

**APRIL**



THE MINING REVIEW

It is Proposed to Erect Some Large Concentrators.

WILL MAKE \$4.00 ORE PAY

And Will Result in the Doubling of the Output of the Camp—A Twenty Foot Ledger of Pay Ore Found by Diamond Drill in the Green Mountain.

One of the improvements which some of the larger mining companies are said to have under contemplation is the erection of large concentrators. Though the plans have not been fully formulated an outline is as follows: One of the first needs of a large concentrator is water. It is understood that a sufficient supply not only for this purpose, but also enough to give the inhabitants of this city all they need, can be obtained from the vicinity of Sheep Lake. Explorations, which have already been made, have demonstrated that there is a plentiful quantity for the purpose there. To bring in the water by means of a pipe line and flumes would cost in the neighborhood of \$150,000. With this supply of water, and concentrators of at least 1,000 tons and perhaps 2,000 tons capacity per day erected, the ore could be concentrated. Some of the ore could be reduced three into one and some ten into one, according to the quantity of gangue which it contained. It is claimed that the ore could, with a good supply of water available, be concentrated for 60 cents per ton and that \$4.00 could be made to yield a profit. The result would be to bring within the range of profit many thousands of tons of ore which is now left in the mine. It is claimed when these plants are erected and in operation that it will result in doubling the output of the camp. Such mines as the Monte Christo, Colonna and Iron Colt could be made to pay provided the concentrators did custom work, as the ores from the properties mentioned are now only a shade under the pay grade with the present freight and treatment rate. Although those who are most interested in this scheme are very reticent concerning it, it is claimed that work upon the water line will be started during the present summer. One of the most important items of the mining review this week is the report of the finding of a ledge 20 feet wide in the Green mountain mine. The ore is of a pay grade.

The Output.

The output for the week reached a total of 8,478 tons, being 132 tons less than the returns for the previous week. There is abundance of evidence accumulating that the 8,000 ton limit has been permanently passed, and that henceforth each succeeding week's shipments will exceed that average if not shortly approximate the 10,000 ton mark. The Le Roi for the past seven days sent down 4,000 tons, a slight falling off of 190 tons was compared with the preceding week. The record of Le Roi No. 2 also falls short by 262 tons; on the other hand the shipments of the Rossland Great Western reached 600 tons, or 250 tons in excess of the preceding week. The War Eagle is also beginning to show up well, now that the surface ditches have been improved, and this week is credited with 870 tons, a gain of 170 tons over the previous report. There is every likelihood that this figure will continue to show a cumulative increase each succeeding week. The total shipments this year to date approximate 85,569 tons. Appended is a list of the shipments of the past week and year to date, approximately:

Table with columns: Week, Year, Le Roi, Centre Star, War Eagle, Le Roi No. 2, R. G. Western, Iron Mask, Velvet, Evening Star, Spitzee, Stian, Portland, Total.

Green Mountain.—A most important find has been made in this property during the past week, which consists of 20 feet of pay ore. For some time past explorations have been in progress by means of the diamond drill. During the past week, after the drill had reached to a depth of 165 feet below the surface it began to penetrate a ledge. This ledge was found to be 20 feet in width. Assays made revealed that the ore is of a pay grade. Mr. Bryden is in charge of the diamond drill operations. Manager Lawry of the Green Mountain, when spoken to in relation to the strike, last evening, said that it was as reported, and that he intended to sink a shaft for the purpose of developing it. It is, he declared, the most important find that has yet been made on Green Mountain, and believes it gives almost positive assurance that it will make a mine.

Rossland Great Western.—The shaft has reached the 800-foot level and the explorations on that level will soon be in full progress to show up the ore shoots. Work continues on the raise from the 800-foot level to tap an ore body that was discovered while sinking to the 700-foot level. Drifting on the 450-foot level is going on and a body of ore of good size and excellent grade is being opened up. There is a good showing of ore, too, at the bottom of the shaft where the station is being cut out. These Rossland Great Western shipped last week 600 tons or double the quantity for the previous week.

Big Four.—The showing of ore continues to improve in the No. 2 tunnel, where they are cutting out a station 10x10 for the purpose of sinking in the ore body. No. 2 tunnel is also being driven ahead to tap the No. 1 vein, which will be met at a depth of 300 feet. The No. 1 tunnel is being driven along the vein and the showing is improving. The property looks better at present than at any time in its history. Tracks have been laid in both tunnels and the ore is taken from the faces in cars.

Velvet.—This compressor is working in

a satisfactory manner since it was started up last week. Now that it is in operation the mine will soon be pumped out to the 300-foot level and the work of deepening the shaft from the 800 to the 400-foot level inaugurated. The ore bins and the tramway are approaching completion.

Le Roi No. 2.—Work continues to be pushed on the shaft, which is being deepened from the 300 and 500-foot levels. This work is being done under contract. The Le Roi No. 2 shipped 728 tons last week, which is a decrease from the previous week. The ore which is being taken out comes from the 300 to 500-foot levels.

Homestake.—The tunnel has been continued to a point 60 feet beyond the shaft and has penetrated one side of the fault through which it is expected that the mine will be drained. Some water is coming through the fault and it is anticipated when the other wall of the fault is reached that the flow will be greater.

Le Roi.—Work continues along the usual lines. The big shaft is being deepened from the 600-foot level and this work will be continued till the 1,500-foot level has been reached. The mine kept up its good reputation last week by shipping 4,000 tons, against 4,150 for the previous week.

Kootenay Mines.—The shaft is now down 600 feet from No. 6 tunnel, which gives it a total depth of 1,200 feet below the outcrop of the vein. Explorations are in progress on the 600-foot level, and the intention is to thoroughly prospect that level.

Evening Star.—Stopping of ore from the No. 3 level is in progress and crosscutting continues on the No. 4 level. It is expected that shipments will be resumed as soon as the roads are in a dry condition.

Iron Mask.—Shipments were made from the Iron Mask as usual during the past week. Work continues on the 400, 450, 500 and 200-foot levels west. There is a good showing of ore in each one of these places.

New St. Elmo.—The north drift is in 164 feet from the north crosscut. The south drift is in 382 feet from the south crosscut, which continues all in one of a fair grade.

L.L.L.—The work of continuing the lower tunnel is in progress. There were no developments of note during the past week.

Portland.—The shaft is being pushed from the 100 to the 200-foot level, and the tunnel is being extended.

Nerve Repairing and Strengthening.

SYSTEM CLEANSING AND BLOOD PURIFYING.

PAIN'S CELERY COMPOUND.

Is the Great Spring Medicine for Building Up Shattered Strength.

IT'S CLAIM: "MAKES SICK PEOPLE WELL"

Fully Supported by Thousands of Testimonials From Our Best People.

Paine's Celery Compound makes sick people well!

This sweeping but true claim made years ago when Professor Phelps, M. D., LL.D., of Dartmouth College, gave to the world his famous discovery, is now more strongly supported than ever before. Testimonials coming in daily from all the provinces of our great Dominion, go to prove that no other remedy is so generally used for the cure of the common ailments of life, and that no other has so faithfully done its work of life saving in the past.

Paine's Celery Compound, the remarkable medical achievement of the last century, and prescribed by our ablest doctors in spring time, is the greatest banisher of all diseases arising from impaired nerves and impure blood, and sensible people insist upon having it, even when profit loving dealers recommend the something just as good. People call for Paine's Celery Compound, knowing well that in spring time it repairs their shattered strength and weak nerves, and fits them for the battle of life. Mrs. E. Trinder, Simcoe, Ont., says: "For a long time dyspepsia and indigestion made life miserably for me. I was so bad that I could not go out of the house, do housework or get regular sleep. I bought six bottles of your Paine's Celery Compound from your druggists, and commenced to use it regularly. I was obliged to consult a doctor about another trouble, and he advised me to continue with your compound, and told me if I had not been using it he would have recommended it to me. Paine's Celery Compound has done wonders for me; it has banished dyspepsia, indigestion and sleeplessness, and given me a new life. I can now eat, sleep, do my work, and walk over half a mile to church in any weather."

Tot Causes Night Alarm. "One night my brother's baby was taken with Croup," writes Mrs. J. C. Sider of Crittenden, Ky.; "it seemed it would strangle before we could get a doctor, so we gave it Dr. King's New Discovery, which gave quick relief and permanently cured it. We always keep it in the house to protect our children from Croup and Whooping Cough. It cured me of a chronic bronchial trouble that no other remedy would relieve." Infalible for Coughs, Colds, Throat and Lung troubles; 40c. and \$1. Trial bottles free at Goodhue Bros. and T. R. Morrow.

MR. HECTOR M'RAE'S REJOINDER

DEMOLISHES FOOLISH OBJECTIONS OF A LONDON INVESTOR.

Gives Facts and Figures to Prove That British Columbia Surpasses Australia and South Africa as a Field for Investment—A Review of Progress.

Mr. Hector McKee of this city a few days ago received a letter from a prominent firm of London, Eng., brokers, who have been instrumental in placing large mining deals on the London market. A representative of the firm came out to British Columbia about eighteen months ago for the purpose of looking over the ground with a view to making investments. An extract from his recent letter to Mr. McKee reads as follows: "When I had the pleasure of seeing you sixteen months ago we quite hoped that things would so shape themselves in British Columbia that we would be able to take an active interest in opening up that district, but, as you know, events have been altogether against us, and what with the smash at the end of 1899, from which the market barely recovered during the whole of 1900, and further still, the collapse brought about by the failure of the London & Globe, we set very little chance for the present, at least, of any public interest being taken in British Columbia however good the actual prospects may be. Indeed, business here is so good, especially in the American market, and promises to spread over markets generally, that to attention is less than ever directed to troublesome undeveloped markets. Of course, with South African mines it is quite different, and we look for good prices and business here. It is most unfortunate for your district that so speculative a person as Whitaker Wright should have associated himself with it."

Mr. McKee lost no time in sending the following reply, which deals with the mining situation very thoroughly and exhaustively: "Rossland, B.C., March 25, 1901. I regret that British Columbia is not fashionable in London just now. Investors there appear to prefer the Black Man's Country, but it is to be hoped that they will soon get over their "Jungle fever."

If such firms as yours would take hold of our good properties and exploit them in London, our district, in a very short time, would prove both fashionable and profitable for the English investor. It looks as though our cousins to the south of the line are to have the cream of the Dominion from the Atlantic to the Pacific, and it is a great pity, as the effect within the next couple of generations is apparent. While Mr. Whitaker Wright has much to answer for, at the same time had he not come in when he did I am satisfied that this camp would now be almost if not altogether controlled by the Americans, as in the Boundary district. What ever errors he may have made, he certainly does not owe his associates, or clients, any apologies for his investments in this province. Notwithstanding the lack of interest in our district with your investing public, it is making rapid strides, and is fast coming to the front as a great mineral country, and is even now attracting the attention of practical mining and railway magnates of the United States. For instance, last year, notwithstanding our local troubles and shut down for nearly four months, our output was 223,000 tons (1-2) in Rossland, and this year it will pass the 500,000 ton mark. Four years ago it was less than 20,000 tons. In addition to this tonnage treated at the smelters, the B. A. C. properties have stored on their dumps nearly 150,000 tons. The Le Roi could easily ship 1,200 tons daily, and keep that up for years without doing any further development work, and their other mines as much more, had they smelter facilities to treat such an output. In the Le Roi No. 2 they have four mines, proved to a depth of over 600 feet, viz: Jessie, No. 1, Poorman and Annie; the Rossland Great Western one mine—the Nickel Plate. The biggest and grandest, I consider, is the Columbia. Kootenay, which should have a smelter of its own, as they have immense bodies of ore blocked out down to the 1000-foot level, where their best values obtain, so I am informed. All of these mines have installed on them the very best machinery that money can buy. In fact, the only weak link in the whole chain is the fire smelter, which, I believe, is sufficient to take care of the Le Roi ores alone. Mr. George Bent, whom you know were last week on his way North, after a visit to his old mine, stated that the Le Roi shares should command \$20 now instead of the present market price. The Centre Star looks as if it would make another Le Roi, and its much abused sister, the War Eagle, owned by the same syndicate, Goodenham and Blackstock, is again coming to the front as a property of much merit. Since your visit other properties have developed into mines. These are: The Iron Mask and Evening Star, east of the Le Roi, and the Giant, to the west. The Homestake, in the South Belt, has also struck some good-sized chutes of 225 rock in their lower workings, which entitles it to be called a mine today. A few hundred yards south of Columbia avenue, west of my house, a wildcat, the Spitzee, has struck a good body of \$16 average gold ore. Now, as to the Boundary district, when Mr. Bromwich visited the camp with me 16 months ago, it was a non-producer. Today it is turning out and smelting at their own works at Grand Forks and Greenwood 1,200 tons daily, while smaller mines are shipping to Trail and elsewhere. On the Knob Hill they have opened up a quarry of pay ore over 700 feet wide, and have exposed more ore than any other mine in America today. The ore averages over \$3 per ton and is being treated at less than \$1.00, or about eight per cent per ton at their Grand Forks smelter. An amalgamation of their mines, (i. e.), Knob Hill, Ironsides, etc., with the smelter has just been completed

