

SHEEP CREEK

J. G. Devlin, who has just returned from a trip into the Sheep Creek country, comes back enthusiastic as to the possibilities of that free milling district. He declares that never in his knowledge of the history of the west has there been a camp which has shown so much for the work done upon it. Sheep Creek is one of the few camps of which it can be truly said that it has paid from the jump and that more money has been taken out of it than has been put in. Usually the beginnings of a camp are much the other way and much money has to be put in before anything like a commensurate return can be obtained.

So far there have been only a few shipping mines started upon Sheep Creek. If the camp were 200 miles from nowhere instead of being at the very gates of Nelson, Mr. Devlin avers that there would have been a stampede there long ago. That such is not the case Mr. Devlin can only attribute to the truth of the old saying, "a prophet hath no honor in his own country."

The Queen mine is doing wonderfully well and is a property which has been proven at depth. Its workings are now down 600 feet and the mine is milling over 200 tons weekly and within a little while will be doing twice that amount of work. Every day are being shipped five tons of concentrates, ore that the smelters are eager to obtain. There is also the Nugget, where some wonderfully rich strikes have been made, a property that has paid from the grass roots. A five ton mill is being put up which should be running by the end of September or the beginning of October.

Just now a new wagon road is being constructed to take up the mill to the mine. Here are found at a depth of 250 feet and more below the surface showings, and over 300 tons of ore have been sent to the Trail smelter this year, notwithstanding the fact that the work done so far has principally been development work.

On the Queen just now under manager Lewiston, 65 men are working, while A. H. Gracey has 25 men at work on the Nugget.

Yet another working property is the Kootenay Belle, bonded to J. L. Warner, which is also working about 25 men. Here a rich strike of ore, some of which goes \$450 and better to the ton, was made last week and the owners declare that the Belle is the richest mine on the creek. Almost similar things can be said of the Mother Lode on the opposite side of the creek which is being worked by J. L. Warner on behalf of American capitalists. Here a strike was made at the end of last month and a new lease has been definitely located. When the Bell Bros. had this property, Mr. Devlin says, they shipped \$90,000 worth of ore. On the Kootenay Belle are now working about 17 men. The assays from the last strike on the Mother Lode went \$200 to the ton.

Nor is this all. There is the Golden Fawn, with four or five men working, making a total of men employed in the shipping mines of the district of less than 140. The Golden Fawn is bonded to a New York company and is being managed by J. L. Warner. Work is being prosecuted at a depth of 60 feet and good values are being found. Besides the mill on the Queen, which has a capacity of 200 tons weekly, there is also the addition on that property which is to be equal to as much more and there are also the mills in construction and in existence on the Mother Lode and Nugget, equal together to another 200 tons weekly.

Besides these shipping properties there is also the Summit, belonging to F. Collins of Salmo. This property has been shipping in small quantities for the past five years and has a good ledge of from one to five feet in width on which to work. Here a depth has been gained of 250 feet, but there is no mill.

There was a mill, since burned down, but which is now to be replaced, upon the Ore Hill.

Then there are a number of other properties merely in the development stage, one of which, the Devil gun, belonging to Mr. Devlin and partners, A. Bell and A. Pool of this city, which are also with good prospects ahead. Mr. Devlin has three ledges upon his property and has a tunnel 140 feet in length already driven and in addition there are at least a dozen prospects being worked by prospectors all over this country.

"But the great beauty of the camp," declares Mr. Devlin, "is that the gold is evenly distributed all over the rock and is not chunky, leaving here and there very rich quartz and here and there very barren rock."

SEATTLE WON.

Result of Northwest Cricket Tournament at Victoria.

VICTORIA, Aug. 18.—Seattle won easily from the Garrison, in the north-west cricket tournament today. The soldiers had secured 75 with two wickets down but collapsed there before the excellent bowling of Cameron of Seattle, who took six wickets for 19 runs. The soldiers scored 112 runs. Seattle scored 210 to give out leg before wicket. Until then he had not given a chance. Gandy scored 39 and Waddell 27.

Vancouver beat the Burrard team, also from Vancouver, by 31 runs and one innings to spare. Portland was badly defeated by the Albions of Victoria by one inning and 48 runs.

