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THE MINING REVIEW

Contract Let for the Smelting of 300,000 Tons of Ore. IT ENDS IN TWO YEARS It is to be Supplied by the War Eagle and Centre Star Mines and is Let to the Trail Smelter-Victory-Triumph Shut Down.

The feature of the past week was the contract made between the War Eagle Consolidated Mining & Development company and the Canadian Smelting works.

The price for which this ore is to be transported and treated is withheld, but the presumption is that it is in the neighborhood of \$6 per ton.

The shipment for the week aggregated 2,637 tons, an increase over the previous week of about 11 per cent.

The ore shipments from this camp are still growing and the coming weeks will see a large augmentation of the output.

The War Eagle and Centre Star-The biggest ore contract ever made in the Rossland camp has been signed by the War Eagle Consolidated Mining & Development company and the Canadian Smelting works at Trail.

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When and Under What Conditions to be Taken Out.

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Victoria, March 23.—The Official Gazette today contains the following provincial government notices: His honor the lieutenant-governor has been pleased to make the following appointments: William Teague, J. P. of Yale, to be coroner for the province; Harry McAdoo Graham of Victoria, to be notary public for the province; Fred. J. Enyrik of Cloutay, to be notary public for Vancouver island, and Alderman Charles H. Bell of Nelson, to be a member of the board of licensing commissioners for that city, vice W. A. Macdonald, resigned.

The minister of mines gives notice: "That the certificate of the miner's certificate taken out or renewed before March 1, 1899, is valid for one or more years from the date of issue; that any such certificate taken out after May 1, 1899, is valid for one year only; that the fee for such certificate for such fractional part of the year will be pro-rata proportionate to the fee for the whole year; that the miner's certificate may be taken out dating from May 31, 1899, at midnight and valid for one or more years from that date. A table will be issued showing the proportionate rate to be charged for the certificates, which are issued covering only a portion of a year."

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Owing to a large sale of the treasury shares of the Kenneth Mining & Development company, limited, which is operating the Tamarac, made in London, which netted some \$40,000, the directors have withdrawn the treasury shares from the market for the present, and the proceeds are being placed in the treasury for extraordinary purposes.

An extraordinary general meeting of the shareholders of the North Fork Mining company, limited, which is held at the residence of G. W. Hutchings, 416 Westminster avenue, Vancouver, recently. The company owns the Aberdeen, Maud S., Ben Hassan and other claims situated on the north fork of the Salmon river, for which it paid \$24,000 in cash. The claims show up large bodies of low-grade ore.

At a meeting of the directors of the Canadian King Gold Mining company, held recently at their office, room 10, Frank Block, Spadina street, it was decided that 50,000 shares of stock be sold to pay for improvements for the purpose of obtaining a crown grant of the above claim.

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property never looked better than at present. On the 100-foot level there is a seven-foot ore body, which has a pay-streak three feet wide of ore of a shipping grade. The Victory & Triumph Mines Development syndicate has its head office at No. 39 Lombard street, London, E. C., and has control of 670,000 shares out of the 1,000,000 of the total capital stock of the Victory-Triumph Mining company. The money derived from the sale of this 670,000 shares has been applied to the development of the company's property on Sophie mountain. So far between \$35,000 and \$40,000 have been expended on the development work. This shutting down of this property will be a surprise to the public, as developments have shown that it is one of merit. It is probable that when the London people understand what a favorable condition the property is in that work will be resumed.

Sunset No. 2.—J. C. Drewry, managing director of the Canadian Gold Fields syndicate, limited, returned from Toronto on Wednesday afternoon, and after examining the recent developments in the Sunset No. 2, decided to once more increase the force and rush the work with all possible speed. It has been decided to at once deepen the main shaft on the No. 1 vein to the 500-foot level. Yesterday three eight-hour shifts resumed sinking this shaft, and Foreman Joe Craig says he is going to make a record in putting it down. As soon as the shaft is down an additional 40 feet it will be bulkheaded, and work will then be resumed in the west drift on the 350-foot level and on the discovery ledge, which works in the showing in the lower workings is remarkably good, and the mine is being systematically and thoroughly developed.

Umatilla.—The steam drill which was broken has been repaired and is again being operated in the shaft, which has now reached a depth of 80 feet. There is a good showing of ore in the shaft.

Nickel Plate.—There have been no new developments in the Nickel Plate during the past week, but the operations are being continued with a good force of men.

Le Roi.—This property has never looked better than now. On the 400-foot level the new ore chute has been opened up to a length of about 85 feet. The showing there consists of a vein which is from 6 to 7 feet wide. This averages from \$50 to \$60 per ton, and it is indeed a body of high grade ore. On the 700-foot level the showing continues to improve. There is a body from four to five feet wide of shipping ore here that promises to furnish a good amount of ore. The showing in the western portion of this level is of a character that promises excellent returns. The output of about 350 tons per day should be increased by a great while.

Deer Park.—The examination of the property has been in progress for several days on the part of John B. Hastings and a corps of experts acting under his direction. The examination of the property has been thoroughly looked at and the ore bodies sampled in a most thorough manner. The report is now being prepared, and the officers of the company at Toronto. Whether the report will be favorable or the opposite is not known. In the meantime the steam is kept up and the workings clear of water pending the decision of the management as to the future operations of this property.

Columbia-Kootenay.—The ore chute found in tunnel No. 4 and which has been opened up for a distance of 200 feet, and the extent of which has been further demonstrated by an upraise from tunnel No. 4 to tunnel No. 3, continues to improve. The ore body is from two to six feet in width, and assays demonstrate that it is made up of a high grade of shipping ore. The assays run from \$15 to \$20 per ton. The showing in other portions of the property continue of an encouraging character, and it is promised to be not long before the Columbia-Kootenay will have been added to the list of shipping properties.

Virginia.—It is reported by the management that the Virginia is in a very promising condition. No one, except the miners, is permitted to visit the workings of this property. This order comes from the management. It is rumored that in the north drift, on the 300-foot level, there is ore of a good character for a distance of some 60 or 70 feet. This ore is on the west side of the Virginia ground and within 120 feet of the east line of the Iron Mask.

Iron Mask.—At the Iron Mask the shipments are being somewhat increased and are being sent in a daily shipper before long. The vein is now down 40 feet and a good body of ore is being encountered. In all parts of the mine the work is progressing well except when the electric energy is deficient owing to the War Eagle compressor work, as was the case for three and a half hours yesterday.

Inspector William Burns is in the city holding examinations for promotion to the high school grade. Eleven candidates have entered for the examination and are doing well so far. Mr. Burns, in a statement to the press, reported that night, stated that the school development in the Kootenays was wonderful, and was indeed greater than any government could build where no subsidies had been the only inhabitants and two weeks later there might be 30 or 40 school children, and perhaps more.

Only four years ago there was only one school in the Boundary Creek country, now there were 15. In East Kootenay a little time ago, less in fact than two years ago, there was one school, now there are 16. This gives some idea of the growth of the country and the increase in Inspector Burns' work.

One of the main difficulties in the education of the Kootenays is the difference in standards between British Columbia and other countries or provinces. A pupil may be very proficient in English or American history and geography, but know nothing of Canadian matters, and is, therefore, at a disadvantage when entering the school here. However, such pupils soon work in and become good pupils.

The results of the examinations will be sent to Victoria for approval, and if the whole bill pass there will be about enough members of the British-American Canadian commission. He will then take the chief justiceship. Mr. Morine, the former premier, Mr. Morine will now re-enter the cabinet, and the only obstacle in the way of a settlement is the question of a rearrangement of portfolios consequent upon the changes.