with a capitalization of \$15,000,000, on which they calculate that they can pay dividends on from 10 to 12 per cent. They are now duplicating their works and will treat 1,200 tons daily by September next. They are also putting in a converter of 100 tons capacity, and next year they intend doubling up again. These mines and plant do not stand the owners much more than \$225,000, and it has been officially stated that they have recently refused par for the whole or control of their stock. The Mother Lode mine at Greenwood, owned by New York copper men, has now an output of about 450 tons per day, which is being treated at their smelter, three miles from the mine. They are also extending their works, and expect within 18 months to have a treatment capacity of 50,000 tons monthly. It is stated that the ore averages \$11 per ton, and they claim that they can treat for less than \$2 per ton. All these ores are self fluxing and require but 10 per cent of coke to successfully smelt with. The B. C., a small mine, shipping 3,000 tons monthly to Trail, I know for a fact is clearing from \$30,000 to \$36,000 monthly. This property was bought by Montreal men less than two years ago for about \$225,000. I forgot to mention that within six months time from blowing in the Grand Forks smelter treated 100,000 tons of their own ore from the Knob Hill and Ironsides mines. Another smelter, the Pyritic, with a capacity of 200 tons, is just about ready to be blown in near Greenwood. This is owned by a Quebec outfit, and has ore ready to treat and keep the works going from their properties in the vicinity, viz: The Marguerite, Morrison, Greyhound, etc. In Camp McKinney the Cariboo, controlled by George McAulay of Spokane, has within a few years cleared up \$500,000 in profits with a 20-stamp mill, and has a big chute of ore on the 500-foot level, which assays 2-1-2 ounces gold to the ton (2,000 pounds). At Ymir such properties as the Ymir, Yellowstone, etc., working about 100 stamps, are also paying handsome dividends, and have immense ore reserves blocked out. In East Kootenay district, since the advent of the C.P.R., three great mines have come to the front, viz: St. Eugene, Sullivan and North Star. The first named has the proud distinction of being the biggest producer of lead concentrates in America today. It is opened up by 18 tunnels to a depth of 1,800 feet, with the biggest chutes in that level. This mine I put before the French Exploration company less than three years ago at \$375,000, but the late Mr. Hamilton Smith, their then consulting engineer, turned it down after an examination by Mr. L. M. Davis, on account of its being too small a proposition, also on account of its being a silver-lead mine and not in fashion. It is paying dividends of 12 per cent on a capitalization of \$3,500,000. The North Star is also paying 12 per cent, besides setting aside handsome sums to rest account. The Sullivan will have railway connection in a few months, when they will likely be in a similar position to the others. On Crawford creek, East Kootenay, the London Consolidated, Richelieu, Commonwealth, etc., are developing immense bodies of silver-gold-copper ores, and have started shipping this winter, the first named having sent over 500 tons to the Hill Mines smelter since January first, their ore netting something over \$50 per ton. The Slooan district is almost entirely controlled by Americans, and is likely to continue to be, till nearly worked out. Its output annually in silver-lead averages about \$3,000,000, and new finds in that district are of frequent occurrence. The Lardner district is also developing many good silver-lead and some gold-copper mines, and within the next 18 months will have connection with two railway systems. Shipments from the Tribune made last summer netted nearly \$300 to the ton, after paying heavy freight and treatment charges. In the Similkameen district immense bodies of copper-gold ores are being opened up, which only await the advent of the railway to be heard from. At Howe sound, on the coast, it is reported that Messrs. Bewick Moreing & Co. of London have about completed the purchase of the Britannia group of mines for \$725,000. This property is reported to have over 1,000,000 tons of copper ore of an assay value of \$8 per ton exposed above ground. Up north, in the Cariboo district, Montreal capitalists have invested over \$1,000,000 in improvements on the Cariboo Hydroelectric, and last year netted something over \$200,000 in profits. Their Engineer, Mr. Hobson, estimates gross value of gold in their gravel banks of nearly \$100,000,000. We have in the Crow's Nest Pass the largest coal reserves in America, opened up within the last two years and turning out over 1,500 tons of coal and manufacturing about 400 tons of coke daily. This output will be increased to 6,000 tons of coal and 1,000 to 1,500 tons of coke daily. The quality of this as a steaming and coking coal is unequalled, and an important point is that the government has regulated its price at the pits mouth and has also a say in the regulation of the freight rates as well. In the Canadian Pacific we have a great trans-continental railway connecting the Atlantic with the Pacific, with spurs from the main line connecting with all our developed mining camps, and still spreading out. This company gives us lower freight rates than obtain in any other mining district in North America. But this is not all. Another great railway, the Great Northern, is starting in to compete for a portion of the trade, which Mr. Hill considers worth fighting for, and when that gentleman makes up his mind that a certain mining camp is good enough for his system, you may rest assured it is good enough for the English investor. We have immense virgin forests of timber, a splendid climate, good water everywhere, and the very best mining laws that obtain anywhere. In face of all these facts it is surprising that the London investor prefers to put his money into the jungles of South Africa, where no white man can exist for more than one season at a stretch, and where gold is still an unknown quantity, or in the southern part, where the rebellious Boer and the ostentatious Israelite prevail. HECTOR M'RAE.

HEADACHE RELIEVED INSTANTLY!

Got a constant headache? Ten chances to one the secret of your suffering is that "white man's burden," catarrh. Here's a sentence from one man's evidence for Dr. Agnew's Catarrhal Powder: "One application gave me instant relief, cleared the nasal passages and stopped the pain in my head." It's a quick, safe and sure treatment, and never fails to cure. Sold by Goodhue Bros.

Employ Your Idle Time. It's as Good as Cash.

"Work at Home" is an idea that will appeal to those who have any spare time at this season. To secure the services of such the Glasgow Woolen Company of Toronto are offering remunerative home work to be done with their Automatic Seamless Knitting Machine. Theirs is work that anyone can easily learn and could be done by different members of the family according as they have leisure a good way to make the idle minutes pass the rest and buy the firing. See their advertisement in another column.

New Revenue Collector.

Chicago, April 1.—Henry L. Hutz, former state treasurer, succeeded as collector of internal revenue here. E. Coyne, who has been named as successor to Postmaster Gordon, who declined to be a candidate for re-appointment.



NONE BETTER

SOLID VESTIBULED TRAINS PALACE DINING and OBSERVATION CARS—TRIALS 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 & Slooan 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.



DIRECT ROUTE.

EAST—Winnipeg, Toronto, Buffalo, Ottawa, Montreal, New York. WEST—Vancouver, Victoria, Seattle, Portland, San Francisco.

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Vestibuled Trains, Unequalled Dinners, Tourist Cars. Steamship service from Vancouver to Hawaii, Australia, Japan and China.

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

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

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 Rossland, 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 Mayor'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. 11:30 a.m. Rossland 8:10 p.m. 7:00 a.m. Nelson 7:15 p.m.

Night Train. 8:45 p.m. Spokane 7:00 a.m. 11:00 p.m. Rossland 7:00 a.m. First-class sleepers on night train. H. A. JACKSON, General Passenger Agent, F. B. BROWN, Agent, Rossland, B. C.

Kootenay Railway & Navigation Company

Limited OPERATING Kaslo & Slooan Railway International Navigation & Trading Co. Bedlington & Nelson Railway, Kootenay Lake 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 & Slooan Railway Passenger train for Sandon and tray 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 4:00 p. 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 where 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 Island—Tuesday and Friday at 7 a. m. Leave New Westminster for Victoria and Way Ports—Wednesday and Saturday 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 7th, 14th and 20th of each month, extending latter trips to Qualicum 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.



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 & Walls Wells, Baker City Mines, Portland, San Francisco, Crispie Creek Gold Mine and all points East and South. Only line East via Salt Lake and Denver.

Steamship tickets to Europe and other foreign countries. Leaves Spokane Time Schedule. Effective May 13, 1900. Daily

7:45 a. m. EAST MAIL—For Coeur d'Alene, Farmington, Gardiner, Colfax, Pomeroy, Watsburg, Dayton, Walls Wells, Pendleton, City and all points for the EAST.

PAST MAIL—From all points EAST, Baker City, Pendleton, Walls Wells, Dayton, Watsburg, Pomeroy, Moscow, Pullman, Colfax, Gardiner, Farmington, Lewiston, Portland, San Francisco, Baker City and all points EAST.

EXPRESS—From all points EAST, Baker City, San Francisco, Portland, Colfax, Gardiner, Farmington, Lewiston, Portland, San Francisco, Baker City and all points EAST. 9:15 a. m.

STEAMER LINES. San Francisco-Portland Route. STEAMSHIP SAILS FROM ALBANY, WASHINGTON DOCK, PORTLAND, at 8:00 p. m., and from Spout Street Wharf, San Francisco, at 11:00 a. m., every five days.

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

Snake River Route. Steamers between Riparian and Lewiston leave Lewiston 7 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 not permitting). For through tickets and further information apply to any agent, F. and N. System or at O. R. & N. Co.'s office, 404 Riverside Avenue, Spokane, Wash. H. M. ADAMS, General Agent. A. L. CRAIG, Passenger Agent, Portland, Oregon

IT SHOULD ARGUMENTS IN NEST SOON BOON TO SI

Mr. J. C. Dreyer Charter Shows It Would Mean Disasters of the

Mr. J. C. Dreyer the Canadian Government Saturday on a spect the True B which he says is well. He will be a few days at dated, "this last operated to the contrary, name turning out 100, twenty-four ho are being ship Dreyer says th are forced to c concentrates to kn for the Domini bounty on pig l Canada. Mr. Dreyer political condit which he has th thought would m matter of the competitive rail which are now r delegates of th 'read' who wa the government necessity of th railway and a district tounp to the coast. M the government would be not to the smelting Crow's Nest In nounced their in ing several hun and other poin soon as the ch the Crow's Nest road is projec

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Mr. Dreyer's



Rossland Weekly Miner.

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A POLITICAL HARLEQUIN.

If the record of Mr. John Houston, the local member from Nelson, and the editor and proprietor of the 'Tribune in that city, were not so well known to the people of Kootenay, some store might be placed by his utterances and his attitude in regard to the railway policy of the province. As it is, however, no person in this district will treat anything that he has to say, or any action he may choose to adopt, either in his paper or on the floor of the house, with aught but derision and contempt. In politics in this province he has been "everything by turns and nothing long" in the fullest sense of the words. He has courted with every faction and been true to none. He aspired to be the counsellor and friend of the Labor party. He was the loudest shout in the province for the rights of the workingman, and as soon as he had succeeded in obtaining, to a partial degree, at least, their confidence and securing their voice, he betrayed them with a callous unscrupulousness which has forever made them his enemies. He posed for a while as a Liberal and then, without warning, transferred his wavering allegiance to the Conservative party. He nominated Mr. Macneil at a Conservative convention in Revelstoke and through his paper, did his utmost to weaken that gentleman in the constituency, and finally urged him to retire. He took no stand, publicly, whatsoever when Mr. McKane jumped into the breach occasioned by Mr. Macneil's withdrawal, but gave his secret and treacherous support to Mr. Gallier.

As the editor of a newspaper he for years shrieked wildly for provincial rights and competitive railways, and posed as an enemy of railway monopolies and therefore of the C.P.R. Recently he paid a visit to the federal capital and Montreal and on his return he was a changed man. Since that time he has been the warmest and most uncompromising friend of the C. P. R. He not only speaks, writes and votes in favor of giving to that company everything which it asks, but he opposes every concession, every attempt at concession, to any company which can in the most remote way be regarded as a competitor of those whom he so faithfully serves. As we have said, no attention whatsoever would be paid to anything that he may have to say, or to anything that he may do were it not that his position as a member of the assembly gives him the privilege of blocking legislation which is in the best interest of the district and of the province at large. By his single voice on Wednesday last the consideration of the bill for granting the charter for the construction of the British Columbia & Southern railway was laid over until next week, thus occasioning a needless and annoying delay. Mr. Houston knows, or ought to know, that neither he, nor the company whose tool he is, can prevent the construction of this line; he knows that the people of the Kootenays are demanding in the strongest manner that this charter shall be given, and yet to serve the purposes of a corporation which in this particular at least, are the enemies of the people he is willing to swallow all that he has said in the past and hold himself up to the contempt of the people among whom he has to live and on whom he depends for his livelihood.

A SECRET ALLIANCE.

It is evident that Premier Dunsmuir and Mr. Eberts in their determination that the V. V. & E. company shall not be granted the charter they are seeking are prepared to go to all lengths, even to the length of killing, as far as it is possible for them to kill, the project of building the railway at all. The specifications, which they ask shall be complied with in the invitation for tenders for the construction of the road, as published in the Colonist, are such that no company would be found by them, are such, indeed, that no bona fide company would tender under them. As the promoters of the V. V. & E. company, themselves, say the first clause, which demands that "The company must contribute 4 per cent. of the gross earnings of the road to the government, said percentage to be a first charge" would be to saddle the incubus which would be the necessary loan and is Dominion statute which uning expenses must be the earnings. Indeed, throughout are framed attention to make it impossible for V. V. & E. to tender as the part of the gov-

ernment or rather of Premier Dunsmuir and his lieutenant has evidently originated from a more astute mind than that possessed by the ostensible head of the British Columbia cabinet or the attorney general. It might be said, and be within the belief of the people, that the subtle intellect of Mr. Joseph Martin had been brought to bear upon these specifications, and that the leader of the opposition who is posing as the enemy of the C.P.R. and the leader of the loyal opposition on the floor of the house is really in collusion, to say no worse, with the leader of the cabinet.

If this is so it is not the first time that Mr. Martin has been the secret agent and paid retainer of the Canadian railway monopoly, and while ostensibly fighting them before the people, has really been aiding them in all their attempts to defeat the true interests of the country. It is well known that Mr. Martin came to British Columbia under a retainer by the C.P.R. He quarreled, or apparently did so, with that company, but if it is discovered beyond possibility of doubt that he is now acting in concert with Mr. Dunsmuir, no credence whatever will be given to his past professions of enmity to monopolies, or to his protestations of friendship for the public. Any alliance with Mr. Dunsmuir at present is an alliance with the C.P.R., and that there is such an alliance between the leader of the government and the leader of the opposition, these are the gravest reasons for believing. Any final defeat of the V. V. & E. charter will be imputed to a secret understanding between Mr. Dunsmuir and Mr. Martin.

FUMIGATION OF THE MAILS.

