some of which are backache, constipation, indigestion with headache, and a constant call to make water which has abundant sediment of a brickly color.

The prompt and honest use of Paine's Celery Compound will quickly banish symptoms of disordered kidneys. The great medicine has cured and given a new life to thousands in the past; it will do the same good work for all sufferers today.

Mr. M. Maher, Hairdresser, St. John's, N.B., says: "I suffered terribly for two years from Kidney trouble and Dyspepsia. I was completely run down and could not eat or sleep. One of the ablest city doctors attended me, but no good results followed his work. Happily, a friend advised me to use Paine's Celery Compound. I procured a supply, and the first dose relieved me. I have used eight bottles, and now sleep well, appetite is good, and I am as strong as ever before. I recommend Paine's Celery Compound to all."

MINING IN KOREA.

Written for the Mining and Scientific Press by W. G. Anderson, Jr.

I have spent fourteen months in the Wunsan mines of Korea. It is interesting to note how mining has been carried on by natives for hundreds of years. The most extensive mining done by the Oriental Con. M. Co., an American company, who have a large concession—25 square miles—of valuable mining land. They have three modern stamp mills running, two 20-stamp mills and a 40-stamp mill. This concession has only been opened up in the last four years, so it is evident that there is no great drawback to mining in Korea. Large mortars and boilers have been taken to the mines with less trouble than in some cases on our mother lode. Transportation is very cheap. The coast junks carry freight up the Yellow sea and go up the rivers. I have seen a bull cart carry 1,000 pounds, and sometimes it takes four mules to haul that much on our California mountain roads.

The Wunsan mines are in the north-western part of Korea, near the line of Manchuria, China. The whole of Korea is a mining country. The Koreans have been working their mines for hundreds of years. They work down till the water comes to their level. Transportation is very cheap. The coast junks carry freight up the Yellow sea and go up the rivers. I have seen a bull cart carry 1,000 pounds, and sometimes it takes four mules to haul that much on our California mountain roads.

Two men, one at each end, rock this rounded stone, while another feeds the ore onto the flat rock. When it is ground fine enough it is placed in a heap and panned out. A Korean pan is sometimes a pumpkin shell. The sulphurates are rubbed between two stones and sometimes roasted. On some of these mines over 1,000 Koreans are making their living. When a foreigner gets a concession he has these miners driven off, so prospecting in Korea is easy.

The ore is high grade on the surface. Most of the mines are in granite. I have seen a shoot of ore 800 feet in length, 400 feet deep and in some places 14 feet wide. There are also ledges in slate. The natives told me that there are richer mines on the northeast coast. The Chinese say that Manchuria is very rich. Men with money can get concessions, but it is no country for prospectors and the poor natives. The miners get 25 cents per day, car men 20 cents, top hands 15 cents and engineers 30 cents. They make good miners and are faithful.

It costs the Korean all he makes to live. He is a good fellow, like our miners. They differ from the Chinese—have better health and look like an American Indian and are always happy, always singing at their work. When they don't do their work right they get a slap or a kick. In most cases it is the boss' fault on account of his not knowing their language. A man going into the mines of Korea must not think he is going to have much pleasure. He will often wish for a well-cooked meal. There is always pestilence of some kind in the country. Smallpox is always prevalent, men going around with the sores just healing.

The mines are easily kept up; still timbering is all that is necessary. The walls being good, the mines are not very wet. The ore is rich from the surface, miners' wages cheap and transportation cost not great. In Korea and northern China ore can be mined cheaper than in any other country in the world. There is a fine opening for capitalists, but not for prospectors.

The natives do not know how to use firearms, for they have none. They were a warlike people many hundred years ago. Their cities are all walled and show great military skill at the time of construction. Now they are most peaceable and take readily to American customs and are quick to learn. Of all Asiatics, the Korean seems to me to be the best. The country is little known, but in a few years its great mineral wealth will open it up.

Near the Pyeng an English company is operating rich gold mines on a large scale. A Japanese company also has a valuable concession. There are copper mines on the east coast.

DIAMOND DRILL PROSPECTING.