It is Practically Settled.—The Arrangement of the Government. St. John's, Nfld., March 25.—An arrangement for settling the political crisis has virtually been concluded. Sir James Winter, the premier, will retain the premiership until the end of the year, which will permit him to conclude his work as a member of the British-American Canadian commission. He will then take the chief justiceship. Mr. Morine, the former premier, Mr. Morine will now re-enter the cabinet, and the only obstacle in the way of a settlement is the question of a rearrangement of portfolios consequent upon the changes.

Wanted.—Two first class solicitors. Apply Miner office.

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J. B. Johnson & Co.

16 COLUMBIA AVENUE. Bargains for Today: Choice business property on Columbia avenue; well rented; \$4,500. House and lot on Cook avenue, \$700. House alone cost the money. Twelve-room house and lot, furnished close in, \$1,200. Choice corner on Columbia avenue at a bargain.

C. J. WALKER, No. 24 COLEMAN STREET LONDON, E. C.

London Agent for the Rossland "Miner." Receives advertisements of all kinds for English official at lowest rates. Contracts at special prices. Send for C. J. Walker's Guide to the British Press, giving various charges of the leading papers. Price 25 cents.

Daly & Hamilton. Barristers, Solicitors, Notaries. Solicitors for the Bank of Montreal. Rossland B. C.

JOHN HARRIS & Co. (Late of Harris, Kennedy & Co., Rossland, B. C.) MINES AND STOCKS We have valuable gold, silver and copper properties for sale in Boundary, Slokan and Washington.

113 Mill Street, SPOKANE, WASH. P. O. BOX 724. Codes: Bedford, McNeill, Clough's.

NOTICE. In the County Court of Kootenay, holden at Fort Steele, on 31st of 1899, in the matter of Board of W. E. Ewen, deceased, and in the matter of the "Official Administrators' Act," dated 27th day of February, A. D. 1899.

NOTICE. The Columbia & Western Railway company will apply to the parliament of Canada at its next session for an act giving to the company authority to issue first mortgage bonds to be charge on its railway, including its main line and branches, not exceeding thirty-five thousand dollars per mile thereof, and for other purposes.

Certificate of Improvements. Black Prince, Queen of the Valley and King of the West mineral claims, situated in the Trail Creek Mining Division of West Kootenay district. Where located: At the confluence of Bear creek with Columbia river.

Certificate of Improvements. Dewdney mineral claim, situated in the Trail Creek Mining Division of West Kootenay district. Where located: On Deer Park mountain (west side).

Certificate of Improvements. Red Fox mineral claims, situated in the Trail Creek Mining Division of West Kootenay district. Where located: On the north side of the line of the Columbia & Western railway.

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

I. This is to certify that the Cascade Water Power & Light company, limited, incorporated by a special act of the legislature of British Columbia (vide Chapter 21, 1897), has submitted part of its undertaking to the lieutenant-governor-in-council for approval, which said undertaking, as shown by documents and plans filed with the undersigned, is as follows: To construct a dam across Kootenai river, at a point at the head of the falls, for the purpose of raising the water level, and from thence the water to be conveyed by means of an open flume, open cut and tunnel, to a point near power house, said power house being situated at a point immediately below the mouth of Cascade canyon, and from thence to the electric and compressor plants, all in the Osoyoos division of Yale district, and to operate the same by the use of sixty-five thousand (65,000) inches of water from Kettle river, received by the company for the purpose of supplying compressed air and electrical power to all the cities, towns and mines in the surrounding neighborhood, electric light and water for domestic purposes, and generally to supply power and light for mining, smelting, and any other manufacturing purposes within the area granted by their act of incorporation.

And that the said company has deposited with the undersigned a plan of the said undertaking, and that the amount of capital of the said company, which shall be duly subscribed before the said company commences the construction of this part of its undertaking and works, or exercises any of its powers of the "Water Clauses Consolidation Act, 1897," Part IV., in that behalf, is hereby fixed at the sum of \$200,000.

And this is further to certify that the time within which such capital is to be subscribed is fixed at nine months from the date hereof, and the time within which such undertaking and works are to be commenced is fixed at nine months from the date hereof, and the date by which such works shall be completed is fixed at two years from the date hereof. Dated this 2nd day of February, 1899.

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

License Authorizing an Extra Provincial Company to Carry on Business. "COMPANIES ACT, 1897."

Province of British Columbia. No. 128. This is to certify that "The British Lion Gold Mining & Development company of Ontario, organized under the laws of that province, is authorized and licensed to carry on business with the Province of British Columbia, and to carry out or effect all or any of the purposes hereof set forth to which the legislative authority of the legislature of British Columbia extends.

The head office of the company is situate at Owen Sound, Province of Ontario, Canada. The amount of the capital of the company is eighty thousand dollars, divided into four thousand shares of twenty dollars each. The company is specially limited under section 56 of the said act.

The head office of the company in this Province is situate at Revelstoke, and John Manning Scott, being a resident of that Province, is hereby appointed as the attorney for the company. The objects for which the company has been established are: To carry on in all their branches the operations of a mining, milling, reduction and development company. Given under my hand and seal of office at Victoria this 25th day of February, one thousand eight hundred and ninety-nine.

S. Y. WOOTTON, Registrar of Joint Stock Companies. Certificate of Improvements. Copper Queen mineral claim, situate in the Trail Creek Mining Division of West Kootenay district. Where located: Between the Olla Poddrica or Mayflower and the Blue Bird.

Certificate of Improvements. Chance mineral claim, situate in the Trail Creek Mining Division of West Kootenay district. Where located: About two miles northwest of Rossland, adjoining the Blue Elk and the Capital mineral claims.

Certificate of Improvements. Lincoln Fractional mineral claim, situate in the Trail Creek Mining Division of West Kootenay district. Where located: Near First avenue, city of Rossland.

Certificate of Improvements. Foot Hill mineral claim, situate in the Trail Creek Mining Division of West Kootenay district. Where located: North of a d. adjoining the Phoenix and Nest Egg mineral claims, on the southeast corner of the original Rossland town site.

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Portrait of a man, possibly a miner or a character from a story.

Weekly Rossland Miner.

Published Every Thursday by the ROSSLAND MINER PRINTING & PUBLISHING CO. LIMITED LIABILITY. LONDON OFFICE: O. WALKER, 24 Coleman Street, London. TORONTO OFFICE: CENTRAL PRESS AGENCY, LTD., 83 Yonge St. SPOKANE OFFICE: ALEXANDER & Co., Advertising Agents, Room F First National Bank Building. EASTERN AGENT: EMANUEL KATZ, 230 Temple Court, New York.

THE SUBSCRIPTION PRICE OF THE WEEKLY ROSSLAND MINER for all points in the United States and Canada is Two Dollars a year or One Dollar and Twenty-five Cents for six months; for all other countries Three Dollars a year—invariably in advance. The subscription price of the DAILY MINER is \$1 per month, \$5 for six months or \$10 for one year, foreign \$12.50 also in advance.

LEAD ORE SMELTING IN B. C.