If the danger of a smallpox epidemic in Rossland, through importation from the United States, is as great as some of our citizens apprehend, their contention that the mails should be fumigated is quite reasonable, and steps should be taken at once to this end. Such measures, however, should be adopted that as little delay as possible should result in the transmission of the mails to their destination. If, as has been suggested, the fumigation take place at Northport, it would mean that they would be held at this point for twenty-four hours, which will rightly be regarded as unreasonably long. Since it is only the Washington mails that it is necessary to fumigate, and but those of the localities where smallpox exists, could not some arrangement be made for their disinfection at the points where they are posted, and thus save a delay in the delivery of a considerable portion, at least, of the whole? The mails from the East, too, could be sent through direct without need of inspection.

The quarantine regulations which have been put in force on the trains at Northport are being carried out with much thoroughness, but it is true not a little delay is occasioned by the fact that Dr. Sinclair has only one assistant there. There is too much work for one man in the time during which the trains are supposed to stop, and were it not for the courtesy of the railway officials much inconvenience might be occasioned. The department at Ottawa would do well to give more latitude to Dr. Sinclair in the employment of assistants and more adequate professional fees should be allowed to the quarantine officer and his helpers.

AS A MINE OWNER SEES IT.

The interview published in this morning's issue with Mr. J. C. Drewry, managing director of the Canadian Gold Fields syndicate, should be carefully read by the residents of the coast who are not familiar with the arguments in favor of the construction of the Crow's Nest Southern railway. Mr. Drewry regards the matter from the standpoint of one largely interested in the great silver-lead properties of East Kootenay and the Slokan, and it is in the development of these properties that the prosperity and progress of a very extensive and very important district of this province depends. He shows that there is a very intimate connection between the development of the Crow's Nest coal fields and the silver-lead mines, and that the construction of the Crow's Nest Southern railway is an important factor in the exploiting not only of the coalfields but of the entire district; that it is as vital almost to the cheap smelting of the silver-lead ores of the Slokan and East Kootenay as it is to the opening up of a market for the great coal measures. He points out that in charging a silver-lead furnace the charge must not contain over 17 per cent. of lead, and that the silver-lead ores of East Kootenay carry from 50 to 70 per cent. of lead. It is necessary, therefore, to use with the wet ores of our own country a large proportion of dry ore, which is not found here, at least in any great quantity, for the purpose of bringing the lead percentage down to a proper fluxing basis. In fact, to one ton of wet ore four tons of the dry ore is necessary, and as the present production of East Kootenay is 200 tons per day, 800 tons of this dry ore for fluxing is required. As we have said, we have no dry lead ore in any quantities in our own country, and if we use that as a flux we would be compelled to bring it from the other side. In the state of Washington, and along the line of the Great Northern, large bodies of this dry ore, which are

exactly what are required for the fluxing of our wet silver-lead ores, are being opened up. With the construction of the Crow's Nest Southern, which will connect with the Great Northern, these ores can be brought into British Columbia at a comparatively small cost, and will give the Great Northern cars which haul our coal to the smelters in the states, a return cargo, where empty cars would otherwise be sent back. As Mr. Drewry points out, the building of a smelter in East Kootenay, which will speedily be undertaken, and the consequent creating of a great demand for dry ores, will stimulate the development of silver-lead mines all through the Kootenays, and will be a large factor in our industrial progress. Mr. Drewry deals very logically and completely with the opposition to the railway which has its origin in interested sources. Like all residents of the province who are concerned in the rapid development of our resources, Mr. Drewry is strongly in favor of the construction of the Crow's Nest Southern railway, and of an open door policy for railways in British Columbia.

GOVERNOR IS FORTUNATE.

In another column will be found an interview with the Hon. C. H. Mackintosh in which he takes a most hopeful view of the mining situation in Southern British Columbia in general and the Rossland camp in particular. The record which the mines of British Columbia are making is not one to be made small of. The C.P.R. is handling at least 50,000 tons of ore per month, and the Red Mountain and the other feeders of the Great Northern 30,000 tons. Then the stamp mills are crushing at least 30,000 tons of free milling ore per month. This makes a grand total of 110,000 tons per month, to say nothing of the mines, like the Van Anda and others at the coast, on Vancouver island and the mainland. There are about 100 mines from which ore is now being shipped, and out of this number 32 have paid dividends. A province whose lode mines have made such an excellent showing in so short a time is worthy of the attention of those who desire to invest in mining properties, and it is no wonder, therefore, that the eyes of investors in nearly all of the larger financial centres are looking toward British Columbia for profitable investment in our lodes.

Mr. Mackintosh sees that the handwriting on the wall declares that the province is fast achieving the greatness to which she is entitled by reason of her wonderful resources as well as any man in the province. This future greatness he was just as certain of as he is now, when he invested millions of dollars for the British America corporation in mining properties in this and other camps, and out of which profits could be realized at least sixfold.

No wonder will, therefore, be expressed at the governor's taking the public into his confidence, as far as respect for the secrets of those with whom he is connected would honorably let him, by announcing that he has been requested by a syndicate of London operators to become managing director for a company which intends to go into mining here on a large scale. He has certainly been fortunate in making large sums for those who intrusted him with the transaction of a number of most important investments in mining properties here, and as the future can only be judged by the past, the logical inference is that he will be equally successful in the future. That Governor Mackintosh has an abiding faith in the sterling worth of the mining properties of this camp is certain, and that he will do much for it in the future, now that a good opportunity has again come to him, is equally certain. The Miner takes this opportunity of congratulating the Governor on his good fortune, and the people of Rossland will join unanimously in this congratulation.

IS THIS THE INTENTION?

The more closely the conditions, which the provincial government proposes to impose on the company undertaking to construct the Coast-Kootenay railway are scrutinized, the more sinister do they appear. It is impossible for anyone, who has carefully noted the distracted conduct of the Premier, to escape the conviction that his intention, in formulating these specifications, is dishonest, either to the country or to one of the applicants for the charter, if, indeed, it is not, as we fully believe it is, to both. On their face the terms are prohibitive and no company would tender under them in good faith. The first condition, which is enough to prevent any company floating their bonds, would in itself prove a sufficient deterrent. If then the government is resolved that these conditions shall be carried out by a company building the road it means, if it means anything, that this project, the successful completion of which is of such vital importance to the province, will be postponed for one if not for two years, and that during this period the country must suffer by the delay thus occasioned in its development. In the meantime, the Island and Northern railways, in one of which at least the premier is directly interested and both of which are under the special care of the government, are to be pushed forward vigorously.

HOW VANCOUVER VIEWS IT.

The memorial addressed by the Citizens' Association of Vancouver to the Lieutenant-Governor, in which the reasons from the point of view of the leading residents of the chief city on the coast, are given why the Coast-Kootenay railway should be built by another company than the C.P.R. will be read by the people of the Kootenay at this time with peculiar interest and the arguments which are adduced will be heartily concurred in by everyone interested in the progress, not of Vancouver only, but of the country at large. While the memorial states that the arguments which it presents are confined to the advantages which must accrue to the Terminal city from competition in railways, it will be readily recognized that what will be of advantage to one locality in the province cannot fail to be of benefit to all. If Vancouver is to benefit by a competitive railway which gives her a considerable portion of the trade of the Kootenays it will be manifest that this district will be the gainer from the very fact that the trade with Vancouver by reason of a competitive line has become an established fact. Unless it is to our advantage to carry on commercial relations with Vancouver we will not do so and if we do so it is a proof that we are benefited in this respect. The memo-

rial might be endorsed not only by the citizens of Vancouver but by those of Victoria, of New Westminster and of the entire district through which the proposed railway is to run. We publish the document in another column for the perusal of our readers.

MR. W. T. OLIVER'S DEPARTURE.

The tribute of respect to Mr. W. T. Oliver, given by the citizens last evening, in the form of a dinner and presentation of silverware, was well merited by that gentleman and everyone in the camp who knows him will concur in the expressions of warm esteem and admiration expressed by the speakers of the occasion. Mr. Oliver has been in this camp now for five years and he has always displayed the most lively interest in the town and district, and, as far as his individual efforts went, has advanced the interests of the community. While the residents of Rossland will regret exceedingly to lose him they cannot fail to rejoice in the success which his transfer to a larger centre and an older country means. They cherish the hope, however, that it will not be many years before Rossland will have attained the importance which the future has in store for her and then we hope that Mr. Oliver may, in Mr. J. S. C. Frazer's words, come back here in the way of promotion.

AN INCOMPETENT GOVERNMENT.

If any one thing more than another was required to demonstrate the weakness and incompetency of the provincial government in dealing with the important matters which they have been empowered by the people to determine in the best interests of the country, it is furnished by their decision to adjourn the house for a fortnight to allow the individual members of the legislature to consult their constituents on the railway question. If there is no covert move in this action of the cabinet, no concealed intention of making a point against the V. V. & E. company, then it is a confession on the part of the premier and his colleagues that they are lacking in the ability to direct the affairs of the province. What new light they hope to obtain by sending the members to their constituencies it is impossible to imagine. Already they have been memorialized by the leading citizens of Victoria and Vancouver, who urged in the strongest way that the charter should be given to the V. V. & E. company, in order that the country might have a line competing with the C.P.R.; a deputation from the Associated Boards of Trade of Southern British Columbia, the region which the railway is chiefly intended to benefit, interviewed them and represented the wishes of the people here and the needs of the district, and the general voice of the residents of the Kootenays has, with no uncertain sound, not in this instance only but for years, proclaimed the necessity for competitive lines of railway. What more does the government need, in the form of popular expression, to guide it in legislating for the benefit of the country and the good of the people? Surely it is not intended to secure the views of the residents in the rural and northern portions of Vancouver island and of those in Cassiar and Cariboo on a matter which can only indirectly affect them.

The personal wishes of the premier in regard to this charter are well known to the public. He wishes to give it to the C.P.R. and finds it difficult to square his public duty with his private inclination. This difficulty, however, is one which might very quickly be overcome were not his political future involved in the issue, and he perceives that a cavalier disregard of the needs of the country is certain to result in ousting him from office. He therefore hesitates between the fear of openly outraging popular sentiment and the fear of alienating the support of the monopoly with which he is on such intimate relations. Delay, which will give him time to rest his overtaxed mind, and which may possibly offer a way out of the dilemma, will no doubt be grateful to him; always, of course, granting that no "job" is to be formulated during the recess.

A GOOD APPOINTMENT.

That the appointment of Mr. Chris Foley as a member of the Chinese commission was a thoroughly excellent one is sufficiently shown by the acute part he has taken in the first stages of the enquiry. In fact the reports of the sittings, as given in the Victoria newspapers, credit him with striking at the very root of this intricate problem. It is apparent by the way in which he questions the witnesses that he has made a study of the question, and already possesses a comprehensive grasp of it, a more intimate knowledge of it in fact than Mr. Clute, his colleague, whose acute mind very quickly seizes the salient points of most questions.

The burden of evidence so far collected by the commission is decidedly against the heathen resident and if he is unable to show any better reason than he has as yet given why he should be allowed to stay in the country he will undoubtedly have to go. This may be a sorrowful outlook for his sentimental-clerical friends in Eastern Canada who want to deluge this country with these Oriental ragamuffins, for the purpose of Christianizing them, but we fancy that their thin quavering pipings will sound rather small in the ears of the federal legislators when the report of the Chinese commission was submitted to the house.

ONE COMMON TONGUE.

Scholars are abandoning the idea that there is to be a world language. At least, there is no sign of any such language yet. Common interests will first have to make the universal tongue necessary and natural. When brotherly love shall be so general, and space so annihilated that the word will know but one people, they will talk with one speech. This time is so far in the future that nobody is setting dates for its appearance. When the common language shall arrive it will not be a new thing, but the survival of the fittest. In all probability it will be English, with the addition of such slang phrases as may be evolved to meet emergencies still to arise. English is a fairly good language in which to say things, and it is growing fast. It is employed now by more than 210,000,000 of people, all of whom have opinions to express, and are seldom at a loss as to the necessary vehicle. Statistics estimate that in 100 years it will be spoken by 640,000,000. Two hundred and thirty-three millions will jabber in Russian, 210,000,000 in German, 85,000,000 in French, and of Spanish and Italian about 75,000,000 each. This puts English far in the lead. But all of these calculations leave out the Oriental, who is of considerable number, and whose reluctance to accept any vernacular but his own is likely to delay the matter a few thousand years. In a scheme of this magnitude, however, a batch of centuries more or less is hardly worth attention.

The Professional Expert.

The professional mining expert is often unjustly and unmercifully assailed by the people who cannot be made to believe that there is any such thing as scientific mining. The grizzled, hoary old prospector of the school still refuses to be guided by the conclusions of those who rely to an extent upon books and college professors. Sometimes the prospector is right, but then again he is wrong, very wrong. It altogether depends on whether the expert knows his business. But whether right or wrong, the sentiments of many of the old prospectors are expressed in the following lines:

I am jes' an' ol' prospector, tramp the mountains every day, An' it isn't very often that I make a preachin' pay, But I've heerd these minin' experts singin' scient'ific stuff, 'Till I'm gettin' sort o' weary o' their hitailint' bluff. I hold that books an' science never hit upon a lead, Never built no modern wonders, sich as Cripple Creek an' Cressid; But that every payin' prospect in the hilly west was struck By common sense an' judgment, an' by go! darned luck.

As I said at the beginnin' it is seldom that I preach, An' I never fool with language out o' ordinary reach, But when science gets a'trampin' on the toes o' common sense, Then it's time to show your hand against the scient'ific gent, I may never make a winnin' with the shovel on the pick, But you'll always find me tryin' and a keepin' up the lick, An' if I should happen on the purty yellow truck, I will give the bulk o' credit to my go! darned luck.

FROM THE GAZETTE.

Several New Incorporations Have Been Issued to Companies.