T. R. Beacon gives the results of his experience in prospecting with the diamond drill, saying three different kinds of drills are made, one being hydraulic feed, its thrust produced by hydraulic pressure; one having positive feed, being forced forward a given distance in a given number of turns, which rotation may be altered to some extent; and one having spring feed, its thrust being given by a spiral spring, and which may be increased or diminished by tightening or loosening the nut that compresses the spring.

As to the method of applying the drill in prospecting, assuming a showing on the surface that seems to some extent promising and yet where one is not sure whether there is any extent of vein or whether it holds out in depth, but wanting to find out at the least cost of money and in the shortest possible time in a district or locality where there has been considerable surface disturbance and in a position to be certain of the nature of the deposit. To sink a shaft to a depth of 100 feet would cost \$3,000 and the time consumed would be four months. If the property turns out good then the shaft is all right, but if not we are out the \$3,000. With the same amount of money ten holes might have been bored with a diamond drill to the same depth at intervals of say 10 feet apart along the strike of the vein and the work done sampled for a length of 100 feet, and the work done in two and a half months. But as the holes are seldom bored in the plane of the vein the machine placed on the vein at a distance of say 100 feet or so to one side, and the hole bored at such an angle as to cut the vein at given depth, we have the ad-

TO CURE A COLD IN ONE DAY
 Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. 25c. K. W. Grove's signature is on each box.

ditional advantage of crosscutting the country for a considerable distance on each side of the vein, and encountering and locating any parallel veins which may exist, or finding out our vein should any slip or fault have occurred in it. In addition we have a clean, neat continuous sample of ore across our vein from wall to wall at the point where it is cut, and also samples of the wall rock, and from these can be learned a great deal of what we may expect to find when mining is begun. If the ground is seamy and the rock is very schistose the core will be broken up into small pieces, and this would indicate that the ground is leaky and we may have trouble in our mine, consequently when buying our first machinery we will provide sufficient boiler capacity and a pump of good size to handle the water. On the other hand, the core may come out in long, solid pieces and the hole may hold the water from the drill all the way down, and this will be a good indication that we will have a dry shaft. I found this to be the case in sinking a shaft to a depth of 150 feet, 80 feet below the level of the lake, which was only 200 yards distant, and the shaft was quite dry. Of course it will be remembered these are only indications.

One disadvantage of the diamond drill is that it does not at one hole show any considerable area of the cross section of the vein, and this is often urged against its use, as it is said you may hit the vein, and this is often urged against its use, as it is said you may hit the vein at a particularly rich spot or at a particularly poor spot, or you may hit it where the vein may have suddenly narrowed in or widened out, and thus get a totally false conception of the value or size of the vein, and that a few feet either way would show quite a different result. This is quite true, but the way to overcome that is to bore a number of holes from the same point, one below the other; this will test its width at various depths, and then bore a series of holes along the strike of the vein, and in this way a great area of the vein may be sampled very cheaply and in a short time, or a few holes may show from the nature of the vein matter that the deposit is of no value and money may be saved by not developing it. In the case of prospecting and locating ore bodies of minerals which do not occur in veins, but in irregular massive deposits, such as iron or nickel, the diamond drill is extensively used; in fact, for the determination and the extent of these particular kinds of mineral bodies they are almost exclusively used in many sections in preference to shaft sinking.

Hospital Notes.

There are sixteen patients in the Sisters' hospital at present. There are no typhoid fever patients, but most of those in the hospital now being treated have either mumps or a gripe.

The city council agreed to give the Sisters a grant of \$120 per year in lieu of giving them free water, but so far the city council has not taken the question up. This is something which should receive the immediate attention of the city government. The hospital at Victoria gets an annual grant of \$4,000 a year from the city and in a number of other cities in the province grants are given by the municipality to these useful institutions. The hospital here should at least be given free water by the city.

BOUND FOR ALASKA.

F. A. Frings Will Lead an Expedition to a Point 500 Miles Beyond Nome.

F. A. Frings, of this city, whose adventurous experiences on the Edmonton-Klondike route were recently published in 'The Miner,' is organizing another expedition to the far north. This time he will seek for gold in the tundra and beach sands of the northwestern coast of Alaska. Mr. Frings is advertising for a party of six men. His objective point is Point Sabine, which is located about 500 miles north of Cape Nome. He has made arrangements with the American steam whaler 'Fearless,' sailing from Nainaimo, B. C., between the 10th and 15th inst. Mr. Frings feels quite confident that his efforts on this occasion will meet with success. He expects to be gone until late in 1902.