The Canadian Pacific Railway company has had possession of the Trail smelter for about a year, and notwithstanding this fact has so far smelted none of the silver-lead ore of the Slocan. There are some people who are so doubtful as to intimate that the lead stack will never be used. There are others who go so far as to say, too, that the smelter sites in the Boundary country will never be occupied with smelters if the C. P. R. is to build them. What is the basis for this suspicion? The reader will ask. It is very simple. It is a known fact that the Canadian Pacific Railway carries the major portion of the silver-lead ores over its own and allied lines to the Omaha and other smelters in the United States. The Nakusp & Slocan railway is in the heart of the silver-lead section of Slocan, and over this branch of the Canadian Pacific the ore is taken from around Sandon to Nakusp. From there it is transported by steamer to Arrowhead, and from thence by rail to the main line of the Canadian Pacific, from whence it is taken over that line and allied roads to Omaha and other smelter points in the United States. By this route it gets the long haul on the ore, and actually makes more money than if the company took these ore to Trail and smelted them. The chief and practically the only rival of the Canadian Pacific is the Great Northern railway. The latter road is allied with the Kaslo & Slocan railway, which runs from Sandon to Kaslo. The ore handled by the American company is hauled over this road to the lake, and from thence taken by steamer to Five-Mile, on the Nelson & Fort Sheppard railway, a road owned by the Great Northern. Over this line and the Spokane & Northern railway the ore is hauled to Spokane, and there it is taken over the main line to Everett, where it is reduced. The Great Northern in the summer time, when the water is in the proper condition, runs steamers up the Kootenay river and secures ores in East Kootenay that are transported to Jennings, and this ore goes to Everett. Now that East Kootenay has been tapped by the Crow's Nest Pass railway the C. P. R. has virtual control over the East Kootenay country. The Great Northern, however, manages to secure a little less than half of the silver-lead ores of the Slocan, and up to the time the Crow's Nest Pass railway was completed it obtained more than half of the ores of East Kootenay that were marketed. The Northern Pacific is out of the contest for Kootenay ores. This road handles the ore it can control to the Tacoma and East Helena smelters, and in consideration of its keeping out of this section none of the other roads interferes with it in the Cour d'Alene, where it obtains the major portion of the ore it hauls.

The Nelson & Bedlington railway, which is now being constructed from Bonner's Ferry to Kootenay lake, will tap a section rich in mineral. This road, it is said, will be a feeder for both the Great Northern and the Northern Pacific. It will connect with the Great Northern at Bonner's Ferry and with the Northern Pacific near Sand point. It is claimed that it will affiliate more with the Great Northern than with the Northern Pacific.

The Kettle River Valley railway is seeking an entry into the Boundary country so that it may give the people of that section the benefit of competition, both in transportation and in smelting. This road could, if completed affiliate largely with the Great Northern, because it would become a part of the Corbin system, which is controlled by James J. Hill of the Great Northern.

This, in a nutshell, is the situation: The Canadian Pacific railway gets the long haul on the lion's share of the ores of the Slocan. The Great Northern secures the balance and the Northern Pacific is entirely out of the competition.

The Canadian Pacific secures the transportation of these ores for the long distance, and therefore makes even more than if it hauled and smelted them at Trail in its own plant. It is held by some that the conditions are not yet favorable for the reducing of the silver-lead ores here, and they are certain that a majority of the miners of the Slocan will continue to market the product of their mines in the United States, no matter how cheaply they may be reduced at Trail. This is so because they will, as a simple matter of business, sell them in the United States just as long as they can realize more on them there, where there is a better market for the lead than there is here. It is a simple business proposition.

The management of the Canadian Pacific is fully conversant with the situation, and knows that this is so. It knows that it will make more on the long haul, and that its road will in the future, as it has in the past, continue to transport ore over the longer distance to the American smelters. It may be that it will smelt a small portion of the silver-lead ores at Trail. Recent incidents, however, have convinced a number of people that it is not its intention to erect a single smelter in the Boundary country. This is a simple blind, put up for the purpose of hoodwinking the people of British Columbia and the Dominion Parliament at Ottawa into the belief that the management has, at this late day, become philanthropists. There is an old proverb saying to beware of the Greeks when they come bearing gifts. These promised smelters, we feel sure from certain new light that has come to us, will prove Dead Sea fruit, bright to the eye, but full of ashes and bitterness to the mouth. They are simply promises that are made but to be broken by Sir William and his faithful servant, A. G. Shaughnessy.

If the people will but consider this phase of the subject they will, we are confident, arrive at the same view of the whole matter to which we have been forced, and the Government will have additional reason for shackling this corporation with such iron-bound conditions that for the future it will not be able to evade the obligations which it assumes in entering into a contract with the people. Its whole policy, we assert, and we do so without fear of successful contradiction, has been from the first to delude the people of Kootenay and to deceive the Government. It was never their intention, nor is their intention now, to foster the local treatment and reduction of lead ores in British Columbia. It is true that they have spent, perhaps, in all \$100,000 in building a lead plant at Trail, and its immense stack, recently erected there, announces to the world that it is engaged in the lead smelting business. This, however, is part of the strategem, and is intended simply to frighten off others who, but for the presence here of the C. P. R., would undoubtedly engage in this industry, for there is plenty of capital which is ready for investment in the lead smelting industry in British Columbia, but which is apprehensive of C. P. R. hostility. It was for this purpose, namely, to prevent the building up of a lead smelting industry in this Province that the company purchased the smelter at Trail from F. Aug. Heinze and its lead stack is a constant menace to the smelter at Northport against engaging in the industry. It will be seen how insignificant the outlay at Trail has been if, by means of it, the corporation can succeed in preventing the creation and operation of this industry in British Columbia, an industry which would bring in its train benefits to the Province which cannot be overestimated.

In the first place we know that the paramount desire of the C. P. R. management is to present such a yearly balance sheet to its shareholders as will continue them in unquestioned control of the road. Large dividends, then, is their aim. To accomplish this they must push their transportation business before everything else, as it is from this they obtain their immediate profits. Now, by reason of their control of the great portion of the lead-producing district of Kootenay—a control which they confidently expect, through their influence at Ottawa, will become a monopoly—they can, as we pointed out, send this ore over the long haul to St. Paul, Minnesota, a distance of 1,370 miles. For this entire distance it is shipped over their own line through British Columbia as far as North Portal, Dakota, and thence by their "Soo" line to St. Paul, from whence it is distributed to the lead smelters at Pueblo, Denver, Omaha and Kansas City. It must be borne in mind, too, that the lead ores of British Columbia are of high grade and can stand heavy charges of every kind.

It is a fact which cannot be denied, and which should be carefully weighed when this subject is being considered, that today over two-thirds of the lead ores of British Columbia which will be produced during the ensuing year are contracted for by the American smelters; so that even were the C. P. R. actually engaged in the industry here, and had its Trail smelter and others which it has vaguely hinted at building, in operation, it could not, for at least 12 months, secure contracts for treating any large quantities of lead ores.

Let us look at another feature of the question. We have indicated the immense profits, at high transportation rates on this rich lead ore, which the C. P. R. makes in the long haul east. If this ore should be treated in British Columbia instead of being sent to the American smelters, it would be concentrated to one-fifth of its original tonnage; that is, five tons of ore would be reduced to one ton of bullion, and accordingly the C. P. R. would have only one-fifth of the outgoing freight in lead ores which it has at present. But this is not all. The corporation foresees that if these ores were reduced in the Province, the lead bullion might be shipped to China or Japan, which would be almost disastrous to its transportation profits, as in such an event there would only be a short haul over their railway of about 400 miles to the Pacific coast, from whence a very low rate

would have to be accepted by the C. P. R. steamship line, which at this point comes into competition with English and American vessels. It will, therefore, be apparent from every standpoint that it is immensely to the advantage of the C. P. R. to prevent the establishment of this lead smelting industry in British Columbia, and as the lead mines of the Province are largely at the mercy of the corporation—at the mercy of the C. P. R. and the Great Northern, for the Northern Pacific is entirely shut out from the lead district—is there any reason to suppose either from the company's present policy or past history that it will not pursue its advantage to the loss and detriment of the Province?