The current number of the British Columbia Gazette contains the following announcements: A certificate of incorporation has been issued to the Boundary Auto-Traffic and Transportation company, limited. The capital stock is \$25,000 divided into five cent shares. The object is to carry on a general transportation business. The Fisher Maiden Troy Mines, limited, has secured articles of incorporation. The capital stock is \$150,000, divided into ten cent shares. The objects are to purchase the Troy and St. Helena mineral claims in the Slokan mining division and to carry on a general mining business. The Revelstoke Herald has been incorporated as a limited company with a capital of \$10,000. The Thistle Gold Mining company, limited, has been incorporated with a capital of \$100,000, divided into \$1 shares. The object is to carry on a general mining business. The White Mountain Mining company, limited, has been incorporated with a capital of \$100,000, divided into ten cent shares. The objects are to acquire the White Mountain mineral claims in Brown's camp, in the Grand Forks mining division of Yale district, and to carry on a general mining business. A license as an extra-provincial company has been issued to the Skeena Development syndicate, limited, with a capital stock of \$200,000, divided into \$1 shares. The head office is in Greenchurh street, London, Eng. The object is to develop certain coal lands, consisting of 1,920 acres situated on the Telkwa river. P. Morgan has been appointed attorney for the Chapleau Mines, limited.

Mr. W. T. Oliver, manager of the Bank of British Columbia, has just returned from London after the past week's recipient of many of the residents of the esteem in the and the regret of the culmination of the bank's business on Monday by leading citizens. He was presented by the cordiality of everybody present, evening, and the good wishes which respect it was a banquet which land. About 100 Mayor Lalonde, J. B. Johnson, of Trade, the interests, the mining industry, addresses which evening, were eulogistic of Mr. Oliver in introducing him. Mr. W. T. Oliver said that he had honor to preside at the departure for London in the great professional assembly here. Mr. Oliver our a fine splendid general good feeling have made him citizens, and will always have our hearts and assured future citizens of Rossland. Oliver and their iver, our best wish by proposing the King," which national anthem. A letter was Mackintosh expressed unable to be present. The army, now was opposed, by who pointed out toast had lately ed out of compli passing he recalled been called upon at a banquet given ten years ago. had been posing attention to the unfortunate war onies had raised of the Mother of present time Cal of useful officers. As a country, th a standing in dwelt at some services which joining the standard of. In r of Mr. Oliver, h Rossland fully a the community's with. While we were h him go, however gratefully him of which his removal, he said, his name with the posing, but he s Oliver, like ev bank in Rossland the light of a v bravery he could est which would the most unblu he went to Lo ence he had g probably stand that he would h at his feet. M clusion that th and no abler b than Mr. Olive never-failing su be. Ex-Mayor Go konst, and mne speech, in whi ance we were of which we w looked forward would be sendi from Atlantic a ate with that of of the Imperial the late army cess which had Not a ripple h commercial wor sums necessary attributed this splendid moneta pire. They were honor to one o these institutions thoroughly wor Mr. Oliver was land, and he b duties which de markable jur ability and wit tors and to hi here referred a banker is subj a new country ed up. He said at which all in were represent Oliver's person spect in which manager.

Farewell ture

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CITIZENS' BANQUET TO MR. OLIVER

Farewell Testimony of Esteem on His Departure for London---Presentation of a Handsome Case of Silverware---Speeches by Representative Citizens.

Mr. W. T. Oliver, who has been the manager of the Rossland branch of the Bank of British North America left Tuesday for London, Ont., to take charge of the bank's branch in that city. During the past week Mr. Oliver has been the recipient of numerous testimonials from the residents of Rossland, indicative of the esteem in which he is held by them and the regret they feel at his departure. The culmination of these tributes of regard was the banquet which was tendered him Monday by a large number of the leading citizens of the town and at which he was presented with a magnificent case of silverware. The occasion was marked by the cordiality which was displayed by everybody present toward the guest of the evening, and the evidence of personal regard which was felt for him in the respect in which he was the subject of the banquet which has taken place in Rossland. About 100 persons were present. Mayor Lalonde occupied the chair and Mr. J. B. Johnson, the president of the Board of Trade, the vice chair. The banking interests, the commercial interests, the mining industry, and the various professions were all fully represented, and the addresses which were delivered during the evening, were all of a character highly eulogistic of Mr. Oliver.

In introducing the toast list Mayor Lalonde said that he felt it was a great honor to preside at this dinner given to Mr. W. T. Oliver on the eve of his departure for London, Ont. "He is the pioneer banker of Rossland, the greatest mining city in Canada," said the speaker, "and he has always taken the deepest interest in every movement for the advancement of Rossland and the province. As a banker it is evident that his work has been all right from the fact that he is leaving here to take charge of the bank's branch in one of the leading cities in the great province of Ontario. We are assembled here tonight to try and show Mr. Oliver our appreciation of his ability, his splendid personal qualities, and his general good fellowship, qualities which have made him an honored and valued citizen, and an excellent friend. We will always have for him a large place in our hearts and will witness with pride his assured future success. On behalf of the citizens of Rossland, I offer Mr. and Mrs. Oliver and their little daughter, Miss Oliver, our best wishes." Mr. Lalonde closed by proposing the usual loyal toast, "The King," which was responded to with the national anthem.

A letter was read from Hon. C. H. Mackintosh expressing regrets that he was unable to be present. The army, navy and auxiliary forces were represented by Mr. A. B. Mackenzie, who pointed out that the form of the toast had lately been changed and changed out of compliment to the colonies. In passing he recalled the fact that he had been called upon to respond to this toast at a banquet given in London, Eng., thirteen years ago exactly, at a time when he had been posing as a dilettante. He drew attention to the fact that owing to the unfortunate war in South Africa the colonies had raised soldiers for the assistance of the Mother country, and that at the present time Canada was furnishing a lot of useful officers for the Imperial forces. As a country, therefore, we were securing a standing in the military world. He dwelt at some length on the valuable services which our officers and men, thus joining the landing army, would be capable of. In referring to the departure of Mr. Oliver, he said that everybody in Rossland fully appreciated the loss which the community would sustain in that gentleman's withdrawal from our midst. While we were all exceedingly sorry to see him go, however, we were not but congratulate him on the merited promotion which his removal meant. He was at a loss, he said, how to connect Mr. Oliver's name with the toast which he was proposing, but he supposed in one sense Mr. Oliver, like every other manager of a bank in Rossland, could be regarded as the light of a warrior. With an unflinching bravery he could quell the audacity of the most unblushing customer, and when he went to London the veteran experience he had gained in the west would probably stand him in such good service that he would have the whole population at his feet. Mr. Mackenzie said in conclusion that there was a better fellow and no abler business man in the camp than Mr. Oliver, and they wished him never-failing success wherever he might be.

Ex-Mayor Goodeve responded to this toast, and made a stirring and loyal speech, in which he spoke of the assistance we were now giving to the Empire, of which we were an integral part. He looked forward to the time when we would be sending our own mighty fleets from Atlantic and Pacific ports to cooperate with that of Great Britain in defence of the Imperial commerce. He referred to the late army mobilization and the success which had attended it financially. Not a ripple had been occasioned in the commercial world by raising the immense sums necessary for the occasion, and he attributed this almost entire success to the splendid monetary institutions of the Empire. They were meeting tonight, he said, to do honor to one of the representatives of these institutions, and in him they had a thoroughly worthy and sterling character. Mr. Oliver was the first banker in Rossland, and he had always performed the duties which devolved upon him with remarkable judgment, with the highest ability and with satisfaction to his directors and to his customers. Mr. Goodeve then referred to the difficulties which a banker is subjected to, and especially in a new country which is just being opened up. He said that the present dinner, at which all interests of the community were represented, showed very fully Mr. Oliver's personal popularity and the respect in which he was held as a bank manager.

Dr. Coulthart sang at this point "The Boys of the Old Brigade." Hon. T. Mayne Daly, in proposing the toast "The Guest of the Evening," expressed the pleasure which he experienced in being assigned that honor. He said that nothing could more fully evince the esteem in which Mr. Oliver is held than the splendid gathering of representatives of the community in Rossland in his honor, the most representative affair of the kind of which he had any knowledge. Mr. Oliver, he said, was a pioneer among the bankers of this city, and it was a decided honor shown him that he should have been selected to come to Rossland as the manager of this great conservative bank. Mr. Daly referred to the discriminating ability which was required in the management of such an institution in a few communities, such as Rossland, and then, and the great responsibility which was then placed upon Mr. Oliver's shoulders. If, he said, the directors had then shown him this honor, they were manifesting a still greater confidence and a still higher honor in sending him to be their manager in London. If, he said, his recollection were right, Mr. Oliver would be the only Canadian who held a position as manager of the Bank of British North America in the great province of Ontario. All those who were there now had been brought from the other side of the water. Mr. Oliver's appointment, therefore, constituted a new era in this bank in Canada, and it was an honor to Rossland that its pioneer bank manager should have been chosen and that he should be sent to such an important city as London now was. In passing, Mr. Daly paid a high compliment to Mr. James Anderson, the successor of Mr. Oliver in the Rossland branch. He then called upon Messrs. Marsh and T. R. Morrow to present to Mr. Oliver the case of silverware.

In responding to the toast and acknowledging the presentation, Mr. Oliver was deeply affected. Overcoming the natural emotion which he experienced, he made a capital address, which was repeatedly applauded by those present. He said: Mr. Mayor, Mr. Daly and Gentlemen: It has been my good fortune to be present at many similar entertainments of this kind in Rossland, some of which I have every reason to believe have been historical and have more or less affected the destiny of British Columbia, but at any one of these previous gatherings I have never, found myself in the position in which I find myself tonight, and I hope my meaning will be clear when I say that I have never attended a public gathering in Rossland with less willingness than I have here on this occasion. I hope I shall not be misunderstood--perhaps I had better say that I wish the cause that has brought about this gathering had never arisen, for no one can appreciate more than I do the feelings of kindness and goodwill that have been manifested towards myself since I became known that I was leaving Rossland and have culminated in this magnificent tribute you have paid me tonight. Gentlemen, it is too much and I feel that try as I may I cannot express gratitude to you as I would like. It is unfortunate--at least it appears to me so--that on such an occasion as this everything I may wish to say will of necessity have to be said in a public pronouncement about the time I am to leave you for good, and I beg to assure you that no matter how gratified I may be at the good things that have been said about me by Mr. Daly and others, I am not so vain as to take them all as gospel, but rather as the outward expression of the good will which they entertain towards me. I cannot plead total ignorance of the kind you have proposed to treat me this evening, for I have learned from one or two sources of your intentions and what to me is the chiefest satisfaction in this gathering and will continue to be in the possession of the handsome article you have given me, is the knowledge as I now in Rossland, and I have learned from a few friends, of the spontaneity with which all have entered into the undertaking. (Hear! hear!) As I have said I cannot adequately thank you. I feel that I am not deserving in the slightest of such recognition at your hands, but at the close of five years residence in Rossland I can assure you that I have invariably tried to do what appeared to me to be in the interests of Rossland and its citizens. I have tried to "play the game fair" and I believe I can honestly say that I have never treated any one unjustly in business relations. A banker occupies a peculiar position, and one that is not always realized. He is a trustee. He stands between the interests of his shareholders and depositors, and he must always bear in mind that in cases of doubt the interests of the former are paramount. The successful banker is the one who can hold the balance evenly and in my dealings with the citizens of Rossland I have tried to do so, though possibly by some others may hold a different opinion. In this connection I may be permitted to speak of the always cordial relations that have existed between the bank managers of Rossland, and the harmony in which they have all worked for the good of the community. Now that I am no longer one of them I may say that I know of no other place that bank managers any more capable men as bank managers than the city of Rossland. I am the first-born in the original circle, but I can assure my former conferees and the citizens of Rossland that they will find in my successor a loyal coadjutor and a hearty worker in the best interests of the city. (Applause.)

It is needless for me to say that I am leaving Rossland with unfeigned regret. It was five years ago yesterday, the 31st of March, when, after a weary drive of seven hours from Northport in a springless wagon that courtesy called a stage coach (hear, hear) I alighted in front of the old custom house. On the 4th of April following in conjunction with the

gentleman who now succeeds me the office of the bank was opened in the premises now occupied as a place of business by the chairman on this occasion. It was a barber shop, and as a matter of fact while it did duty as a bank in the morning the barbers returned to their vocation in the afternoon. So that some of the gentlemen remarked that notes were shaved in the morning while chairs were shaved in the afternoon. (Laughter and applause.)

Owing to some delay our safe had failed to arrive and as there was a good deal of money in Rossland in those days my friend Mr. Anderson slept for several nights with many thousands of dollars under his pillow. On speaking of that time five years ago I thought I would like to give me tonight to have the chair and vice-chair occupied by gentlemen who were among my first customers and personal friends and who have remained such until the present. At that time the present postoffice building was just being erected and there were no buildings east of it on Columbia avenue except Dr. Bowes' house. A grove of trees stood on the site of the present Crescent Drydock company's building. On this side of Columbia avenue there were one or two buildings east of Washington street, but most of the lots were vacant. The streets were ungraded and filled by rock bluffs. There was no railway and the output of the mine was taken by wagon to Trail or Northport. If I remember rightly the selling rate on ore was \$16 per ton.

But gentlemen in the West five years is a long time and we are brought to the Rossland branch, and many drawbacks to contend with, but our progress has been steady and Rossland stands today on a firmer basis than ever. The output of ore has grown from 37,000 tons in 1896 to 75,000 tons in 1907, to 116,000 tons in 1908, to 183,000 tons in 1909 and to 220,000 tons in 1910, while for the first quarter of the present year it has been 95,000 tons. (Applause.)

It is true that the ores are of a lower grade than in the early years, but this fact is more than offset by the reduction in treatment charges from \$16 or more to \$4.50 per ton. As I have said we have had many drawbacks to contend with and there have been many disappointments. There are very disappointing conditions at the present time, but as I have said, Rossland is not down and many drawbacks to contend with, but our progress has been steady and Rossland stands today on a firmer basis than ever. The output of ore has grown from 37,000 tons in 1896 to 75,000 tons in 1907, to 116,000 tons in 1908, to 183,000 tons in 1909 and to 220,000 tons in 1910, while for the first quarter of the present year it has been 95,000 tons. (Applause.)