Shipments to Trail Smelter.

Following aer the ore shipments received at the Trail smelter, according to the Trail Creek News, from the different shipping mines, for the week ending February 23:

Centre Star	2,720 1/2 Tons
War Eagle	1,044 1/4
Iron Mask	78 1/2
B. C.	985 1/4
Sullivan	302 3/4
Kaslo Group	9
Ivanhoe	30 3/4
Goodenough	26 1/4
Payne	60 3/4
Monitor	37 3/4
Pontiac	37 1/2
Enterprise	21 3/4
Arlington	19 1/4
Total	5,354 1/4

Night Was Her Terror.

"I would cough nearly all night long," writes Mrs. Charles Applegate, of Alexandria, Ind., "and could hardly get any sleep. I had consumption so bad that if I walked a block I would cough frightfully and spit blood, but, when all other medicines failed, three 100c bottles of Dr. King's New Discovery wholly cured me and I gained 85 pounds." It is absolutely guaranteed to cure Coughs, Colds, La Grippe, Bronchitis and all Throat and Lung Troubles. Price 50c and \$1.00. Trial bottles free at T. R. Morrow and Goodere Bros' drug stores.

JUST SUITED.

The Steele-Briggs seed catalogue is just suited to Canada. It contains seeds that will mature in Canada. All the seeds mentioned in the catalogue are fresh. They will grow. We will send a copy with a packet of our Steele-Briggs "Spanish King" Onion, large, good-keeping, for 10c.

THE STEELE-BRIGGS SEED Co., Limited.

TORONTO, Canada's Greatest Seed House.

EMENTS.
 "Bonanza Fraction,"
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 Where lo-
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THE WEEKLY STOCK REVIEW

ONE HUNDRED AND FIFTY-TWO THOUSAND SHARES SOLD.

There Was a Lull in the Market, but the Sales Are Increasing—Waterloo Sold Well—Yesterday's Sales.

The publication of the annual report of the War Eagle company had a temporary disturbing influence on the stock market, but as the market is in a buoyant condition it seems to be already recovering from the setback which it received. War Eagle was at one time an important factor in the mining economy of this section, but with over 100 shipping mines with an output of over 75,000 tons per month, it has ceased to be as important as it was; in other words, both the Rossland camp and those of other portions of the Kootenays and Yale have grown beyond it. There is no doubt that it is a valuable mine and when the syndicate that controls it has secured the Trail smelter it should resume shipments on a large scale and in time will begin to yield dividends to its shareholders. In the meanwhile look how other mines in the Kootenays and Yale are coming to the front. Take the North Star mine in East Kootenay as a case in point. This mine since June of last year has declared three dividends aggregating \$117,000 and on the 15th of the present month another dividend of \$39,000 will be paid. As the shipments from the mine have been kept up steadily, with the exception of January, when the company was renewing its yearly ore contract with the smelter, and, as these shipments have been kept up with the regularity of clockwork and are now being kept up with the same regularity, and as these shipments net nearly three times the amount of that dividend paid it is fair to presume that another dividend will follow in three months and another in three months thereafter and so on for some time to come. With such good results as this, and the excellent showings that are being made by other mines both here and in other camps in Kootenay and Yale, it is obvious that a temporary setback to a mine like the War Eagle cannot have any great or far-reaching effect. The mining area is too important, and too rich and the results being attained in the way of a rapidly increasing output are too good for one mine to seriously affect even the stock market.

Table with 2 columns: Day, Sales. Thursday 39,000, Friday 40,000, Saturday 27,000, Monday 11,000, Tuesday 17,000, Wednesday 18,000. Total 152,000.

Against 297,000 for the previous week. There were 32,000 shares of Giant sold during the week, the price ranging from 3 1/8 to 4 cents. It sold for 4 cents on Thursday of last week and yesterday it was worth 3 3/4 cents.

Rambler-Cariboo weakened a little during the week. At the commencement of the week it was worth 30 cents and yesterday it sold for 29 cents. Fifteen thousand shares were disposed of during the past week. Morrison is weaker than it was last week and declined from 8 cents to 7 1/4 cents during the week. It sold to the extent of 22,000 shares.