We have previously, in speaking of the position of the Canadian Pacific railway in British Columbia, pointed out that a great corporation, guided and directed by farseeing and patriotic managers, would probably pursue the wise policy of fostering local industries, which would undoubtedly be the nuclei of a commonwealth of towns and cities possessing a thriving population. By doing so, while it would not ship out such an immense amount of material, it would be reimbursed by a continually increasing transportation business in bringing into the country the many kinds of merchandise which would be in demand by a great and growing community. Such a policy, however, is not for the Canadian Pacific Railway company. The results to be obtained are too far in the future—the golden harvest which would be the reward of business conducted on such sound principles is too remote. The C. P. R. corporation is after present dividends and immediate returns, and neither looks to the future nor to the benefitting of any particular section of the country through which its road passes.

The people of British Columbia, however, expect parliament to see to it that their interests are not prejudiced, and that an industry so necessary to the wealth of this great Province shall not be strangled. The managers of the Canadian Pacific Railway company in inducing the people to imagine that they are engaged in the lead smelting business at Trail and that it is their intention to erect smelters in the Boundary country and elsewhere are simply following their old, and hitherto successful, plan of hoodwinking the people and of obtaining concessions from Parliament. In the present instance they have another and a well-defined reason for keeping up this delusion. It is vitally necessary to the success of their program that others should be prevented from engaging in the industry, and they are adopting a course which will frighten independent capital—always sensitive, and particularly so where it is confronted with such menace as this corporation is able to offer—from investing in the lead smelting industry in British Columbia. We shall offer other and still more forcible facts to show that the C. P. R. has no intention of engaging in the lead smelting business, but that its professions in this direction are simply for the purpose of cozening the country and jockeying the Government.

LEAD SMELTING AND THE C. P. R.

It will be admitted by every unprejudiced mind that if the C. P. R. corporation were honest in making, and desirous of carrying out, its expressed intention of creating and fostering the lead smelting industry in British Columbia it would, by this time, have contracted for a supply of ore sufficient to keep its lead plant at Trail in constant operation from the present time onward; it would have offered to the mine owners of the Slocan all the advantages which they ought to obtain from local smelting, over sending their ore to the Colorado and Nebraska smelters; and it would have given authentic assurances that such advantages would be enjoyed by them; as well as that it would be able to treat the full output of the lead country within such a definite period as would prevent shipments, beyond that date, to the United States. Those advantages should, of course, lie largely in the shortness of the haul and the absence of duty charges. To have done this would at once have prevented the making of any further contracts for long periods, between the British Columbia mine owners and the lead smelting companies of the United States, because by such an arrangement the profits of the British Columbia mine owners would be nearly doubled.

Now, this would have been the course which an earnest and enterprising business concern would have adopted, and the C. P. R. by doing so would have given a guarantee of its good faith and honesty of intention to the people of this district. If instead of doing this, however, we find that the determination of the managers of that corporation is to charge, for the treatment of lead ore at Trail, the same price which is charged by the smelters of Omaha, Pueblo, Denver and Kansas City, we are forced to halt and to ask ourselves, with little astonishment and dismay, what is the reason which dictates such a course, and how the C. P. R. corporation intends to foster the local smelting industry at such rates. Nor is our astonishment at all lessened when, after enquiring into the matter with some degree of care, we are confronted by the fact that such a charge on the part of the lead smelter at Trail would put a clear "flood" of about \$12

per ton, of ore smelted, over and above the profit, calculated on the basis of treatment by the American smelters, into the pockets of the C. P. R. company. The rates for treatment by the smelter at Omaha are \$8 per ton, and as the balance of the \$20.50 which it costs the mine owners of British Columbia to send their ores and have them smelted is made up in transportation rates, duty and other minor incidentals, this leaves \$12.50 in favor of British Columbia treatment. On the short haul from the mines to Trail the rates for hauling ought not to exceed 50 cents a ton, which would leave \$12 a ton, as a little unconsidered trifle, to the C. P. R. corporation over and above their regular profit on the treatment of the ore.

This is fostering the local industry with a vengeance. There are here elements of somewhat ghastly humor were it not a matter of such vital concern to the whole district.

The question then naturally arises, is this extortionate charge simply in line with the policy of the company or have they some motive concealed behind it? The whole of western Canada has for years lain prone at the feet of this monopoly, which systematically despoiled the community of the hard-earned fruit of its toil, and insulted and humiliated it in its weakness and defenselessness; but it is doubtful if such a height of rapacity was ever reached, even by this company in its loftiest dreams of extortion. We hesitate to believe that in cold blood, and in view of the sinister reputation it has acquired throughout the whole of Canada, it would dare to impose such a reckless overcharge had it not something else in view than merely this particular gain. The mine owners of British Columbia would rebel, and would send their ores to the United States, if for no other reason than as a protest against such an iniquitous "hold up." We are more convinced that there is an ulterior object when we remember the limited capacity of the lead plant at Trail, which is the only one which they at present possess, and the only one which it is their intention to possess unless they are reluctantly forced to build others to keep out independent capital.

The whole matter can be made very clear, however, and as the clouds roll away see the C. P. R. company appear in its usual naked selfishness.

Towards the close of January last the lead smelting interests in the United States which treat the British Columbia lead ores held a meeting at Spokane, Washington. There were present on that occasion representatives from the Omaha and Grant smelters of Omaha and Denver; The Consolidated Kansas City Smelting & Refining company of Argentine, Kansas; The Pueblo Smelting & Refining company; The Philadelphia Smelting company of Pueblo; The East Helena smelter, which is owned by the United States Smelting & Refining company; The Globe Smelting company of Denver; The Aurora Smelting & Refining company of Aurora, Illinois, and others.

At this meeting, the importance of which is indicated by the greatness of the interests represented, Mr. W. H. Aldridge, manager of the smelter at Trail, was in attendance as the representative of the Canadian smelting works at Trail, or, in other words, of the Canadian Pacific Railway company.

A full report of the matters discussed at this meeting would be of the greatest interest to the lead mine owners of British Columbia; it would also be a guide, and counselor and friend to the members of the Dominion Government in their treatment of the C. P. R. corporation.

Did Mr. Aldridge at this meeting, acting as the accredited representative of the C. P. R. and anxious for its interests, aware, too, of the company's proposed intention to engage in the lead smelting industry, and desirous, therefore, if he believed this intention to be real and honest, to guard the local smelting interests of the Province—did he make any serious effort, did he make any effort at all, to secure the lead ore of the Slocan for the Trail smelter?

It is not true that a decision was arrived at whereby the United States smelters agreed to pay the Canadian smelter works a subsidy or bonus of \$5.50 a ton on all lead ore which they took out of the country and so, away from the C. P. R. Smelter at Trail? Is it not true that such an agreement was ratified, and that by reason of it the C. P. R. not only gets the benefit of the long haul to the Eastern American smelters, but also gets this \$5.50 a ton bonus for allowing the American smelting companies to treat the ore which it might otherwise treat itself—and would treat if it were honest in its profession of engaging in the industry in British Columbia?