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WANT RAILWAY COMPETITION

MEMORIAL OF VANCOUVER CITIZENS' ASSOCIATION

Strong Reasons Submitted to the Government Why the C. P. K. Should Not Build the Coast-Kootenay.

The following is the text of the memorial presented to the lieutenant-governor-council by the Citizens' Association of Vancouver. It contains the argument from the standpoint of a resident of that city why the Coast-Kootenay railway should be constructed by a company absolutely independent of the C.P.R., thus giving a competitive line. The document will be read with considerable interest at this time:

To His Honor The Lieutenant-Governor-in-Council, Victoria, B.C. Sir: At a special meeting of the Citizens' Association of Vancouver, held this 26th day of March, 1901, to discuss the question of the proposed railway from the Pacific coast, it was resolved to submit to Your Honor, for the consideration of Your Honor's advisers, the reasons why in the opinion of the said Association such a line should be constructed and maintained by some company independent of any railway company at present connected with the port of Vancouver. The Citizens' Association of Vancouver strongly advocates competition in railways, but is at the same time entirely unprejudiced and free from any bias as to any specific company. As citizens' association it has been deemed advisable for us to confine our argument to the advantage that must accrue in our own city of Vancouver from competition in railways, recognizing at the same time that similar advantages must inevitably follow to other ports and cities of the province connected with the proposed competing line of railway. Good ports are few and far between, not only on the Pacific coast, but throughout the world, and too much care cannot be exercised to prevent their becoming monopolized in the interests of any specific company.

The port of Vancouver is unique, inasmuch as it is the only first-class commercial harbor on the Pacific coast of Canada. There are, it is true, one or two other good harbors on the coast of British Columbia, but they can never occupy the exceptional position of the port of Vancouver, as they are not so well situated for effecting close connection with the great railway lines of Canada and the United States. Such being the case, it is a matter of the most vital importance that every means should be adopted to prevent the control of such harbor by one railway company. Such a thing, we submit, would be disastrous not only to Vancouver, but to the Province and the Dominion as a whole. The Shipping would be hampered by conditions that must be made with a railway company having entire control of the port. Such was, until very recently, the fate of San Francisco, and there can be no doubt that her population and wealth would have been nearly equal to that of Chicago had day had there always existed railway competition in that city. This is a fact well known to business men, and all connected with the great shipping companies. With such an object lesson it seems to us that it would be something more than a grave folly to disregard it at this crucial period, and permit the trade of the port of Vancouver to languish under the throttling influence of one all powerful company. We feel that no effort should be spared to lay this matter urgently and forcibly before the proper authorities. On the common ground of being public carriers it is to the interest of both railway companies and shipping companies to build up and encourage the establishment of industries, and so increase the carrying trade. But as between shipping companies and railway companies there is essential difference in one respect, viz., that in the former the latter to construct, equip and maintain railways, competition is not so free, and consequently control of industries by freight exactions is of common occurrence. On the other hand shipping, with its freedom from road-beds and up-keep, is subject to keen competition, and the control of industries that can be exercised by railroads is as compared with railways, next to nothing.

Referring to Your Honor to another phase of the subject, we beg to submit that competition is not always secured by granting powers to more than one company, or to all outside railway companies, over a line owned and operated by a dominant company. Supposing, for instance, that Your Honor's advisers in their endeavor to make the best bargain possible, were to accord the privilege of building the Coast-Kootenay line to the Canadian Pacific Railway company, at the same time attempting to safeguard the interests of the public by insisting upon running powers being given to other railway companies over that line, we respectfully submit that the dominant company, as owner and operator of the line, and having as much the right to first consideration, could easily, and effectively, hamper even the most powerful competitor by conditions that would virtually stultify the running powers given. And we believe that the ingenuity of astute business men would always prove sufficient to overcome any regulations designed by the Government to prevent our effort to maintain wages at the old standard, and we will be compelled to adopt the long considered plan of reducing miners' wages to \$3.00 per day, and muckers and unskilled surface labor to \$2.00 per day.

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Dr. Hayes of Trail was in town yesterday. Mr. Fred H. Oliver, general manager of the Morrison mine, is at the Allerton. He leaves today for Greenwood after a visit to Spokane. He reports that development work on the Morrison is making satisfactory progress.

Mr. Eugene Croteau yesterday received a despatch from Vancouver which convinces him that the reported death of his brother on the lake near White Horse is incorrect. The party who sent the telegram stated that the letter received from William was written on the 24th at White Horse, which was after the time he is said to have perished in the blizzard. It is evident, therefore, that some one was the victim of the blizzard and not Mr. William Croteau. Mr. E. Croteau was overjoyed yesterday when he received the news.

with the express object of building up their carrying trade. We further submit that another great benefit that would accrue to us through the establishment of competing lines of railway would be the placing of the lumber trade on a much sounder and more profitable basis, both by land and sea. Without dealing further with the specific arguments in favor of competition, we respectfully urge, Your Honor, that nothing is so absolutely essential to the development of this Province as cheap transportation, and that it is only by the establishment of independent, competing lines that cheap transportation can be secured. The extension of cheap transportation facilities means the development of enormous resources at present lying dormant, and if it is necessary for the people to first grant pecuniary assistance to a competing line, and under present conditions we consider that it is necessary, it can be done with the assurance that the reward will be an hundred fold.

As far as the city of Vancouver is concerned we certainly consider that it would be cheaper, in the long run, to give a bonus to induce competition in railways than to confirm a monopoly without a bonus. As we have already pointed out, this is a matter affecting even more than Dominion interests, and requires a statesmanlike policy which will safeguard for all time the freedom of one of the best and most important of the Empire. And we would further respectfully, but most emphatically urge upon Your Honor, and upon Your Honor's advisers, that under no conditions or restrictions whatsoever should a charter for, or assistance in aid of the construction of the Coast-Kootenay line of railway, be given to any company not thoroughly independent of any existing line of railway connected with the city of Vancouver.

We also would respectfully call your attention to a point in the report lately laid before the Provincial house of the railway policy outlined by the Hon. the Premier in his address to the Dominion government, to-wit--in which is advocated a line from Midway to the Coast at some point south of the Fraser river, having a ferry connection with Vancouver Island, but making no provision for its running into the city of Vancouver. All of which is respectfully submitted. Dated at the City of Vancouver this 26th day of March, 1901. (Signed.) CHARLES WOODWARD, Chairman.

Is Still Living. Mr. Eugene Croteau yesterday received a despatch from Vancouver which convinces him that the reported death of his brother on the lake near White Horse is incorrect. The party who sent the telegram stated that the letter received from William was written on the 24th at White Horse, which was after the time he is said to have perished in the blizzard. It is evident, therefore, that some one was the victim of the blizzard and not Mr. William Croteau. Mr. E. Croteau was overjoyed yesterday when he received the news.

Death of Mr. John Forin. Word has reached the city of the death of Mr. P. M. Forin of this city and Judge Forin of Nelson. The deceased made a trip from his home in Belleville, Ont., about two months since for the purpose of visiting his daughter, Mrs. Dr. Campbell of Victoria. He received a stroke of paralysis some time since and finally succumbed to its effects. Mr. Forin was a prominent contractor and architect, and built and designed a number of buildings in Belleville and vicinity. He was aged 75 years.

Fame of the Province Spreading. Mr. George W. Stolle, representing a Philadelphia mining supply firm, is in town on business. He covers all the territory west of Chicago, including British Columbia, Mexico and Alaska. He states that Mexico is enjoying quite an industrial and mining boom. He added that the mineral resources of British Columbia are interesting a large number of people in Philadelphia. He was given several recommendations to investigate the merit of Boundary properties.

Mine Managers' Announcement. Rossland, 1st April, 1901. To the Employees of the Underigned Mining Companies: It being a matter of common report that a certain element in the Rossland Miners' union is insisting upon the abrogation of the settlement that was entered into a year ago at the instance of Messrs. K. O. Chase and Ralph Smith, we think it only right to all concerned that we should state at the earliest opportunity offered, that if any action is taken by the Miners' union looking to a change in the existing labor conditions in this camp, we, the undersigned, will have no alternative but to close our mines, including and re-open on a reduced scale of wages. The accumulating burdens that have been imposed upon the mining industry in this province are already heavy to bear, and if those burdens are increased, it will be impossible to operate these mines on a business basis. We have been struggling for a long time past to put these mines on a paying basis, and have been devising all manner of ways and means for the accomplishment of this end without resorting to the reduction of wages. Consequently, any further trouble or expense to the companies at this time will leave no alternative but to abandon our effort to maintain wages at the old standard, and we will be compelled to adopt the long considered plan of reducing miners' wages to \$3.00 per day, and muckers and unskilled surface labor to \$2.00 per day.

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MON TONGUE. ndoning the idea that rd language. At least, of any such language ists will first have to e tongue necessary and rotherly love shall be ce so annihilated that ut but one people, they e speech. This time is e that nobody is set- ppearance.

language shall arrive w thing, but the sur- . In all probability it th the addition of such ay be evolved to meet o arise. English is a e in which to say rowing fast. It is e more than 210,000,000 n have opinions to ex- om at a loss as to the Statistics estimate it will be spoken by andred and thirty-three n Russian, 210,000,000 n in French, and of n about 75,000,000 each. far in the lead.

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ssional Expert. mining expert is often trately assailed by the be made to believe that thing as scientific min- hoary old prospector refuses to be guided of those who rely to oaks and college profes- sor the prospector is right, is wrong, very wrong, nds on whether the ex- iness. But whether right iments of many of the e expresse.

prospector, tramp the ery day, often that I make a e minin' experts sing, stuff, sort of weary o' their ff. an' science never hit odern wonders, such as an' Creeds; in' prospect in the hilly an' judgment; an' by e got darned luck.

beginnin it is seldom with language out o' gets a-trampin' on the on sense, show your hand against gents, and a winnin' with the e pick, find me tryin' and a e lick, appen on the purty yel- e o' credit to my e got darned luck. Western Mining Writ

THE GAZETTE. Corporations Have Been o Companies.

incorporation has been ndary Auto-Traffic and many, limited. The 5,000 divided into five e object is to carry on tation business. Heden Troy Ames, limit- iles of incorporation. \$150,000, divided into e objects are to pur- nd St. Helena mineral and coal mining business. Herald has been incor- d company with a capi- ld Mining company, incorporated with a 00, divided into \$1 e is to carry on a gen- ntain Mining company, incorporated with a 00, divided into ten cent ects are to acquire the mineral claims in the Grand Forks min- e district, and to carry mining business.

extra-provincial com- ed to the Skeena De- e, limited, with a cap- 00, divided into \$1 e office is in Greenchur- g. The object is to de- ands, consisting of 1, on the Telkwa river. e been appointed attor- au-Mines, limited.

ST. ANDREW'S NEW PASTOR

REV. J. M. ROBINSON INDUCTED INTO PRESBYTERIAN PULPIT.

Addressed by Rev. W. H. Anderson, Rev. Henry Young and Rev. Hector Mackay. Welcome by the Congregation.

The ceremony of inducting the Rev. J. M. Robinson into the Presbyterian pulpit of this city took place last Thursday, the services beginning at 8 o'clock. The church was well filled with a large and interested congregation, and several of the clergy of the other denominations were present.

Rev. Henry Young, of Ymir, then addressed the minister, and spoke of the work which Mr. Robinson would have to perform in his capacity as a Christian minister in this new Western country, showing that his strength must ever be in God.

The Rev. Hector Mackay, B.A., who has filled the pulpit since the departure of Mr. Gandier, then addressed the people. In the course of his remarks he pointed out the cordial and sympathetic co-operation on the part of the congregation with their new pastor, dwelling with special emphasis on the necessity for adequate financial support by the congregation.

In elaborating this point he showed very clearly that Mr. Robinson in coming here was not influenced by financial considerations, as he received the same stipend in Montreal as he is to receive in Rossland. Again, with a view to encouraging the need of the congregation giving Mr. Robinson every encouragement in his ministry, he said they must be faithful in their attendance on his ministrations. To emphasize this fact he pointed out that Mr. Robinson was accustomed to address a weekly prayer meeting as large as the audience that witnessed his induction here.

Mr. Mackay then dwelt with special emphasis on the necessity for a prayerful spirit on the part of the congregation, showing how a sentence in the minister's own prayer, or a phrase in his sermon, may be instrumental in putting new life into some despairing soul, such sentence or phrase being itself even unconsciously to him the echo of their own breathings.

The speaker in illustrating this point called up the graphic picture of Moses supported by Aaron and Hur on the mountain top while Israel fought with Amalek on the plain below. The Gentile yielded the battle, while Moses interceded in Israel's behalf; but when he wearied victory perched on the banners of the Anakites; then was it that Aaron and Hur brought them to uphold Moses' arms till the enemy was quite vanquished. He expressed the hope that there were Aaron and Hur not a few in St. Andrew's church, and that the pastor's arms would be upheld till the battle for righteousness was fought out.

Rev. C. W. Hedley, M.A., the Anglican clergyman, being called upon to speak, expressed in a few graceful sentences his pleasure in making the acquaintance of a new brother worker, and extended to Mr. Robinson a cordial welcome to Rossland. A wish of the Eastern breeze, he said, would act as a healthful stimulus, and might prevent them from running to deep in western ruts.

After singing a hymn Mr. Robinson pronounced the benediction when the congregation availed themselves of the opportunity to welcome Mr. and Mrs. Robinson.

A formal reception will be tendered by the congregation on Monday evening.

A PARTING TRIBUTE. Mr. and Mrs. W. T. Oliver Entertained by Friends Last Evening.

Mr. and Mrs. W. T. Oliver were the guests at a complimentary dinner tendered them at the Allan house by a number of personal friends last evening. Mr. Oliver, who has been the manager of the Rossland branch of the Bank of British North America, leaves on Tuesday to assume the more important duties of manager of the London, Ont., branch of the same institution.