Table with 3 columns: Stock Name, Market Price, Bid Price. Includes stocks like B. C. Gold Fields, Big Three, Black Tail, Brundon & Galt, California, Canadian Gold Fields, Cariboo Camp, etc.

Thursday's Sales. Giant, 5,000 at 4c. Rambler-Cariboo, 1,000 at 30c; 1,000 at 30c. Morrison, 5,000 at 3c. Homestake, 2,000 at 9 1/2c; 2,000 at 9 1/2c; 2,000 at 9 1/2c. Tamarac, 2,000 at 6 1/4c; 3,000 at 6 1/4c; 3,000 at 6 1/4c. Waterloo, 5,000 at 6 1/4c; 1,000 at 6 1/4c; 1,000 at 6 1/4c. Total sales 39,000 shares.

2,000 at 8; 5,000 at 8. Total sales, 49,000 shares. Saturday's Sales. Homestake, 2,000 at 9; Rambler-Cariboo, 1,000 at 29 1/2; 1,000 at 29 3/4; Giant, 2,000 at 3 1/8; Waterloo, 5,000 at 2 7/8. Total sales, 27,000 shares.

Monday Sales. Waterloo, 5,000 at 3c; Giant, 2,000 at 3 3/4c; Rambler, 1,000 at 29; Homestake, 3,000 at 8 1/2c.

Tuesday's Sales. Giant, 2,000 at 4c. Rambler-Cariboo, 2,000 at 1 1/2c; 3,000 at 29 1/2c. Homestake, 1,000 at 8 1/2c; 1,000 at 8c. Morrison, 5,000 at 7 1/4c; Waterloo, 3,000 at 3c. Total sales 17,000 shares.

Wednesday's Sales. Rambler-Cariboo, 2,000 at 29c; 1,000 at 29c. Waterloo, 5,000 at 3c; 2,000 at 2 3/4c. Homestake, 2,000 at 7 1/2c; 1,000 at 7 3/4c. Giant, 5,000 at 3 3/4c. Total sales 18,000 shares.

Option—Giant, 2,000, 30 days, 'at 4 1/8 cents.

J. L. WHITNEY & Co Mining Brokers.

Mineral Properties Bought and Sold. Up-to-date regarding all stocks in British Columbia and Washington. Write or wire.

ROSSLAND, B. C. F. J. WALKER, President. C. F. JACKSON, Sec.-Treas.

THE REDDIN-JACKSON CO. LIMITED LIABILITY INCORPORATED ESTABLISHED MAY 1895 MINING AND INVESTMENT BROKERS

P. O. Box 498 Money to Loan on Real Estate

INSURANCE Against Accident and Disease

Yearly payment of \$10 provides insurance against small-pox, diphtheria, typhoid, typhus and scarlet fever. Also special provision for injury by accident of disability arising from disease.

ROLL & GROGAN BANK OF COMMERCE CHAMBERS, WASHINGTON STREET.

WANT GOVERNMENT AID.

Big Project for Improving the North Fork of Kettle River.

Grand Forks, March 6.—(Special.)—A largely signed petition has been forwarded to the Hon. W. C. Wells, chief commissioner of land and works, asking the provincial government to grant substantial aid towards the project for removing the obstructions in the north fork of Kettle river, thus making the stream available for various purposes. The memorial is as follows:

The petition of the citizens of the city of Grand Forks and residents of Kettle River Valley, humbly sueth; that the north fork of Kettle river for a distance of sixty miles north of the city of Grand Forks traverses one of the richest timbered sections of country in the province; that this river throughout its course is obstructed by a great number of log jams; the accumulation of years of drift wood and trees falling and thrown there in which completely boom the river at many points and render the driving of logs down the river an impossibility; that if these log jams were removed so that logs could be driven down the river from the vast timber lands extending many miles on both banks and upon expert authority estimated to contain over one hundred million feet, to the saw-mills situated near the city of Grand Forks, this vast amount of timber, now useless, could be rendered immediately available for mining, smelting, agricultural and building purposes, enterprises now being rapidly pushed forward throughout that Boundary district; that if these vast timber limits could be made available it would not only add very materially to the provincial revenue in the way of stumpage fees but would add materially to the business activity and general prosperity of the Boundary district in giving employment to a large number of laboring men and operation of many saw-mills and wood working factories; that the present output of lumber material is insufficient to carry on the mining, smelting, agricultural and building enterprises now being actively carried on in said district; that a private charter was applied for under the Rivers and Streams Act for permission to clear out these log jams, which charter was refused; that your petitioners are anxious that a grant of at least \$3,000 should be made for the purpose of removing these log jams in said river and putting the same into such a condition that logs could be driven down it to places of manufacture. Your petitioners therefore pray that a sum of money may be provided for in the estimates of the next session for the purposes above mentioned and they estimate that although the amount asked is insufficient for the purpose of clearing out the present obstructions it would do a great deal towards it.