It will be asked what is the basis of calculation of this subsidy so given to the C. P. R. by the American smelters? Of course it would be based on the tonnage that the C. P. R. claims it can treat at its Trail smelter, and we know what magnificent proportions—that a splendid capacity—the Trail smelter would assume in the eyes of the C. P. R. management when such an arrangement was being made. We imagine that the representatives of the other smelters at that meeting hesitated which to admire most, the dimensions of the lead stack at Trail or the imagination of the C. P. R. officials. At any rate the Canadian company

insisted on the bonus on every ton taken out of British Columbia, and as they probably placed the capacity of their lead plant at three or four times what it actually is, it can be seen what an enormous thing they are making out of the transaction, and how anxious they are not only to keep out of the local smelting business themselves, but to keep others out of it.

If they prevent by their menaces other capital from investing in this industry, all they have to do is not to operate their own lead smelter and say to the United States smelters: "Pay us the bonus and you can have the ore." As they have the country at their mercy, so they have the American smelters at their mercy. It remains to be seen whether the Dominion Government is also at their mercy.

With such facts before us can we hesitate to say that we have been juggled with, and deceived to the top of our bent? Can we hope for the development of our silver-lead district, as we expected and as we were promised? Can we trust a corporation which is so utterly devoid of frankness and so incapable of fair dealing, whose whole history has been one of spoliation, and whose present power is a reproach to the wisdom or the honesty of our legislators.

A MATTER FOR INQUIRY.

When the managers of the C. P. R. company approach the Dominion Parliament at its present session, as they certainly will, for fresh concessions to their projected railways in British Columbia, they should be asked to explain the reason which induced them to put old rails on the Crow's Nest Pass road, and send the new rails, which they had purchased ostensibly for this line, to their mountain division. It has been admitted by officials of the corporation that they did do this, the engineer assuring them that the rails taken from the mountain division were good for 20 years and would admirably serve the purpose of the Crow's Nest Pass road, while a heavier rail was required for the mountain line.

Who was the engineer who gave them this assurance? Was he an engineer employed by the C. P. R. company, and therefore tied to their interests, and simply a mouthpiece for the expression of their wishes, or was he an independent man who looked carefully into the matter with the interests of the public as his first consideration?

From whom did the company receive permission to make the exchange? Was the government or any member of it consulted or notified of the intention of the company? Were the new rails purchased with the distinct idea that they were to be used on the mountain division? Was the whole transaction put through absolutely without governmental sanction and without the slightest knowledge of it on the part of the people?

It seems to us that if the Canadian Pacific railway purchased the rails with the express intention of laying them on the mountain division, and of taking the old rails from the mountain division and using them on the Crow's Nest Pass, that their action was not characterized by a high sense of uprightness, or by a disposition to deal frankly and honestly with the people. If the rails on their mountain division were not heavy enough for the purpose they were intended to serve, or were in any manner defective, they should have had them removed and others substituted, but the company should have paid the bill. They should not have asked the country to pay for these rails, or rather—for they did not ask—they should not have taken the money to pay for them out of the pockets of the people without the knowledge of the people.

The C. P. R. company received \$11,000 a mile to build the Crow's Nest Pass railway, and there was no clause in the contract to the effect that part of this money was to be employed in patching up their main line. It is a well known fact, and there are not wanting reputable men of knowledge and experience, who were engaged on the construction of the road through the Crow's Nest Pass, to maintain it, that the building of this line did not cost the amount of the subsidy, and they assert this despite the recent yearly statement issued by the corporation.

If, then, the cost of construction was within the amount of the subsidy, was it not a poor policy to lay the line with old rails? If it was done without the knowledge or sanction of the government, was it not an infamous piece of deception? If it was done with the connivance of the government, or any member of it, which we do not believe, was it not a scandalous piece of jobbery?

This is how the money of the Canadian people, granted to this great corporation to build their commercial highways, is employed. Is it to continue? Is it the intention of the government, in the face of the monstrous abuse of all the privileges, of all the power, of all the money given to this insatiable monopoly, to continue to trust them, to enrich them and to extend their power over districts already crying out for relief against exactions which cripple commerce and kill enterprise?

It is utterly wrong that the people should be forced, without their knowledge and therefore without their consent, to subscribe money to pay, not alone for the building of new roads which are owned and operated by the C. P. R., but to keep in repair those roads which have already been built with their money, and which, by reason of excessive transportation rates, pay large dividends to the shareholders. And this is exactly what was done by the exchange of the rails, which should have been laid on the Crow's Nest Pass road, for the old time-honored ones from the mountain division. It is more than likely that when the next charter, with an enormous subsidy, is granted by the government to the C. P. R. to build some other line in British Columbia, that the corporation, after slumbering for some years on the frontier of the district through which the proposed line

is to run, as it always does and as it did on the borders of Kootenay, casting meanwhile its blighting shadow on the land, destroying enterprise and commerce, will take up these old rails, now serving a second service on the Crow's Nest Pass line, and relay them on their last gigantic undertaking, placing on the Crow's Nest Pass road the rails ostensibly purchased for the new line. By this method they will keep their railways constantly in repair at the expense of the people, and serve the immediate present; that is, swell the yearly dividends of the stockholders, and we may say we earnestly believe that this is the sole aim of this corporation.

The government should insist on knowing the facts, and all the facts in regard to this whole matter. It will not be doing its duty by the people if it does not so insist. There are men, and able men, in the Dominion Parliament who are not the hirelings of this monopoly, and surely they will bring the matter to the light of day.

GRANT THE CHARTER.

It is evident from the campaign that is being inaugurated by the C. P. R. press throughout the Dominion, and especially by those papers in this province, which are in its control, that the strongest possible pressure is to be brought to bear upon the Dominion government, at its present session, to refuse a charter to D. C. Corbin, for his Kettle River Valley railway. It is scarcely likely, in view of the pronounced expressions of the various representative bodies in the Kootenays, and on the Coast, that the government will yield to the arguments of the corporation, but lest there should be any danger of this, the people of the Boundary country, whose present and future prosperity is at stake, ought, without delay, to take such steps that Parliament could not overlook their demands. In case of necessity, a strong deputation should be sent to Ottawa to lay the whole matter before the cabinet, and defeat the designs of a company which will not stop at misrepresentation to attain its ends. The C. P. R. agents are adopting their old-time methods; they are making unstinted promises, and they are appealing to Canadian sentiment against American competition for Canadian trade. They say that not only are they going to give the Boundary country the benefit of a railroad service and of cheap transportation, but they are going to build smelters and keep the benefits accruing from this industry within our own borders. Their representation of their intentions are most plausible, and might, when strongly pressed by able counsel, excite even enthusiasm among those ignorant of their methods and unacquainted with their manner of performance. Their promises regarding transportation have been made before, and Rossland is today suffering as a result. Their statements that they purpose building smelters, however, is undoubtedly the most insidious portion of their programme, and if given any credence by parliament or the people, will prove most disastrous to the country.