The table was tastefully decorated with flowers. Mr. John M. Smith, of the Royal Bank of Canada, presided, the vice-chair being occupied by Mr. G. H. Bayne of the Homestake Mines, Limited. The other hosts included Mr. James Anderson, the successor of Mr. Oliver, Mr. A. H. MacNeill, K. C., and Judge Schofield.

After the elaborate menu provided by

HAS ORDERED THE BIG PLANT

GENERATORS AND WATER WHEELS FOR BONNINGTON.

It Will Take 250 Men a Year to Build the Dams and Install the Monster Machinery.

Mr. L. A. Campbell, manager for the West Kootenay Power & Light company, has returned from the East after an absence of two months, and makes the important announcement that he has let the contract for the machinery necessary for the extension of the plant at Bonnington Falls to 12,000 horse power. A portion of the new plant will be in operation in about ten months. The contract for furnishing the generators and transformers and switch-boards was let to the Canadian General Electric company. The Stillwell, Pierce & Smith Valve company will furnish the water wheels. The Jencks Machine company of Sherbrooke, was awarded the contract for the iron work. Some idea of the size of the plant may be formed when it is known that it will weigh 1,400,000 pounds and it will take 50 cars to carry it. In laying the work 2,400,000 pounds of cement will be used. This alone will make 110 carloads, so that the plant, with the cement used in the foundations and dams, will load 140 cars.

The water wheels to be put in are to be the largest of their type in use, having an output of 4,800 horse power. The generators are each of 4,000 horse power. They are almost up to the largest sized generators in use. The transformers to be used for the "stepping up" of the power from a low voltage to a higher are also the largest in use, each having an output of 1,700 horse power. When the new apparatus is in operation it is the intention to raise the voltage from 20,000, which is the voltage operating at present, to 30,000 volts. This will greatly decrease the amount of copper used and also lessen the losses.

At present a small force is employed in the preliminary work, but operations will start up full blast on the 20th of April. From then on a force of 250 men will be employed for a year in putting up the dams and in installing the plant. The first 4,000 horse power of the additional plant will be ready in ten months and the remainder within a year from date.

While in the east Mr. Campbell took up with the C.P.R. the question of the extension of the road from Trail to Rossland by electricity. The different electrical companies were requested to get up data and outline plans by which the road could be so run and the steep grades surmounted by electric traction. There is no doubt, Mr. Campbell says, that ultimately the road between Johnson and Rossland will be operated by electric power furnished by his company.

Electric power is being put to a large number of uses and the demand for it is daily increasing, and Mr. Campbell says, without a doubt it will not be a great while after the 12,000 horse power is installed before it will all be called into service.

Times in the east are very brisk, he says, and manufacturers are independent of one another of a majority having more orders on hand than they can fill.

WATER RATES SCHEDULE. City Engineer's Report, Which Was Adopted by City Council.

The new schedule of water rates was adopted by the city council as a result of the following report submitted by City Engineer W. G. Van Buskirk: "The Mayor and Council, City of Rossland. Gentlemen: I have the honor to report that I find the rates paid for water are very unequitable and I am of opinion that they should be changed at as early a date as convenient.

I find that the rates are generally considered to be higher than warranted, but I cannot recommend that they be much reduced unless it is considered advisable to charge a portion of the operating expenses (including part of the interest and sinking fund payments) to the general fund. This would, of course, increase the general tax rate on all property in the municipality.

Under the plan at present in operation there is no charge to the general fund for supplying water for fire protection. This, of course, is wrong in principle, but is not at present unjust in practice, since the greater part of the revenue is derived from that part of the city which is assessed most heavily.

Absolutely just and correct methods of taxation are seldom arrived at in practice and any change in the method of raising money for one branch of the municipal service necessarily involves disturbance to all other branches. Consequently radical changes should not be made without thorough consideration. Whatever changes are made should be such that in course of time the cost of all public services should be borne by the municipality as a whole, leaving the balance of the expense to be distributed among the private consumers in proportion to the quantity of water used by each.

I find that the cost of maintenance and operating the works in the year 1900 was \$13,506.20. Of this sum \$8,614.20 was paid for interest and sinking fund and \$1,022.30 was paid for temporary mains. The net cost of operating and maintenance was, therefore, \$3,870.

I am of opinion that it will be necessary to expend the balance of the money voted. Consequently the interest charge will be increased in future. I can give no assurance that the cost of operating and maintenance will be reduced, as much work will be required to be done on the same pipe line, dams, etc.

The amount that it will be necessary to raise this year will, therefore, be: Interest and sinking fund on \$150,000.....\$11,614.20 Maintenance and operating..... 3,870.00 Total to be raised.....\$15,484.20

In 1900 the total amount raised in a year was \$14,126.20. A portion of this was due in 1899, but on the other hand a large number of services were put in during the summer and rates were collected for a part of the year only. It is, therefore, probable that the rates at present in force would produce an amount in excess of the amount required for this year.

I have carefully examined the rates at present in force, and submit herewith a schedule of rates which I think would be equitable. I recommend that the discounts on rates paid in advance be as follows:

A Successful Smoker. The Eagles Smoker committee wishes to submit to the friends of Brother Squires, who so kindly contributed toward the success of the recent smoker, the following statement: Tickets sold, 449; gross receipts, \$224.50; expenses, \$89.25; balance, \$135.25. A cheque for \$135.25 was last evening handed to Mr. Squires at the regular meeting of the local series of Eagles.

BOUND FOR MANILA.

Mr. Eber C. Smith Reaches Yokohama on His Long Voyage.

Judge W. C. Morris, district attorney, Republic, Wash., who is in town, yesterday received the following communication on a post card, dated Yokohama, Japan, March 3, from Mr. Eber C. Smith, formerly owner of the Rossland Record, and more recently a practicing attorney at Republic: "Arrived here this morning O.K., but had a rough voyage. Will stop several days in Kobe, Japan, and go to Hongkong. Expect to be in Manila about the 20th of this month. Regards to all inquiring friends. Will write you fully from Manila."

Before leaving for the Orient Mr. Smith informed his friends that he had three different plans in view after reaching Manila. He would preferably run a newspaper, and failing to find the field encouraging, proposed practicing law or teaching school. All members of the American bar are admitted to practice in the colony without the formality of passing a qualifying examination.

When quizzed and assured that if he ran a newspaper his expulsion would follow, he laughingly replied that he had "learned a thing or two by experience."

BOUNDARY BOOMING.

Mining Active and Considerable Prospect of Railway Building.

Mr. Louis Blue has returned from the Boundary country, where he has been for several days looking after his lumber business. He says that times are being bright there, with the increase that is being made in the ore shipments, and that there will ensue a considerable increase in activity in mining as soon as the dry season opens. The people there are all talking railways, and there promises to be considerable activity in this direction there. The road to Republic is certain to be constructed. If the Great Northern does not build this line, Mr. Jay P. Graves, the managing director of the Granby Consolidated Mining and Smelting company, says his company will undertake to construct it. Then it is confidently anticipated that Messrs. Mann & Mackenzie and Mr. James J. Hill will be granted the charter for the construction of the V. V. & E., and thus give the people a short line to the coast. Even if Mann & Mackenzie and Mr. Hill do not secure the charter, it will be given to the C.P.R. or some other company, and it is a foregone conclusion that work upon the railway will be started and considerable activity in building during the present season. Mines, Grand Forks, 2000 ft. and Midway all seem to be sharing in the prosperity which the Boundary country is enjoying.

KEEP OFF THE TRACKS.

School Children Who Daily Endanger Their Lives.

Children going to and coming from school use the tracks of the Red Mountain railway. This is particularly the case with those who reside on Nickel Plate flat. They walk along the track and over the bridge in preference to traveling via the streets. With the increase in the traffic there is considerable switching done and of late there have been several narrow escapes. In some instances trains have had to be stopped while on the bridge so that children might not be run down. Agent H. P. Brown has called the attention of the police to the matter and thinks that the principal and teachers of the public schools, as well as the parents, should warn the children to keep off the tracks or a fatal accident is certain to ensue.

To Be Crown Granted.

Mr. Kenneth L. Burnet, P. L. S., left last night for Fort Steele, where he goes for the purpose of surveying for a crown grant six properties owned by the Colwell Mines, Limited. The control of this company is owned by Mr. Reddick and other residents of Rossland. Considerable work has been done upon the claims and there is a good showing of ore of a pay grade. Mr. Burnet says it will take him ten days to complete the survey.

Visiting the City.

Mr. A. Finlayson, a large timber dealer and land owner of Western Ontario and a nephew of Dr. Sinclair of this city is in Rossland on a visit and is the guest of the doctor. Mr. Finlayson has been on a trip through Oregon and Washington examining timber limits in those states. He is on his way home and called here to see his uncle. He will leave for the East on Monday. He purposes visiting Alberta to enquire into the conditions of ranching in that territory with a view to investment.

Blown to Atoms.

The old idea that the body sometimes needs a powerful, drastic, purgative pill has been exploded; for Dr. King's New Life Pills, which are perfectly harmless, gently stimulate liver and bowels to expel poisonous matter, cleanse the system and the fame of Bucklen's Arnica Salve, as the best in the world, extends round the earth. It's the one perfect healer of Cuts, Corns, Burns, Bruises, Sores, Scalds, Boils, Ulcers, Felons, Aches, Pains and all Skin Eruptions. Only infallible Pile cure. 25c a box at T. R. Morrow and Goodeve Bros.

Leaves for Montreal.

Mr. R. H. Kirkpatrick, who for a year past has been the traveling representative of the Ingeoll Sergeant Machinery Company and the James Cooper Manufacturing Company, leaves on Monday for the purpose of accepting the position of outside man with the head office of the Ingeoll Sergeant Co. in Montreal. Mr. Kirkpatrick has made a large number of friends during his stay in this section and they will regret to see him leave here, but at the same time they are pleased to see so worthy and energetic a young man promoted.

Tennis Club Reorganized.

A large and enthusiastic meeting of the Rossland Tennis club was held at Mr. Marsh's residence on Friday night, when the following officers were elected for the ensuing year: Honorary president, Hon. C. H. Mackintosh; president, J. M. Smith; vice-president, S. Long; secretary, treasurer, J. H. Watson; committee, Messrs. Roth, Walker, Severs, and Kenwick. The financial statement shows a balance on hand of \$59. A motion was passed that the membership should be limited to fifty playing members for the present courts will not comfortably accommodate more than this number.

Suffering Women.

A MESSAGE OF HOPE TO THE WEAK AND DISTRESSED.

A Grateful Woman Tells of Her Release From the Agonies That Afflict Her Sex After Three Doctors Had Failed to Help Her.

The amount of suffering borne by women throughout the country can never be estimated. Silently, almost hopelessly, they endure from day to day afflictions that can only fall to the lot of women. The following story of the suffering and release of Mrs. Charles Hoeg of Southampton, N.S., ought to bring hope and health and happiness to other sufferers. Mrs. Hoeg says: "For nine out of the thirty-two years of my life I have suffered as no woman, unless she has been similarly afflicted, can imagine. I could suffer and yet have lived. Three weeks out of four I would be unable to move about and, indeed, at no time was really fit to attend to my household duties. I consulted physicians—three or four of the most skillful doctors in the county of Cumberland at different times had charge of my case. These all agreed in their diagnosis, but the treatment varied; and while at times I would experience some relief, at no time was there any hope given me of a permanent cure. Alas! a night when I went to bed I would have been glad if death had come before morning. I never had much faith in proprietary medicines, but at one time I took a half dozen bottles of a blood-making compound that was highly recommended. This, like everything else, failed to help me. There seemed to be not a particle of blood in my body. My face was absolutely colorless, and my appetite almost entirely deserted me. I often saw in the newspapers letters testifying to the merits of Dr. Williams' Pink Pills, but nine years of suffering and discouragement had made me too skeptical to see any hope of relief, when doctors had failed across the story of a cure near home—that of Mr. Moses Boss, of Rodney. I knew that at one time he had been regarded as a hopeless consumptive, and his cure through Dr. Williams' Pink Pills determined me to try them. I had not taken two boxes before I began to feel better, and grew confident of a cure. I kept on taking the pills, all the time feeling new blood in my veins, activity returning to my limbs, and the feeling of depression gradually wearing away. To many women it may seem incredible that the mere making of new blood in my veins could restore to a healthy condition misplaced internal organs, but this has been my happy experience. My pains have all left me, and I am now as healthy a woman as there is in this place. This health I owe to Dr. Williams' Pink Pills, which have rescued me from a life of suffering, if not from the grave."

NOTICE-LOST CERTIFICATES.

Notice has been served on the Gold Bug Mining Company and the St. Mary's Mining Company that certificates of stock in each company issued in the name of Broadhurst has been lost, therefore said certificates have been ordered cancelled on the books of each company. Signed, BROADHURST.

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CERTIFICATE OF IMPROVEMENT.

Notice. Esquimalt Fraction mineral claim, situate in the Trail Creek mining division of West Kootenay district. Where located: Adjoining the Palo Alto mineral claim in the south belt. Take notice that I, Kenneth L. Burnet (agent for Ernest William Liljegan, F. M. C. No. B. 13,610, Louis Blue, F. M. C. No. B. 30,601, Swan Nelson, F. M. C. No. 31,032 and J. P. Travers, F. M. C. No. B. 41,205) free miner's certificate No. B. 31,110, intend, sixty days from the date hereof, to apply to the Mining Recorder for a certificate of improvements, for the purpose of obtaining a crown grant of the above claim. And further take notice that action, under section 37, must be commenced before the issuance of such certificate of improvements. Dated this seventh day of March, A. D. 1901. KENNETH L. BURNET

CERTIFICATE OF IMPROVEMENT.

Notice. Latest Ore mineral claim, situate in the Trail Creek Mining Division of Kootenay district. Where located: Adjoining the Nest Egg mineral claim. Take notice that I, J. A. Kirk, acting as agent for John Powers, Free Miner's Certificate No. B. 30,685, intend, sixty days from the date hereof, to apply to the mining recorder for a certificate of improvements, for the purpose of obtaining a crown grant of the above claim. And further take notice that action, under section 37, must be commenced before the issuance of such certificate of improvements. Dated this 10th day of January, A. D. 1901. J. A. KIRK

CERTIFICATE OF IMPROVEMENT.