TERRIFIC EXPLOSION.

Lead Junk Establishments at Ogdenburg is Wrecked.

OGDENSBURG, Aug. 21.—While the process of melting lead junk was going on at K. Trull's shop here, a terrific explosion followed the throwing of a fresh lot of metal into the melting pot. Trull was hurled across the building, both his legs were shattered and one of his arms was broken. The explosion blew out the building and wrecked the set ablaze. From the force of the explosion it is believed that a bomb of some sort was amongst the junk and was accidentally thrown into the molten metal with a shovel full of the same.

RIOT QUELLED

SPRINGFIELD, Aug. 17.—The race which began here last Friday night is believed to be a thing of the past. Last night passed without untoward incident and it was confidently asserted today by those in charge of the situation that no mob of any size will form from now on.

With nearly the entire force of the Illinois guard in control today, Springfield again is ruled by law and order. Fifty five hundred armed soldiers patrol the streets and the fever for blood has abated, temporarily at least, among the wild element which ruled the state capital for 48 hours. There has been comparatively little disturbance since the arrival of the 2nd Infantry and the 1st cavalry, both of Chicago, whose advent has been heralded over the city and this went far toward bringing about a peace.

The most overt act of the night was an attempt to cut the fire alarm and telegraph wire at Seventh and Washington streets in the heart of the business district. With the wires down the city would have been practically at the mercy of the incendiaries who found that firing the buildings in which the negroes lived, or maintained small businesses, the easiest way of keeping up the riot. The man who would have cut off the fire protection of the city was discovered on the roof of a building in the act of reaching for the wires. A half dozen shots from the troops who were on patrol in the square were aimed at him as he was climbing toward the wires. One bullet probably hit him, for he dropped to the roof of the building but made a successful escape.

To this attempt is added one to fire the negro section on the northwest side of the city which was prevented by prompt action of the fire department co-operating with a battalion of the first infantry.

A squad of infantry was despatched to Harvard park, a new suburb, just outside the city limits to the southeast, shortly before midnight. Several shots were fired, but so far as known nobody was injured. The troops returned to headquarters at the county jail.

The suburb is adjacent to the main street of the Central coal mine, where several negroes are employed. Throughout the night the headquarters of the brigade had frequent calls from frightened citizens who requested protection from suspicious characters.

The claim of George Richardson, the alleged attacker of Mrs. Hallam, and one of the negroes spirited out of Springfield before the rioting reached an acute stage, that he could prove an alibi in the accusation against him, is generally credited here. It is said by reliable persons who have investigated the matter that not only Richardson, but also a colored man, are prepared to swear that he was at home until late in the evening of the night of the alleged outrage.

One more victim is added to the death list of Springfield's mob tonight, when G. W. Schott, succumbed to a gunshot wound in the lungs, sustained Friday night. Schott, who was a colored man, was shot while he was in the crowd of men, who never publish a balance sheet, and give no account whatever of themselves, except that they constitute the "mob," and do, with impunity, what they please, without any attempt. It is wholly incompatible with sound business principles that Lloyd's underwriters can accept enormous fire to the strength of the premiums taken in by these 15 names are reported to be close to five millions of dollars annually. This is as much as the insurance companies collectively receive in a year. A much larger number of names at Lloyd's than the 15 mentioned are reported to be close to five millions of dollars annually. This is as much as the insurance companies collectively receive in a year.

The marriage of Miss Maud Louise Moffatt, daughter of Mr. and Mrs. R. J. Moffatt with Ronald L. Brown, of Nelson, took place at a high noon on Wednesday at St. Columba's church, the ceremony being performed by Rev. M. D. McKee. In the absence of her father, who was at the coast, the bride was given away by her brother, R. W. Moffatt of San Francisco, her bridesmaid being her sister, Miss L. C. Moffatt, of Spokane. The groom was attended by R. A. Simmons, of Vancouver. The wedding march was played by Mrs. H. McCutcheon.

The wedding was a quiet one, no invitations being issued here and no guests invited except the immediate family of the bride. The church was prettily decorated with potted plants and flowers.

The groom left on the afternoon train, going by way of the Arrow lakes to Banff and Calgary and returning to their home in Nelson where they will reside.