When this great corporation, which has been protesting that it has nothing in view but a fair return for its investment, and the subserving of the best interests of the people of the Kootenays and allowed individual financiers from Montana, possessed of the foresight and intrepidity which it lacked, to demonstrate the richness of the district and make its development possible, it was even then talking of what it was going to do. When these keen and fearless American projectors had already constructed railways and erected a smelter, and a smelter not on American, but on Canadian soil, this company, which is so concerned about American aggressiveness, stepped in, and through its ownership of the Canadian parliament, crowded out the genius and capital which had accomplished what it itself was afraid to undertake. Having succeeded in crushing all rivalry, it was master of the situation. The people were in its power, and as it controlled the parliament, it hoped to obtain what legislation it pleased. The residents of the Kootenays know what the result was. Rates in transportation, which made the importation of goods almost prohibitive, and delays in haulage, which reduced to a minimum the profits of the merchants. To almost any other country but one with a great future, it would have meant disaster; it did involve stagnation. It deterred hundreds from settling in the country, who otherwise would have come here. But it did more. It frightened independent capital and enterprise which would have given this district the impetus it needed to its proper and sufficient development. This, and evils which are the necessary concomitants of a monopoly of any character, but especially of a monopoly in a new country, are what the Boundary country has to fear if the C. P. R. obtains exclusive control of the transportation of that district. It is necessary to the industrial and commercial life of that great district that this Kettle River Valley railway charter should be granted and the parliament if it refuses it will be a party to strangling the enterprise of the people. Let the government then grant it.

The mail service between Rossland and points in the Boundary Creek country has been in a wretched condition for the past three months. It takes four, five and even six days for letters to reach Greenwood from this city. Passengers can traverse the distance between these two places, by train and stage, in a day and a half, and letters should make the same time. The delay in the carriage of letters, it is said, takes place after the mail leaves the railway. The postal authorities should look into this matter, ascertain the cause of the delay and remedy it. The Boundary Creek country is too important a section of the country to be neglected by the postal authorities. The people there are entitled to a more prompt delivery of their mail and steps should be taken at once so that simple justice in this matter should be accorded them.

L. A. Ferguson of Victoria, is at the Allan house.

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KINGS OF FINANCE

Men Who Have Made Montana a Source of Wonderful Wealth.

DALY, CLARK AND HEINZE

The Great Legal Battle Between Heinze and the Butte & Boston and the Boston & Montana—The Results Depending on the Issue.

Butte, Mont., March 20.—Butte folk tell you triumphantly that their city never had a boom, that it has grown to its present pre-eminence as the best and greatest mining camp upon the continent, from pure merit, and not from the "booster."

There is not enough agricultural land available from the mountain slopes of Butte to grow a park. There is not an acre, or tree or flower within a radius of miles, save on the rugged precipices on the mountain, where the wind is more powerful than the sulphur fumes, and the crags too dangerous for the woodman, to kill the mountain pine.

Another Butte man is fast climbing to proud pre-eminence in the commercial and financial world when Clark and Daly were growing rich from the treasures hidden in the Butte hills, and waging a bitter war for supremacy in Montana politics, a youth was growing up in Cornell when the gods of science were more morose than either. F. Aug. Heinze came to Butte eight years ago, a youth of 22; after graduating in Cornell he studied in the best scientific schools in Germany, and he became intellectually an athlete and a giant.

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The mining camps of the Rockies, chasing the phantom of gold, reads like the wildest romance. Not all the wealth of the world could compensate some of the sufferings, the vicissitudes and the privations of frontier life like those experienced by men of the Clark type a generation ago in the mountains of Utah and Montana.

W. A. Clark was in the very midst of this transformation scene. To look at him and his diminutive stature and rather delicate physique and his nervous manner you could never think of him as a man who had endured for a generation, the sufferings and vicissitudes of frontier life.

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has ever appeared above the surface. The sympathy of Butte and Montana is with Heinze in this fight, but that, of course, eventually counts for nothing. The questions at issue are vitally important and equally complicated, and it is well for the mining industry that they should be decided one way or the other.

For the commercial world there is another view equally important. Were these various law suits satisfactorily adjusted, Butte could produce yearly 70,000,000 pounds of copper more than at present. As it is, Butte will not produce as much copper in 1899 as it did in 1898; it will probably be 50,000,000 pounds short of its previous record, and that is a serious drawback for the copper trade of two continents.

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THE PROVINCIAL GAZETTE. Rossland and Nelson's Register of Voters to be Revised. The last number of the British Columbia Gazette contains the announcement of a court of revision of the register of voters for the Rossland riding of the West Kootenay electoral district will be held on May 1, 1899, at 10 o'clock in the morning.

THE REGISTRAR OF JOINT STOCK COMPANIES announces that the Summit-Ymir Mining Company, limited, with a capital of \$250,000, in 25-cent shares, and the head office at Nelson, has been incorporated. Also that the Gold Reef Mining & Milling Company, limited, with a capital of \$90,000, in five-cent shares, and head office in Rossland, had been incorporated.

At a meeting of the hands employed in the smelter at Trail, which was held last evening, Dr. E. J. Rothwell was chosen as the physician for the smelter, and by a majority of 57. This election was made under the new act, which allows the men to choose their own medical man.

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

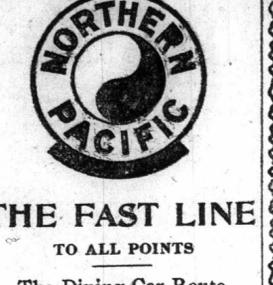
DR. ROTHWELL'S CHOCOLA. A CARD. Reverend A. H. Macfarlane, Frankfort, Ont., advises all men who are weak and who desire a speedy and perfect cure to write to Dr. G. H. Bobertz, 252 Woodward Ave., Detroit, Mich.

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STEAMSHIP LINES. SAN FRANCISCO-PORTLAND ROUTE. STEAMSHIP SALES FROM AINSWORTH 10:30 a. m. Portland, at 8:30 p. m. and from Spier Street Wharf, San Francisco, at 10:00 a. m. every five days.

MONTHLY SAILINGS BETWEEN PORTLAND AND THE PRINCIPAL PORTS OF CHINA AND JAPAN under the direction of Dowdell, Carrill & Co., general agents.

Snake River Route. Steamers between Riparian and Lewiston leave Riparian daily at 2:30 a. m.; returning leave Lewiston daily at 12:00 noon.

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Leave St. Paul Union Depot at 8:05 p. m. daily—after arrival of train from Montreal and the Pacific Coast. Tickets at offices of connecting lines.

Canadian Pacific Nav. Co. (LIMITED). Time Table No. 33, taking effect Jan. 1st, 1898. VANCOUVER ROUTE. Victoria to Vancouver—Daily, except Monday at 1 o'clock.

NEW WESTMINSTER ROUTE. Leave Victoria for New Westminster, Ladner's Landing and Lantz Island—Sunday at 7 o'clock; Wednesday and Friday at 7 o'clock; Saturday to New Westminster commencing with C. P. E. boats, 2 going east Monday.

BARCELONA SOUTH ROUTE. Steamship Toss leave Victoria for Alhambra and Sitka, Alaska, on the 15th and 20th of each month.

KLONDIKE ROUTE. Steamships of this company will leave for Post Simpson and Interoceanic via Vancouver, the 1st and 21st of each month at 8 o'clock. Arrive at Sitka on 2nd of each month.

NO CUSTOMS DIFFICULTIES. For rates, tickets and full information call on or address nearest local agent or A. B. MACKENZIE, City Ticket Agent, Rossland, P. O. DENISON, Agent.

SOPHIE MOUNTAIN ROAD

It Could Be Constructed on an Easy Grade Via Silica. Those Interested Should Hold a Meeting and Decide on the Best Route for the Proposed Highway.

R. W. Northy, who is interested in Sophie mountain mining properties, yesterday, in speaking of the proposed road from Silica to Sophie mountains, said: "I have been greatly pleased to read your recent articles concerning the wagon road to Sophie mountains mining property."