Notice. City Fraction mineral claim, situate in the Trail Creek mining division of West Kootenay district. Where located: In the city of Rossland. Take notice that I, Kenneth L. Burnet, (agent for Louis Linneman, F.M.C. No. B. 31,038, and Charles Schmidt, F.M.C. No. B. 31,039), Free Miner's Certificate No. B. 31,110, intend, sixty days from the date hereof, to apply to the mining recorder for a certificate of improvements, for the purpose of obtaining a crown grant of the above claim. And further take notice that action, under section 37, must be commenced before the issuance of such certificate of improvements. Dated this 28th day of March, A. D. 1901. KENNETH L. BURNET.

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CERTIFICATE OF IMP





WEEKLY REVIEW OF STOCKS

SALES FOR THE WEEK AGGREGATED 164,000 SHARES.

Giant and Morrison Were the Largest Movers, the Latter Selling to the Extent of 75,500 Shares.

The stock market during the past week has been in fairly good condition which is evidenced by the fact that 164,000 shares were disposed of on the exchange. While there is no great change in prices shares are fairly steady and there is demand every day. Brokers, while they would like more business, report that they are making some money. Later on in the year, unless something occurs in the nature of a setback of considerable magnitude, there will be, it is thought, a more lively market. The mining industry is growing and expanding as never before and it is obvious that from the increasing output a number are making a profit and this tends to increase the number of those who invest in shares, and to give increased confidence to those who hold them.

Table with 2 columns: Day (Thursday, Friday, Saturday, Sunday, Monday, Tuesday, Wednesday) and Sales (30,000, 43,500, 17,500, 11,500, 23,000, 38,500, 164,000)

Against 189,500 shares for the previous week.

Giant moved to the extent of 39,000 shares during the week. It opened at 3 3/4 and closed at 3 1/8 cents. There is no change in the situation of the Giant, the property remains closed and will be until those who have the option upon it have completed their payments, or have thrown up the option. It is claimed, however, that the payments due on the option will be paid.

There has been an increased demand for Morrison during the week and 75,500 shares were handled. The stock opened at 5 1/2 to 6 cents and closed at 5 and 5 1/4 cents. The Pyrite smelter, it is claimed, intends to take out considerable quantities of the ore from the Morrison as it is just suited for the type of smelter which they have erected. This accounts for the movement in the stock.

Three thousand shares of War Eagle were disposed of at from 41 to 43 cents. The stock sold in the early part of the week for 43 and yesterday for 41 cents. It is claimed that the notice issued by the management of the War Eagle and the employees of these and other mines had a depressing effect on the shares.

Waterloo opened at 2 1/2, fell to 2 and yesterday sold for 2 1/2 cents. There were 35,000 shares changed hands during the week.

Rambler-Cariboo opened at 26 and sold for as high as 26 1/2 later in the week and closed at 26 to 26 1/4 cents. There were 12,000 shares sold during the week.

The news which comes from the Rambler-Cariboo mine is of the most encouraging character.

White Bear is not moving much these days, but there was a sale of 4,000 shares for 4 1/2 cents.

Winnipeg opened at 8, sold as low as 7 1/2 and closed firm at 8 cents yesterday. There were 10,500 shares on the exchange during the week. News from the Winnipeg mine is of an encouraging character.

There were 200 Mountain Lion sold for 26, and 1,000 Evening Star for 5 1/2 cents.

Table with 2 columns: Stock Name and Price (Athabasca, E. C. Gold Fields, Big Three, Black Hill, Grandon or Golden Crown, California, Canadian Gold Fields, Cariboo (C.M.P.), Central Star, Crow's Nest, Deer Trail, Evening Star, Giant, Homestake, Iron Mask, Iron Ore, L. J., Lillian, Lillian (Or Donora), Keno Hill, King, Monte Christo, Montreal, Morrison, Mountain Lion, Noble, North Star, Old Iron, Payne, Peoria, Princess, Quip, Rambler-Cariboo, Republic, St. Elmo Consolidated, Sullivan, Tom Thibault, Van, Virginia, War Eagle Consolidated, Waterloo, Waste, Winnipeg)

SALES

Thursday's Sales.

Giant, 3,000 at 3 3/4; Morrison, 5,000 at 3 3/4; 5,000 at 3 1/2; War Eagle, 2,000 at 42c; Morning Glory, 3,000 at 4 1/4; Waterloo, 10,800 at 2 1/2; Rambler-Cariboo, 1,000 at 26c. Total sales 39,000 shares.

Friday's Sales.

Giant, 3,000 at 3 1/4; Morrison, 4,000 at 3 1/4; 5,000 at 3 1/8; White Bear, 4,000 at 4 1/2; Rambler-Cariboo, 1,000 at 26; 1,000 at 25 3/4 cents; Morrison, 10,000 shares at 5 1/2; 5,000 at 5 1/2; 5,000 at 5 1/2; 3,000 at 5 1/2; 3,000 at 5 1/2; 1,000 at 8 1/2; 500 at 8 1/2. Total sales 43,500 shares.

Saturday's Sales.

Morrison, 500 at 5 1/2; 1,000 at 5 1/2; 2,000 at 5 1/2; Winnipeg, 1,000 at 8, 2,000 at 8 1/4; War Eagle, 500 at 42c. Total sales 17,500 shares.

Monday's Sales.

Rambler-Cariboo, 2,000 at 26; 2,000 at 26 1/4; Waterloo, 5,000 at 2c; Giant, 2,000 at 3 1/4; War Eagle, 500 at 42c. Total sales, 11,500 shares.

Tuesday's Sales.

Giant, 5,000 at 3 1/4; 5,000 at 3 3/8; Rambler-Cariboo, 1,000 at 26 1/4, 1,000 at 26;

Morrison, 2,000 at 5, 4,000 at 5 1/2; Novelties, 5,000 at 1 1/2; Mountain Lion, 500 at 25. Total sales, 23,500 shares.

J. L. WHITNEY & Co Mining Brokers.

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

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

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

Money to Loan on Real Estate, 12 per cent. or 3 year loans. Monthly payments.

OVER 20 CARDOARDS OF ORE.

It is Valued at Sixty Thousand Dollars.

On April 3rd, 1899, almost two years ago, the Topic paid its first visit to the Nettie L. mine. At that time the fruit of Manager Pool's scheme of development was just becoming apparent, ore in quantity had been struck and preparations for the first shipment were being made. Looking over the files of the Topic we find that at the period named above the amount of actual development was a little over 200 feet. On Tuesday last the aggregate distance driven, sunk and raised amounted to 2,000 feet, a progress of about 2 1/2 feet per day since our last visit. Two years ago, the value of the Nettie L. with the ore then in sight was in dispute among the local authorities. Today with a shipment of 455 tons of ore at the Landing and the returns from 143 sent to the smelter to hand, there is but one opinion and that is that there is the making of a mine in the Nettie L.

To say that this property is an easily worked proposition is, for with a vein 200 feet wide in which to pick out the ore chutes, there is considerable latitude for error which would be quite excusable even in a mining man of lifelong experience. However, providence has been very kind to the management of the Nettie L. for they have nanded this enormous proposition with remarkable success.

In company with Manager Pool, after making the tour of the upper tunnels and drifts, we descended the winze, which is down 85 feet from the floor of the crosscut, and inspected the vein as exposed in the stope. There are six of these running from 20 to 85 feet in length and each one for the full depth of the winze, there is ore in quantity ranging from one foot to five. In the bottom stope, which is in 80 feet, the showing ought to gladden the hearts of even the most exacting mining men for the ore is three solid feet in width carrying grey copper in quantity sufficient to run its value away. From here we brought away a 15 pound sample for our cabinet. It is from this block 85x85 that the winter's shipment of ore has been taken. However, day by day, the dimensions of this block is being increased with no apparent diminution in the width of the vein and by the time the surface water becomes troublesome, there ought to be enough ore blocked out to pay for two or three years development in this section of the mine alone.

Of machinery, such as hoisting gear, fans, machine-drills, etc., there are none. The hoisting is all done by hand and consequently is expensive, laborious and slow, and one wonders, with the appliances at hand, that the showing for the winter has been so good. Of course there has been little work done where an extensive handling of waste would be necessary, but even this being the case, winzeling the ore to the tunnel above is a slow job and brings home with additional force the necessity, if the full measure of success is to be attained, for the driving of the lower crosscut and drift to a point underneath the present showing and its connection by means of an upraise with older workings. This would mean an extension of the crosscut and drift now in 800 feet, a further distance of 220 feet with an upraise of 270 feet. The depth from the surface thus gained and the 400 feet and if the lead is found to be as good at this as at the 130-foot level there would be ore enough in sight to pay hundreds of thousands of dollars in dividends, besides saving, in the handling of the material, many dollars per ton.

The daily output for some time past has been about eight tons and at the ore shed at the foot of the main drift when we passed it on Tuesday last, there was piled about 800 sacks. The ore ranges in weight from 15 to 18 sacks to the ton. The net returns of the shipment of 145 tons made early this winter was \$102 per ton and taking this as a basis of valuation the winter's output will aggregate \$61,000. The working force is 30 men divided into three shifts, and they appear to be very comfortably housed in their new quarters.

Below we give the substance of an interview with J. W. Westfall, superintendent of the Old Gold, Primrose and Guinness Gold company's properties on the Duncan, concerning his recent visit to this property on Monday last. As he is a mining man of large experience his views will be of interest.

"Yes, I visited the Nettie L. mine on Monday, having rather a selfish motive for doing so. I have had an invitation to visit him and the property at any time it was convenient for me to do so. Hearing Pool was at the property I set out and was received very kindly. After a rest and luncheon Mr. Pool invited me to accompany him through the workings, which I did with a great deal of pleasure. "I must say, my I did not examine the different features as closely as I could or perhaps should have done. I only considered that I was a visitor and had no idea of being interviewed, so in reality I should not venture anything for publication. However, as you insist in justice to Mr. Pool and his company I will make only a general statement and not enter into details.

"We entered the mine by the upper crosscut tunnel and traversed 140 feet to where it taps the lead at a vertical depth of some 40 to 60 feet from the surface. At this point the ore was first encountered and a winze sunk on it. We did not en-

ter the winze, but followed the tunnel on the lead 150 feet further. At this point the ore takes a turn to the right and apparently cuts right across the lead to the foot wall. Upon this they have driven 85 feet from the bottom a drift some 85 feet in length is still in ore. So that there is now a body of ore insight 85 feet between levels and some 65 feet in length, the average width of which is nearly three feet. The most of this is clean ore of more than ordinary grade.

I noticed in the lower drift a very marked improvement both in the formation and strength and quantity of the mineral. I also noticed the regularity of the ore in the shaft as well as through both drifts and am firmly of the opinion that this chute of ore is a fissure the length and depth of which can only be determined by actual development. This starts from the south wall and trends nearly at right angles to the formation. To the right the cut is fairly clean and smooth, but to the left the formation is somewhat broken and the mineral in some places widens to nearly seven feet in the lower drift as well as the upper if continued something under 100 feet will reach the surface on account of the slope of the hill.

"The long and lower tunnel in now some 800 feet requires only to be driven 220 feet further to be directly under the present working shaft. When completed it will tap the chute 400 feet below the surface that is in case the vein comes to go down. The driving of the lower crosscut is of more importance to the property than any development which could be carried on at this time. The fact of ore being exposed in the lead as well as in the fissure in such an abundance warrants the necessary 500 feet of tunnel and upraise requisite to connect the entire workings. "Manager Pool certainly has the development of the property well in hand. He has located a portion of his ore and now understands where to strike the most effective blows. With a large ore reserve in sight to draw upon when needed, he is warranted in taking up development on more scientific lines and should be able, in the near future, to place the property on a dividend paying basis. "I may say I have unbounded faith in the property and could give many strong reasons for believing it likely soon to develop into a valuable mine. Its location and milling advantages gives it a value that many other properties are deprived of." - Trout Lake Topics.

ROMANCE OF KNOB HILL.

Mr. Henry White, Its Locator, Tells How He Made the Discovery.

Mr. Henry White a veteran prospector and miner, who has achieved fame and fortune, is at the Allan on his way to the Boundary. Mr. White, who now resides in Spokane, has spent the past winter in California. He was the original locator of the Knob Hill, Old Ironsides and City of Paris properties. The big Phoenix mines were staked by him on July 22, 1891, nearly ten years ago. On Aug. 21 he located the City of Paris, in what is now known as White's camp. He had a bonanza prospect, the Boundary at a period long before Grand Forks or Greenwood had any existence. The Dewdney trail had fallen into disuse, and he made his way in by following up the Kettle river valley via Curlew, Wash. Mr. White had some trying experiences in making his way through an unmanicured Deadwood camp he crossed the Fourth of July creek and, following a deer trail, ascended the slope forming the divide between that stream and the north fork of Kettle river. He made his way through almost insurmountable barriers and finally on a warm day in July came across the great surface showing which is now embraced in the Knob Hill and Old Ironsides. Then he knew that his searchings had been crowned with success. It was all very well to realize that he had a bonanza, but was one that could give him no immediate financial returns. The region was then remote from transportation and the question of a railway had not even been considered. Mr. White, however, held on to his big proposition until he interested Mr. Jay P. Graves, and at length his patience has been rewarded.

His appreciation of the ultimate value of his location was in a measure, due to an early experience from which he had profited. Fifteen years before he had discovered the deposit now known as the Homestake mine, in the Black Hills of South Dakota, but did not locate it as he considered it of too low a grade for profitable treatment. At that time the nearest railway was nearly 225 miles distant, and to reach the region the adventurous prospector had to traverse a dangerous Indian country. At all events the same deposit was later located by inexperienced men who were laughed at for their pains by veteran miners.

GRANBY SMELTER RECORD.