GREENWOOD JOTTINGS.

London Financiers Control Charter of the Greenwood-Phoenix Tramway.

Greenwood, Feb. 28.—(Special.)—An emphatic denial is given the report emanating from Phoenix that James J. Hill of the Great Northern is behind the new owners of the Greenwood-Phoenix Tramway company, and that he would build a line as a portion of the Coast-Boundary railway. The new owners of the charter are a group of London, Eng., financiers, perfectly capable of building the tramway.

OPERATIONS ON CALIFORNIA COAST-KOOTENAY.

W. YOLEN WILLIAMS ON WORK HE IS DIRECTING.

How Necessity of Timbering Will Be Observed in Knob Hill—Ore Trains Will Enter the Long Tunnel—The R. Bell in Summit.

Mr. W. Yolen Williams, general mining superintendent of the Miner-Graves properties, is in town for a few days. At the Allan yesterday Mr. Williams informed the Miner that operations on the California, situated in this camp, will be resumed this spring. He was unable to state the exact date until the return of Jay P. Graves, who will reach here from the east probably within a fortnight. On this property there are upwards of 1,200 feet of sinking besides smaller openings and crosscuts on the surface. Mr. Williams noted during his inspection yesterday that the tracks of the Red Mountain tain railway had not yet been extended to the Le Roi No. 2 to a point not far distant from the California sideline. The California is equipped with a ten-diplex electric compressor, driven by electricity, and a 30-horse power electric hoist and a 100-horse power motor, the latter having been supplied by the Canadian General Electric company.

At present Mr. Williams practically makes his headquarters at Phoenix, where he is directing the development work on the Knob Hill, Old Ironsides, Grey Eagle and Victoria mines. The Knob Hill tunnel, he stated, has penetrated the mountain for a distance of about 1,300 feet and will be extended through, making a total distance of 2,100 feet. This work will likely be finished within the next six or seven months, as the weather impedes the work of quarrying the granite on the surface of the Knob Hill will be commenced. In this manner it is proposed to excavate an open cut directly through the hill, or virtually to remove the roof of the tunnel. In addition a second tunnel will be run through the same mountain 100 feet lower down, and its roof in turn will be removed. From this lowest proposed cutting to the apex of the mountain a vertical depth of 400 feet will be gained. Mr. Williams expected that ore trains will be run into the tunnel this summer and there loaded, thus doing away with extra handling and obviating the necessity of timbering. When a plane is created on the Knob Hill, shaft mining as on the other properties situated lower down, will be carried on. The ground is now being cleared preparatory to sinking a double compartment working shaft, which will be used by all the properties at one point. At present there are five sets of machinery situated nearly one thousand feet apart. Thus a double force is required, but the proposed improvement will do away with all this, and besides the proposed shaft will be situated as near the centre of the ground as possible. A drift is being run south on the view of connecting with the 200-foot level of the Knob Hill. The 200-foot level of the Victoria will be the 300-foot level of the Knob Hill, the collar of the former's shaft being 100 feet lower than the Knob Hill tunnel and the connection will be made in a drift run from the Knob Hill mine which is 200 feet below the floor of the Knob Hill tunnel. The Victoria drift will be 1,000 feet long and the connection is expected to be made within two months.