"Crossing the narrow gorge at Silica by a 40-foot bridge, the proposed road would wind around the southern spur of O. K. mountain at about the same altitude as the Northport wagon road on the east side of the Little Lost River valley. On the west side of the valley, for about half a mile, the proposed road would turn northwest, and by a gentle ascent, about two per cent, it would reach granite peaks in the vicinity of the Wallingford which would be served by the proposed road."

"To reach the Anaconda, Umattilla, Wallaroo, Letier, Velvet, Triumph, Victory, Ruth Esther, Douglas and Abe Lincoln, the proposed road would turn south and ascend the opposite hill by a grade of six or seven per cent for about a mile, when it would be on the Anaconda ground, and while the main road need not ascend there where the Anaconda workings are being carried on, it would be a long property, because it would barely be 200 yards below."

"From here to the Wallaroo the rise would not be over two per cent, and from the Wallaroo to the Velvet it would be a gentle descent, crossing the Dewdney trail about 100 feet higher than that property."

"The snow road made by the Umattilla people to get in their new machinery is certainly a great improvement over the zigzag path up the steep which has served as a wagon road, and the proposed road into account, and it stands to reason that when the snow goes that route will be found less practicable for a wagon road than the route via Silica and Granite peaks, and the proposed road, if not placed within six miles of Rossland by the present one, the road would not be of immense saving to those properties in shipping their ore to the concentrator at Silica."

"By the time a team and wagon could reach Barney's ranch, six miles from Rossland, with the real hard work of the journey still to come, the proposed road, Anaconda ground, with no more hills ahead and only three miles to the Velvet, so that all the mines down near the bounary of the proposed road, would be a long time and with much less labor than at present."

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Kaslo & Slocan Railway TIME CARD. Subject to change without notice. Trains run on Pacific Standard time. GOING WEST Daily. GOING EAST Daily.

How the Podyan Gave Warning

"He is too weak; he cannot work. Carry him out that he may die. It is his fate."

Mookoo, the Kanganie, gave the order, and none of the coolies who had followed him from the Tamil country on the Indian coast to work on the coffee plantations in Ceylon dared disobey the chief. Work and rest if you cannot work, die. There is no place for the disabled, there is no room for the feeble. It is the law of the beast and it is the law of the coolie.

When he was away Ramasamy lay around like a faithful dog, patiently awaiting his return, when he would jump up with glad eyes and bring the alippers, the cooling drink, the little things he felt amply rewarded by a smile. The boy was watching the changing color of a chameleon, which basked on the opening trunk of a tree in front of the veranda, watching flies on its long, flashing tongue. It was a captured pet of Gilbert's, and the sinnadore had fastened a long string about its body, one end tied to the veranda so that one could sit and study its ways at ease.

Ramasamy drew the lizard to the wall to see if it would turn white when startled. He did not notice the sharp eyes of the rat snake watching from a corner of the ceiling, where the canvas had ripped. The little chameleon scrambled up the wall in vain effort to leave the string behind. He darted and wriggled here and there, higher and higher, until he was close to the snake's resting place. Quick-then a bullet a little, black, slippery head shot from the hole.

The chameleon squeaked faintly and was gulped down by the snake with a foot of twice behind it. Ramasamy shrieked and jerked furiously at the string that held like a fishing line, and the podyan brought down the long, wriggling snake upon the head of a man who just then stepped upon the veranda. It was the sinnadore returning from his long absence, and Ramasamy knew that stout, brown bearded face. Often had he hidden in the coffee bushes to let it pass. Now he gave one terrific howl and dashed away, while the snake vanished under the bungalow, and the periador slashed blindly right and left with his riding whip.

"You should have threatened to dismiss the Kanganie if he did not take the boy back," Pearson, the manager, said to Gilbert. "You could have sent medicine from the bungalow to him. You don't suppose, understand how you have lowered yourself in the opinion of the coolies by taking one of them to your own house and actually nursing him. Why, man, they'll never again have the respect for you they ought to have. If these savages think they're great, you, you can't get any work out of them, and if they get familiar with a dore or think they can trade on his good nature, they'll do as well throw up the sponge. Besides, Gilbert, this brat is of the lowest caste, and what do you suppose De Silva thinks of your bringing him to the bungalow, and in some ways putting him in a child and a coolie, over him, my dear man, for years, and whom all the coolies respect as their superior?"

"Well, well," said Gilbert, good naturedly, "I suppose I did wrong, but the podyan's fat and strong now and able to get back to work. I'll know enough another time not to meddle with caste prejudices and other beastly customs. It must be uncommon nasty, though, to put in a coolie in the open to die just because a fellow's too sick to work."

"We're not here, old man," said the manager, "to compel them to think as we think. Ramasamy knew nothing of the reasoning which led to his dismissal from the bungalow. He hid in the coffee all day, weighed down with the horror of two crimes on his soul. He had allowed the pet of his beloved master to be swallowed by a rat snake, and he had assaulted with that same evil beast the periador, who was more powerful and more to be dreaded even than the big old boy, and the little temple at his home in India. Ramasamy looked at the grove of gum trees which shaded the huts of the coolies. He dared not there to be beaten by the Kanganie and robbed of his rice if he worked. He looked at the bungalow and felt that the gates of that paradise were closed to him. The periador would certainly kill him.

It had rained now for two weeks, and the wet season was fairly begun. It was not the steady, pouring rain of a more temperate zone, but the hot, drenching, sudden, and the water descended in sheets. Upon a rock at the head of the hill lay Ramasamy, desolate, with his face buried in his arms, dumbly despairing. From where he lay he could see the light of the bungalow through the sheets of rain, the windows behind which the man who had refused to protect him longer was snugly smoking with the other, the awful periador, forgetful of the heart out in the storm. The bungalow lay right beneath where the podyan sheltered under the rock. Hundreds of feet down the steep hillside of the mountain, and up the mountain, were scattered great gray boulders imbedded deeply in the ground. The ceaseless thrash of the rain frightened Ramasamy had not been the fear of fear and dead to hope, stunned by grief. Yet he stared and listened and stared curiously into the darkness once or twice. It might have been the ceaseless thunder. It might have been the rush of the torrent, but he fancied another sound. The earth whispered and muttered and carried him was still. Twice it happened, and then the ground seemed to tremble about him and some pebbles rattled down the slope as if a falling foot had loosened them.

Ramasamy was aroused to feel at last alarm. He rose to his feet, trembling, for all about him the bushes, the trees, the gravel, the grass, were whispering and murmuring and moving. He screamed with terror, for just as he rose from under the rock the great stone, slipping forward and quashed down heavily in the spongy earth beneath its former position. Then Ramasamy thought the night was peopled with demons, and screamed again. But who could hear him cry in that night of hurricane? The ground was slipping under his feet; the bushes seemed to glide past him in the darkness.

The rains had forced a landslide. There was yet safety for Ramasamy. Refuge lay for him on the other side of the gulf, that was yet as but four feet wide. A rush and a leap and he could land on the firm earth while the lower portion crashed into the valley. Into the valley? Right beneath the boy and the veranda, the bungalow, and also in the line of the avalanche, beneath the bungalow, the line of coolies' huts. Ramasamy looked at the lights in the bungalow windows. There his master sat, listening to the storm raging outside utterly ignorant of the huge rocks tottering and slipping far above him, balanced to wash down upon him. Ramasamy was shut from him by the darkness and the storm, but he saw the kindly blue eyes of the sinnadore, heard his friendly voice, felt once more his strong arm carrying him to the bungalow. He was a little leathery, a stretched-out, low caste, despised even by his own people, driven out by them, driven out by the

periador, forgotten already by the sinnadore, but he looked no more at the gulf, which could be still leaped, no more at the firm ground on the top of the mountain, no more at safety for himself, but dashed down the hill, screaming his warning through the tempest.