THE COMMON CARRIER

WILLIAM WHYTE'S INTERESTING MAGAZINE ARTICLE.

WHAT THE C. P. R. HAS DONE FOR THE WEST.

The Daily News has no apology to offer for taking the following story of Wm. Whyte from the pages of the last number of Canada West.

It is a simple, conventional manner and for the benefit of our readers who have not seen the article, we give it in full here-with.

It is a self evident truth that the development and prosperity of any country depends upon its transportation facilities. Production without transportation is often impossible and always unprofitable; consequently the fertile Canadian prairies lay untilled, and the lead, the copper, the coal of the west remained undiscovered where a generous providence placed them. The fabled forests were wooded and the fish multiplied in the myriad of lakes and rivers; and the great silence was broken only by shouts of sportsmen, the snapping of steel traps set by the Hudson's Bay trappers and the creaking of Red river cars. The Canadian west was a sealed empire waiting the touch of steel rails to open its doors to the world.

One would naturally suppose, therefore, that the Canadian government, fearful of discouraging railroad construction at a time when it was sorely needed, would have moved slowly in the matter of enacting a railway law. But the Canadian government, which, in the United States, at least, would have been considered drastic, but the government saw clearly that, while additional transportation facilities were of vital importance, yet, at the same time, an efficient railway regulation was an absolute necessity to the development of the west, and, instead of resorting to dilatory tactics, it met the situation squarely, adopted the railway act, and when the bill had gone into effect, the wisdom of the course which it had taken at once became apparent to all.

Although it is not generally known, it is nevertheless an established fact that no country in the world has so great a mileage per capita as Canada now has. Then, add to this the fact that contracts have been let for hundreds of miles of additional railway, and the opportunity of feeders which will whip up and bring to the main lines the crops from the newly developed wheat regions—and you will understand that government regulation is not a matter of course, but a matter of necessity.

Railway companies must report to the board all cases of fatal or serious injury. All agreements for sale, lease, or amalgamation of railways must be approved by the board.

The board may order the alignment or distribution of cars, where there may be questions of discrimination. Railway companies must submit to the board plans of all branch lines, spurs, sidings or railways of any description, and the approval of the board must be obtained before the work can be commenced. This applies also to all works, bridges, etc., which the railways may desire to construct.

The board may order the construction of bridges over navigable rivers and the regulations respecting the construction of such bridges are included in the railway act.

No railway may exercise jurisdiction over claims against railway companies; at the same time it protects the railway companies from unjust claims. The board may determine what lands are required for a railway, and what out owner's consent for right of way, etc., and its authority extends to expropriation proceedings of every description.

No railway may cross or join another railway without the consent of the board. The railway act defines the duties and powers of directors of railways, and it can fix either maximum or absolute rates.

All freight traffics have to be filed with and receive the approval of the "live and let live" policy. The small producer is zealously protected and is afforded an equal chance on the same basis with wealthy corporations.

Government regulation of train schedules. An absolute assurance to the shipper that he can fulfill his contracts. In short, it may be said that the board of railway commissioners has absolute control over all matters pertaining to the construction, operation and maintenance of railways, and in comparison the powers of the interstate commerce commission seem dwarfed almost to insignificance. It may be said also that not only does the dominion railway act give to the board of railway commissioners its life, protect the public but it also protects the railway companies.

For instance, a town where one railway is already located may desire the entrance into the town of another railway and may wish to grant a location to the entering road which might prove injurious to the first road. In such a case, the first road may appeal to the commission against this injustice, and the board has the power to compel the

second road to enter the town by another route, at level crossings, etc.

It has the power to regulate the running and operation of trains and can order changes in schedules or operation of additional trains to give better service for the accommodation of business.

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GREENWOOD PAPER'S ACCOUNT OF MARRIAGE

Two of Nelson Residents.

The Boundary Creek Times, Greenwood has the following account of the marriage last week in that city of two well known and very popular Nelson residents.