The R. Bell mine owned by Jay P. Graves and a separate syndicate is assuming all the ear-marks of a shipper. This property is situated in Summit camp. The main shaft is nearing the 200-foot level and crosscutting will be started as soon as the level is reached. It is estimated that there will be 100 feet of crosscutting before the main ledge is reached. The general characteristics of the ore is similar to that of the B. C. mine, which is less than 2,000 feet distant. It is a chalcopyrite carrying values in copper and silver and some gold in camp, but when the highest ever obtained from any mine is about ten feet wide and, of course, is not net in pay ore. On the same property there is a 200-foot tunnel, which connects with the shaft and which extends 30 feet beyond. The plant consists of a drill operated by steam. Later on a plant, probably a ten-diplex compressor, will be installed. In the same camp a spur is being extended to the Knob Hill property in which Messrs. Mann & Mackenzie are interested.

HAS WON HIS SPURS.

Another Canadian Distinguishes Himself in South Africa.

Ottawa, March 6.—Among the Canadians who have fought through the South African war with credit to themselves is Major E. M. Morris of the Devonshire Regiment, an old Guelph boy, and son of the late Edmund Morris, and who is now in command of the constabulary depot at Bloemfontein. In a despatch dated a few days ago, published a few days ago, General Buller praised the excellent work of Thorneycroft's Mounted Infantry, and among the officers specially brought to notice, says of Major (then captain) Morris: "He has acted as adjutant of the regiment throughout the whole twelve months. He has distinguished himself for his power of organization, his tact and management of men in camp, and his ability and courage in the field."

GREENWOOD COKE SUPPLY.

Twenty Carloads Were Loaded by the Trail Smelter from Surplus Stock.

Greenwood, March 1.—The telegraphic despatch in the Nelson Miner of Feb. 27, respecting the diversion of thirty cars of coke from the Trail smelter to the Greenwood smelter is absolutely misleading. Finding they were overstocked the former have arranged with the Greenwood people to relieve them of twenty tons surplus.

GREENWOOD MATTE SHIPMENTS.

Greenwood, B. C., March 5.—(Special.) The first shipment of copper matte from the British Columbia Copper company's smelter was today sent to Eastern refiners. It consisted of 150 carloads of 30 tons each, being part of the first two weeks' run. An average of 100 tons of Mother Lode ore is being treated daily. Additional railway facilities are to be had by putting in a new spur for use in shipping matte.

KLONDIKE NEWS.

The Exodus From Nome to Katmai Has Not Taken Place.

Port Townsend, Wash., Feb. 28.—The expected exodus from Cape Nome by way of the Katmai route failed to materialize, according to report brought by the steamer Newport, arriving from there this afternoon. The Newport sailed from here five weeks ago, expecting to find large numbers of passengers at Katmai, who were to reach that place over snow and ice from Nome, but when the Newport sailed from there on Feb. 20, not a single person had arrived.

EARLY CELERY SEED.

For 10c we will mail you a packet of the Early Steele-Briggs Paris Golden Yellow Celery and the large Steele-Briggs catalogue of seeds. This celery is tender, early, not stringy, and of fine nutty flavor. It blanches easily. The catalogue is full of novelties and standard varieties all suited to Canada. It is the largest Canadian seed catalogue. Both the catalogue and celery seed for 10c.

THE STEELE-BRIGGS SEED CO., Limited.

TORONTO, Canada's Greatest Seed House.

Customs Returns.

During February the exports from this port were \$227,612. The amount of duty collected reached \$10,822.84.

RAILWAY FIGHT.

Victoria Survey Begin and C. P. R. and Great Northern Lobbies at Work in Victoria.

Grand Forks, B. C., March 2.—(Special.) The survey of the Victoria, Vancouver & Eastern railway is now under way and it is announced here on the best of authority that the work of construction will be commenced by May 1 next. Your correspondent's informant also stated that the V. V. & E. will connect with Jim Hill's road when built, and the Great Northern will commence operations on the line from Marcus to Caswell at the same time work is commenced on the Mann & MacKenzie line. It is further given out that the V. V. & E. instead of trying to get across the high hills between Carson and Midway, will simply build from Cascade to Carson, then jump to Midway and continue from there, the link from Carson to Midway up the water grade of the Kettle river. This will give the road a grade against which it will be impossible for the C. P. R. to compete.

BOLD ROBBERY AT GRAND FORKS.

Smashed Plate Glass Window in White's Jewelry Store and Escapes.