Tonnage Treated to Date Is 114,000 Tons.

Grand Forks, March 30.—(Special.)—For the week ended today the Granby smelter treated 4,400 tons of ore, the total tonnage treated since last August, when the plant began operations, being 114,000.

Why buy fruit when you can grow your own. Write to J. W. Westfall, Grand Forks, for a list of trees and plants.

CERTIFICATE OF IMPROVEMENTS.

Notice. Helena Fraction mineral claim, situate in the Trail Creek mining division of West Kootenay district.

Where located: On the west slope of Deer Park mountain.

Take notice that I, J. A. Kirk, acting (as agent for Edward Logan, free miner's certificate No. B 31,354, intend, sixty days from the date hereof, to apply to the mining recorder for a certificate of improvements, for the purpose of obtaining a crown grant of the above claim.

And further take notice that action, under section 37, must be commenced before the issuance of such certificate of improvements.

Dated this 3rd day of April, A.D., 1901.

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 on each box.

GRANBY SMELTER.

New Plant and Buildings Mark Another Era of Grand Forks Progress.

Grand Forks, March 28.—(Special.)—The work of enlarging the Granby smelter will be commenced next week. This was announced made to your correspondent by the smelter officials today.

Bids are now being received for grading and clearing the ground which the new buildings will occupy and it is expected the work will be at work by the middle of the week if not before. The proposed new additions consist of a new furnace building, the size of the present one; another sampler building somewhat larger than the one now in use, a converter building which will be larger than any building now on the grounds, an extension of 200 feet on the dust chamber and additional ore bins to more than treble the storage capacity of the present plant. The new machinery has all been purchased and will be here in operation before September, first of next.

It comprises two 250-ton furnaces similar to the ones now in use; two converters with a total capacity of 100 to 120 tons per week; a duplication of the present sampler plant; another blower and motor in the blower house and an additional motor wheel; generator and pump in the power house.

It will more than double the present capacity of the plant and will add 300 horse power to that now being developed. In addition to this machinery there will be two huge electric cranes in the converter room, which will be operated by motors and move in any direction. All the new buildings will be of steel, as will all the buildings put up by the company in future. This will keep all the idle men of Grand Forks busy for some time to come.

REMOVED LOG JAMS.

Mr. E. Spraggett's Big Undertaking on the North Fork.

Grand Forks, B.C., March 28.—(Special.)—Mr. E. Spraggett returned today from a trip up the North Fork, where he has had a force of men at work for some time past cutting out the log jams and clearing the river channel. Applications have several times been made to the provincial government to either clear the river or bonus a company to do the work, but the reply invariably has been that the matter was one of too much importance to be taken up by private capital and has put off taking up the matter itself.

Mr. Spraggett has secured a contract for supplying all the lumber used in the enlargement of the Granby smelter here, something like two million feet. Having been successful in obtaining several large grants of timber land up the fork, he decided to clear the river himself. In this work he was compelled to have eight large jams cut and numerous booms put in, but the river is now in shape for running logs down from above Lynch creek direct to Smelter lake, a distance of something like 35 miles. From 30 to 40 men were employed in this work.

The Odd Fellows' lodge has decided to give its annual ball April 26, and will manage the affair on a scale of magnificence never before attempted in the Boundary. No expense will be spared, and the dance promises to be a success in every way.

"OPEN DOOR" POLICY.

Grand Forks Will Send Six Delegates to Ottawa.

Grand Forks, B.C., March 28.—(Special.)—At a largely attended meeting of the Board of Trade last evening, four delegates were elected to go to Ottawa with a Board of Trade to lay before the Dominion government the needs of the district in regard to the "open door" railway policy, subsidy for a lead refinery, and various other requirements. Alex. Miller presided, and after discussion and a hearty approval of the proposition by several members, Messrs. T. W. Holland, Fred Clark, W. H. Covert and J. W. Jones were elected delegates. Two more delegates are to be elected before Wednesday, when the excursion starts east.

NEW CHIEF OF POLICE.

Montreal Star Gives a Sketch of His Career—Was a Soldier.

The Montreal Star gives the following account of Frank Vaughn, the new chief of the Rossland police department: "Rossland will have a Montreal chief of police, as well as a Montreal chief for its brigade. Detective Frank Vaughn received the intelligence yesterday that his application had been accepted, and he was to report for duty on April 1.

"The new chief is of Welsh descent, but was born in Birmingham, England. He served for a short time in the police of his native city, and also served the Empire in the field during the first boondan expedition. Coming to this country, he entered the Canadian Secret Service at the head of which was Mr. Silas Carpenter, the present chief of the City Detective Bureau. He was for a time chief of police at Hunt-Ingdon, Que., and returned to this city and entered the police force as an acting detective. A little more than a year ago he was appointed a full-fledged detective.

"Detective Vaughn is about forty years of age. He is deservedly popular among the members of the city force, and his work on several cases has been very clever. Besides English and French, he speaks the Welsh language, and has a knowledge of German and Spanish, so that he is well fitted for the position he goes to occupy in a cosmopolitan town like Rossland. His many friends, while expressing regret at his departure, are pleased to learn of his promotion, and wish him every success in his new sphere."

Watched Winnipeg Grow.

Mr. Montague Banks, district agent of the Western Manages Mutual Life Insurance Association, is in the city from Winnipeg. Mr. Banks has lived in Winnipeg for thirty years and has seen it grow from a population of 320 to its present size of 60,000, and he says, it is still growing, and it should not be a great while before it will reach the 100,000 mark. Mr. Banks visited the Iron Mask mine yesterday and is much pleased with what he saw. He thinks Rossland is considerable of a city for so young a place.

NORTHERN TELEGRAPH LINE.

Dawson Will Be in Direct Communication Next July.

Vancouver, B. C., April 2.—Advices from Port Simpson, H. C., state the new telegraph line to Hazelton, B. C., 180 miles inland, where it taps the Dawson-Vancouver line, is being pushed rapidly. This line is being built by the Dominion government and will be a great convenience to the fishing industries of the north as well as to the constantly increasing shipping interests. Port Simpson, the coast terminus, is at the south entrance to Portland canal, which separates British Columbia from Alaska. It is on the route of steamers plying between Alaska, British Columbia and Puget Sound ports. Already thirty-five miles of wire are up. Considering the unfavorable season for outdoor work and the rugged character of the country through which the line runs Mr. Charleson, superintendent of construction, is very well satisfied with the progress made. The construction party is now southeast of Forks channel and the Skeena river is expected to be reached the latter part of the present week. Mr. Charleson, who is at the front, will remain with the party until he sees it well started up the Skeena river. It is expected this branch will be finished concurrently with the Dawson-Vancouver line some time about the first of July.

TO CONSULT ELECTORS.

Reasons Given for Adjournment of the Legislature.

Victoria, April 1.—The legislature will be adjourned for two weeks from Wednesday. The object is to allow the members to consult their constituents on the railway question, the government having decided to be guided entirely by their supporters on this question. The budget speech will not be delivered until after the recess, and it is expected that the then finance minister, Turner, will announce his retirement from public life to take the position of agent general of the province at London, Eng. This office will be opened in May, and it is expected that R. E. Gosnell, secretary to the premier, will go over. It will cost the province \$10,000 a year. A movement is on foot to bring the returned members of Strathcona's Horse to the capital for prorogation.

Freight Rates.

Victoria, April 1.—R. M. Palmer, who was appointed to enquire into the matter of freight rates, commences the work immediately.

LACROSSE CHAMPIONSHIP.

New Westminster Claims It and Points to Series of Victories.

Ottawa, April 2.—(Special.)—H. Ryall, secretary of the New Westminster Lacrosse club, writes again to the Evening Journal as follows: "Dear Sir:—In reply further to your telegram of the 21st, asking for our views with reference to the Lord Minto challenge cup, and if the New Westminster Lacrosse club would play for the same in Ottawa, I beg to say that I am directed by the Executive committee of the club to state that the team would play if arrangements satisfactory to them can be made. You will understand that this club, then holding the championship of British Columbia, having taken a trip to the east last year for a very considerable expense, the journey being one of 6,000 miles, defeated all the Eastern teams, except Toronto, whom they tied. This series of victories, all in the course of two weeks, together with the defeat of the champions of Manitoba, gives them a right to claim the championship of Canada, and should be considered in making arrangements as to time and place of playing for the cup. We would like to hear an expression of opinion on this matter."

CROW'S NEST BILL.

Consideration at Ottawa Postponed for Eight Days.

Ottawa, April 2.—(Special.)—As predicted in this correspondent's last evening issue, the Crow's Nest Southern railway bill, which has been a subject of dispute between the C.P.R. and the Crow's Nest Coal company for many weeks past, was laid over at today's meeting of the railway committee. This was one at the request of Hon. Mr. Blair, minister of railways, who wanted to look into some points which the public were interested. The bill will come up again a week from Thursday. By that time it is probable that some arrangements will be reached between the parties to the dispute.

SOUTH AFRICAN MEDALS.

Canadian Veterans Will Probably Receive Them From the Duke of Cornwall.

Ottawa, April 2.—(Special.)—Lord Minto received a cable today from Hon. Joseph Chamberlain stating that His Royal Highness, the Duke of Cornwall and York, had been asked by cable to present the South African medals to members of the First and Second contingents on his arrival in Canada on his way home from Australia. The War office has also desired that a list of those entitled to receive the medals be forwarded so that they may be sent to Canada at once.

PROGRESS OF ROSSLAND.

C. P. R. Local Freights for March Show an Increase of \$14,054.85.

The volume of railway traffic at this point is a good indication of its commercial progress. The showing here is sufficient to dispel the gloomy fears of those want facts and figures in order to be convinced. During the month of March the receipts at the local office of the C.P.R. for incoming freight were 220,103 1/2 as compared with \$11,734.82 for the corresponding month of last year, showing an increase of \$8,268.28. The receipts from outgoing freight last month at the same office were \$8,384.68 against \$4,998.11 for the same month in 1900, showing a net gain of \$3,386.57. Thus it will be seen that the gross increase in revenue for the month over the same period of last year was \$14,054.85.

PLACED ON BLACKLIST.

Vancouver Householders Who do Not Pay Grocery Bills.

Vancouver, April 1.—The Vancouver Grocers' association has prepared a blacklist of 742 persons to whom all credit will in future be refused. This number is one-tenth of all the heads of families in Vancouver.

The Nelson, MacPherson, Sutherland Drug Co. has been formed, with three large stores in Vancouver.

C. T. Trippe, steward of the Vancouver club, died today.

ASSYLUM ATTENDANTS RESIGN.

Trouble at New Westminster Respecting the Food and the Superintendent.

Vancouver, April 1.—(Special.)—Thirteen attendants have resigned their positions in the provincial asylum at New Westminster. A memorial has been sent to the provincial secretary giving details of the "great wrong put upon us," as the attendants say. They have grievances regarding food, and disliked the manner generally in which they were treated by the medical superintendent, Dr. Manchester.

Mr. J. H. MacGill, journalist of Vancouver, is in the city on a visit.

CROW'S NEST.

Bill Authorizing Ry. Extension to Great Northern Receives Second Reading.

Victoria, B.C., March 29.—A bill to incorporate the Crow's Nest Southern railway, which it was expected would meet with strong opposition in the legislature, passed the second reading this afternoon without opposition. This is the railway which is to be built from the Crow's Nest Pass coal mines to connect with the Great Northern system.

COAST-KOOTENAY RAILWAY.

Full Text of the Conditions Imposed by the Government.

Victoria, B.C., March 29.—The full text of the conditions which the provincial government proposes to impose on the company undertaking to construct the Coast-Kootenay road have been published. They are as follows:

That the subsidy shall not be payable until the railway is completed and in running order to the satisfaction of the lieutenant-governor-in-council, and security to the like satisfaction has been given for the continuous maintenance and operation of the railway;

That 4 per cent. per annum of the gross earnings of the railway shall be paid to the province, and such sum of 4 per cent. shall be a first charge upon the earnings;

That the railway obtaining the benefit of any such subsidy shall be constructed wholly and as a continuous line in the province;

That the lieutenant-governor-in-council shall have absolute control of freight and passenger rates to be charged by the railway;

That in the event of a charter being granted by the Dominion government for a line of railway over or parallel to the route proposed by the act, the foregoing conditions of this section shall be assumed and carried out by the company as incorporated as a contract and obligation of the said company, prior to any other charge thereon;

That a suitable steam ferry for the transportation of cars for freight and passengers shall be operated daily between the mainland and Vancouver island, at the most convenient points, and that a proper railway connection shall be made with the cities of Vancouver and New Westminster;

That the plans, specifications and conditions of any proposed contract for the construction of the railway shall be subject to the approval of the lieutenant-governor-in-council, and that the contracts shall be submitted to public tender and competition, under such conditions as the lieutenant-governor-in-council shall approve, and no contract shall be awarded or work or material thereunder accepted without the like approval;

Trail Blazer Dropped Dead.

Victoria, B.C., March 30.—John J. Jessop, provincial immigration agent, a pioneer of British Columbia, who crossed the plains to the coast in 1860, via what is now Idaho and Washington, dropped dead on the street today from apoplexy.

HOUSTON SAT UPON.

His Motion in Legislature in Favor of a Government Railway Ruled Out.

Victoria, April 1.—In the legislature today, Houston of Nelson, seconded by Green of Kaslo, attempted to get a motion before the house favoring the government construction of a railway from the Crow's Nest Pass coal fields to the American boundary. A similar bill (Robert Jeffrey's) for this line passed the house a few days ago, Houston opposing it. Martin ruled it out of order.

Leon Smith Curtis, Rossland, moved for all the papers in connection with the proposed construction of railways in the province and spoke for two hours on the question. The motion was negatived on a straight party vote of 11 to 25.

PACIFIC CABLE PROJECT.

Government Steamer Returns From Seeking a Landing Station.

Vancouver, April 1.—The steamer Quadra, which made a survey of the coast for a landing for the Pacific cable, has returned. It is understood that