The marriage of Miss Maud Louise Moffatt, daughter of Mr. and Mrs. R. J. Moffatt with Ronald L. Brown, of Nelson, took place at a high noon on Wednesday at St. Columba's church, the ceremony being performed by Rev. M. D. McKee. In the absence of her father, who was at the coast, the bride was given away by her brother, R. W. Moffatt of San Francisco, her bridesmaid being her sister, Miss L. C. Moffatt, of Spokane. The groom was attended by R. A. Simmons, of Vancouver. The wedding march was played by Mrs. H. McCutcheon.

The wedding was a quiet one, no invitations being issued here and no guests invited except the immediate family of the bride. The church was prettily decorated with potted plants and flowers.

The groom left on the afternoon train, going by way of the Arrow lakes to Banff and Calgary and returning to their home in Nelson where they will reside.

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WESTERN CANADA COLLEGE
CALGARY, ALBERTA

Residential and day school for boys. Wholly un denominational. Autumn term begins September 10. Courses for Universities and Business. Modern equipment. 30 acres of grounds in the best residential part of the city. School building accommodates 150 boys. Residence 15 boys. Five masters with additional special instructors. Apply to Dr. A. O. MACRAE, Principal.

WAITING FOR COKE.
Granby Furnaces to Start up Promptly When Fuel is forthcoming.
(Special to The Daily News.)

SPOKANE, Aug. 19— J. P. Graves of Spokane, general manager of the Granby smelter, comes there in any possibility of the plant shutting down, a rumor of which has caused some speculation in the mining circles here and in Grand Forks. He said: "Coke is just as essential to the conduct of a smelting establishment as ore. When the Fernie fire occurred, we were running four furnaces. Without coke we had to shut down. We expect to start those furnaces up two weeks from last Thursday. On that day, we were informed by the Fernie coke people, that in two weeks we could receive coke again. When we receive coke, we shall resume business with the four furnaces and as soon as we are assured that we will have more coke, we shall open four more furnaces, making eight contemplated."

DIVORCE LAW.
Victoria Woman Tries to Enforce Washington Community Law.

VICTORIA, Aug. 17.—Mrs. Ella Gullin, divorced from Captain S. J. V. Gullin, at Seattle, July 15th, is defending the suit, has brought up an interesting point of international law, by endeavoring to enforce the decree of divorce granted at Seattle in the Victoria courts.

By the terms of the Seattle judgment Mrs. Gullin, under the community law of the State of Washington, is given a half interest in house and lot on the corner of Wilson and Mary streets in this city, owned by Capt. Gullin. The law in question provides that husband and wife are joint owners of any property owned by either at their marriage.

The case brought here is to determine whether the Seattle divorce and the ruling regarding the husband's property can be made to apply here.

CERTIFICATE OF IMPROVEMENTS.
Bona Vista and Regalo mineral claims, situate in the Nelson mining district of West Kootenay District.

Where located: One mile north of Sanca. Take notice that I, Frank C. Green, agent for the above claims, intend, sixty days from date hereof, to apply to the Mining Recorder for certificates of improvements, for the purpose of obtaining crown grants of the above claims.

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

Dated this 28th day of July, A.D. 1908.
F. C. GREEN, Nelson, B.C.

IN THE MATTER OF THE MUNICIPAL CLAUSES ACT AND AMENDMENTS THEREOF.

IN THE MATTER OF THE MANHATTAN SALOON.

Take notice that I, W. B. Jarrett, intend to apply to the board of licensing commissioners at the first meeting of the board to be held on or after the 1st day of September, 1908, for a license to transfer the liquor license of the Manhattan Saloon, situate on lot one (1) block east of the corner of Nelson from my self to Daniel Desail and Timothy W. O'Leary.

Dated at Nelson, B.C. this 21st day of August, 1908.

W. B. JARRETT.

NOTICE.
Kings, Kiruna Fraction and Buttery Fraction mineral claims, situate in the Nelson mining division of West Kootenay District.

Where located: Adjoining the Queen Victoria mine, near Bensley siding.

Take notice that I, Wm. B. Dewey, acting as agent for J. P. Sweeney, free miner's certificate No. 81594, intend, sixty days from date hereof, to apply to the Mining Recorder for certificates of improvements for the purpose of obtaining a crown grant of the above claims.

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

Dated this 12th day of August, A.D. 1908.
13-8-3w

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