Grand Forks, B. C., March 2.—(Special.) At 2:30 this morning a bold robber smashed the plate window in White's jewelry store, and escaped with rings set with diamonds and other stones, valued at \$1,000, and made good his escape. The robber was evidently cognizant of the movements of the people in the store, as last night was the first time for months the place had been left alone. Frank White, brother of the proprietor, usually sleeping in the rear. The crash of the breaking glass awakened everyone within the block, but so quickly was the work done that the burglar got clear away. Rev. Mr. Bradshaw was studying in a room half a block away heard the smash and sprang to a window in time to see a fleeing figure cross the street and disappear in the direction of the "tenderloin." The police were on the ground in a few moments, but have no clue to the identity of the robber, who undoubtedly has gotten across the line by this time. The most valuable of the rings taken were one large cluster of diamonds valued at \$100 and an opal surrounded by chip diamonds, valued at \$50.

Big Reward Offered.

Grand Forks, B. C., March 5.—(Special.) At a meeting of the city council last evening a reward of \$500 was offered for the arrest and conviction of the party who smashed the window of the mayor's jewelry store Saturday morning and stole \$1,100 worth of diamonds and rings. To this reward P. T. McCallum and Dr. W. G. Averill have added \$50 each, making \$600, and it is expected other contributions from citizens will bring the amount up to nearly \$1,000.

ALLEN LABOR.

Provincial Authorities will be Enabled to Enforce Its Provisions.

Ottawa, March 5.—(Special.)—Sir Wilfrid Laurier has given notice of a bill to amend the alien labor act. It is understood that the bill is largely on the lines laid down in the bill of Ralph Smith, and that the shirkwork of the company was imminent, they endeavored to abandon the remainder of the promoters' shares which they held. This was owing to a meeting of the trustees of the company having made an assessment of 2c per share on the 485,000 promoters' shares, which the promoters refused to pay and endeavored to divest themselves of their liability. In regard to the 112,000 shares which they had disposed of, the holders were sued in order to enforce payment of the assessment, but this, the judge decided, was not due from them, and he summed up the position in the following words: "If you buy shares at 10c, each on certificates which represent them to be of a par value of \$1 each, paid up direct from the company, you must pay the difference between the 10c and the par value, because you knew at the time you bought that you had not paid their face value. If however, you have bought the same shares in the open market, on the same certificates, and at the same price, you are not responsible for the payment of the difference. The holders of shares in locally registered Canadian companies will now have to sort out their certificates, and those which they bought direct from the company are entitled to be discounted from the company's statement in reliance on the fact that they are paid up and non-assessable." The holders of shares in locally registered Canadian companies will now have to sort out their certificates, and those which they bought direct from the company are entitled to be discounted from the company's statement in reliance on the fact that they are paid up and non-assessable.

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TECHNICAL EDUCATION.

Ottawa, March 6.—The British Columbia members of parliament excepting Galbraith of Yale and Cariboo, together with a large number of members for Eastern Canada and a number of prominent men from Toronto, Montreal and Ottawa, waited on the government this morning and urged government aid for technical education. The premier assured the delegation the matter would have the government's earnest consideration.

OUR MINING SHARE.

They Are Not Liable Under the Law of 1897.

The following item is taken from the British Columbia Review of London, Eng., and the liability of British Columbia mining shares. It certainly gives a wrong impression of the liability of shareholders, as will be seen by an interview which follows the extract from the Review.

"Our readers are well aware that we have always taken a firm stand against any attempts made by Canadian promoters of mining companies to sell shares to the investing public in this country by offering them at a considerable reduction below the face value. This course so universally followed in Canada for some years past, without the point of their non-assessability being called into question that one has come to regard the statement as one of fact. The recent judgment given at Rossland by Mr. Justice Walker of the Supreme Court has put quite another complexion on the matter, and shows that a number of holders of these two penny half penny shares which they thought they were picking up at a bargain, have been living in a fool's paradise. The case which has resulted in this important decision is one concerning the Kettle River Mines, Limited, capital \$1,200,000 in shares of \$1 each. The company issued 450,000 of these shares to the owners of the property, the promoters taking 495,000 of these shares for their trouble, and setting aside the balance for development of the mine. Regarding the 450,000 vendors' shares, they were given for value received, and of course, are properly regarded as paid up and non-assessable, but the promoters sold 112,000 of their shares at a few cents' each, the proceeds of which they apparently put in their own pockets, and when they saw that they could not sell the shares reserved for working capital, and that the shirkwork of the company was imminent, they endeavored to abandon the remainder of the promoters' shares which they held. This was owing to a meeting of the trustees of the company having made an assessment of 2c per share on the 485,000 promoters' shares, which the promoters refused to pay and endeavored to divest themselves of their liability. In regard to the 112,000 shares which they had disposed of, the holders were sued in order to enforce payment of the assessment, but this, the judge decided, was not due from them, and he summed up the position in the following words: "If you buy shares at 10c, each on certificates which represent them to be of a par value of \$1 each, paid up direct from the company, you must pay the difference between the 10c and the par value, because you knew at the time you bought that you had not paid their face value. If however, you have bought the same shares in the open market, on the same certificates, and at the same price, you are not responsible for the payment of the difference. The holders of shares in locally registered Canadian companies will now have to sort out their certificates, and those which they bought direct from the company are entitled to be discounted from the company's statement in reliance on the fact that they are paid up and non-assessable." The holders of shares in locally registered Canadian companies will now have to sort out their certificates, and those which they bought direct from the company are entitled to be discounted from the company's statement in reliance on the fact that they are paid up and non-assessable.

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Vancouver, B. C., March 4.—(Special.)—At the annual meeting of the C. P. N. company at Victoria today Captain Group was appointed managing director, E. W. Vincent, secretary; J. Thompson, president of the board.

Dr. Manchester has been appointed superintendent of the Westminster Insane Asylum, to succeed Dr. Bodington. The project to build a fleet of lumber schooners has been abandoned on account of competition with San Francisco.

MONTEAL OFFICER DELIBERATES BEFORE ACCEPTING CHIEFSHIP OF ROSSLAND FORCE.

Montreal, March 5.—Lieut. Holland, of No. 2 Police station, who has received an offer of the chiefship of the Rossland police, says he is not able to announce his acceptance for a week.

The above despatch was last night shown to Mayor Lalonde, who observed: "Lieut. Holland's statement is premature, to say the least. Nobody was authorized to tender him the position, and the applications will not be considered before the 25th inst."

TWO DOLLARS FROM OTHER DOMINION CO.

There seems as yet in the north about Kamloops is now every probability of the enforced idleness. With a railway a greater incentive winter to come and the winter season the slackest in the The Paradise has Windermere camp will now go in for Other properties are upon in this promise east Kootenay from other there is little moment, but it is a start up and that the weeks and that the enays. In the Sloce over the smelter, the establishment of probably be a complete one that will be realized. In the Bou and steady work go simply fact of smelting not smelters it is nether are going to for this district, v short time support a population of hardw in the developm mineral wealth of the in the Similkamee some probability of ing through on Tw that the Similkamee and just as soon as outlet to the south there will be a gre appearance of this co

TO START THE DREDGE.

J. G. Collins reports to start the gold dredge in the river is clear of ice. For the last six or eight years in the working hard over and especially in replacing arrangements with the sluices and other made after many tes fine gold. It is cla that it is an imposs escape. Gold dredg with interest the res saving gold. Mr. C the dredge which above Big Bar, and expected to begin th

THE CARBONATE CHIEFTAN LOOKS.

Fred Kilpatrick, who on Fish creek, where for the past five months owned a piece of free gold property, the No. 3 tunnel on a 364 feet. The tu a flat angle in order matter heavily imp and iron ore, but main chert.

The Double Eagle stoke, intend resum the Maybe claim ad This is a very prom ing much the same o as the Nettie L and 600 has been spent by way of sinking. The company will at Moscow on Pool cre and Eva at an earl intention of the com the properties whic and Laforme creeks another year.

Johnny Morgan an in from Galea, Pa been engaged for so a tunnel on the Wh is now in something encountered a body inches in thickness, becoming more enc and it is expected i has been driven un ing a body of ore w this property turn a mile trail will conne had of navigation.

Messrs. Reumanns, livray came in from Wednesday of last. They report the Sta ing well. During the 3 tunnel has been n in 364 feet. At trow diorite was ing is still in this d ized all through, w This tunnel gives a feet on the vein, w 45 degrees. The dyk 20 feet in width, which was struck on expected to come i dyke. At No. 2 tun northwest of No. 3, a exposed a nice bod feet thick at a dept

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