They say when once the underground water has done its work and the surface of the slope is poised, the rush of a deer, the scurry of a rabbit, move the mountain. It may have been so with Ramasamy's feet, for as they fled the gulf began to rattle and slip, and the coffee bushes staggered and toppled, and the big rocks heaved and slid slowly forward until, with a roar like the thunder above, one pitched downward and crashed into the water. That held its place for a minute, but the heavy, screaming rain and groan, and it also, as the ground slipped from beneath, began to slide with increasing velocity in the track of the flying boy.

At first the lights in the windows guided him, but suddenly they disappeared, and he knew the planters had gone to bed. They knew nothing of their danger. No sound of the sliding earth and tumbling torrents could be heard through the ceaseless rain and the crash of the heavens. Nearer and nearer came the boy, yelling, and ever as he ran the noise above and gathered momentum and sullenly pressed behind him. Panting, bleeding from many scratches, wild eyed with terror, he staggered as he ran upon the veranda and burst into Gilbert's bedroom.

"Dore, dore!" was all he could cry as he fell beside the bed, exhausted. Gilbert was a great sleeper, but when he awoke, less sleep of healthy weariness which comes as soon as the head is down. Ramasamy pulled excitedly at the clothes, but the young master only muttered and rolled over. The rain was pouring, and the falling bill through the storm. He fancied he could feel the bungalow beginning to slide from its foundations. In a frenzy he held his master's arm and dropped down in a faint.

The sinnadore awoke and sprang from his bed with an angry yell, leaping clear of the boy, who lay in the darkness. He struck the door, and the sound of his arm made him think a snake had bitten him, and he dashed out on the veranda. In the open air his ears were stunned by the rumbling roar up the mountain. He cut across the rain and looked up, and in the glare of the lightning he saw the whole hillside moving down upon the bungalow. It took but a second to dash back to the house and drag the periador, while the snake vanished under the bungalow, both heavily asleep. They were in the very act of flying from the doomed house, knowing nothing of poor Ramasamy's plight, when he was rushing back to his bedchamber. As he stretched once again to get up, he felt his feet stumble over Ramasamy, lying upon the matting and moaning:

"Oh, Dore! The podyan came to give warning. Fly! Oh, Dore, fly!" Thereupon the sinnadore, who had rushed to Gilbert, and snatching up the boy he pressed him to his breast with the picture. There was not a moment to lose. The men fled, Gilbert bearing the periador, and the bungalow and out the landslide's track. They were barely safe when it came crashing down past them with a noise that drowned the storm and put the periador to flight. But Ramasamy had done his work.

"By Jove, Gilbert," said the periador, when his assistant told him of his podyan's heroic rescue, "the old Kanganie was right. He had made the point of view of yours, though in a different way from what the old coolie meant."

And thereafter there was no caste in Ramasamy's case.—P. Y. Black in New York Sun.

BIG FIGHT ON HAND

Grand Forks Will Oppose the Incorporation of Columbia as a City.

RESOLUTIONS ADOPTED

Reasons Why a Paper City, Where the C. P. R. Has Secured a Free Gift of One-Tenth of the Townsite, Should Not Receive Incorporation.

Grand Forks, B. C., March 22.—The city council and board of trade of Grand Forks have taken steps to oppose the incorporation of its neighbor, Columbia, as a city. There will be a big fight on at Victoria within the next few days. All classes of citizens here feel confident that the aspirations of a paper town, where the Canadian Pacific railway has received a free gift of one-third of the townsite, will not be realized. The resolutions adopted state the facts clearly. They have been supplemented by a petition addressed to the lieutenant-governor-in-council, and signed by over 300 citizens. The petition recites that Columbia does not possess a population exceeding 150; that the application for incorporation does not contain the names of 50 British subjects, as required by law, etc. The city of Grand Forks has retained the services of Messrs. Bodwell and Duff, barristers, Victoria, to oppose the application.

At a meeting of the city council, held on Monday, the following resolution was adopted: That the city of Grand Forks hereby protest against the said application to incorporate into a city municipality, under the name of the Corporation of the City of Columbia, of all the lands included within the limits of the said 300,000 acre grant of the Osoyoos division of Yale district, on the ground that the granting of the said application is unjust, and would injure the credit and standing of the said city of Grand Forks. And that this resolution be signed by the mayor and city clerk of the corporation of the said city of Grand Forks, and a copy thereof forwarded to the lieutenant-governor-in-council, and to the provincial secretary of the province of British Columbia.

GRAND FORKS IS IN LINE

Its Board of Trade Is in Favor of Competing Railways.

It Requests the Dominion Parliament to Grant D. O. Corbin a Charter for His Proposed Road.

Grand Forks, B. C., March 23.—[Special.]—The board of trade of Grand Forks met last evening, John Manly presiding, unanimously declared for railway competition in the Boundary Creek district. The speakers were of a very enthusiastic character. The following resolution was adopted: Moved by E. S. Biden, seconded by J. A. Smith, and resolved as follows: Whereas, railway competition is essential for the development of the mineral and other resources of the boundary Creek country; and whereas, the Canadian Pacific railway extension subsidizing at the rate of \$4,000,000 per mile by the government of British Columbia, is seeking to secure a monopoly of railway transportation in the Boundary Creek district; and whereas, such a contingency would involve the imposition of excessive rates on industries and commerce, and whereas, it would retard public and private enterprise; and whereas, it would crush private smelters to the advantage of smelters controlled by certain officials of the Canadian Pacific railway; and whereas, the Canadian Pacific railway by locating rival townsites in opposition to, adjacent and existing towns and cities, has injured many vested interests; and whereas, public sentiment has been openly and wilfully disregarded; and whereas, public sentiment favors railway competition in the Boundary Creek district; and whereas, D. O. Corbin is applying to the Dominion Parliament for a charter for the construction of a railway traversing a portion of the Boundary Creek district; and whereas, the construction of the said railway would be beneficial to the people of British Columbia, creating competition for railway traffic; and whereas, it would ensure the development of the smelter and mining industries under the most favorable conditions; and whereas, it would develop international trade to the natural advantage of both Canada and the United States; be it therefore resolved: That the board of trade of Grand Forks hereby expresses the earnest hope that the Dominion parliament will grant the railway charter sought by D. O. Corbin, thus ending an action which has been so long and so unjustly pending, and that a copy of this resolution be sent to every member of the senate and the house of commons, asking their support in favor of the said proposed charter.

WAR IN THE PHILIPPINES

General Otis Pressing the Insurgents Hard at Caloccan.

Twenty-Six Dead and 150 Wounded in the Hospitals Is the Latest Statement of American Losses.

Manila, March 26.—Twenty-six dead and 150 wounded in the hospitals is the latest statement of American losses in the engagement with the Filipinos. The fighting of yesterday and today furnishes a specimen of the difficulties with which the Americans have to contend. The Filipinos, never, except opposite Malabon, permitted their opponents to get within several hundred yards of them. They fired a few volleys from their rifles, and then scuttled back to another cover, repeating these tactics for miles. Many of the trenches had gullies and connecting paths, and the Americans had to crawl and then scuttled back to another cover, repeating these tactics for miles. Many of the trenches had gullies and connecting paths, and the Americans had to crawl and then scuttled back to another cover, repeating these tactics for miles.

A larger percentage of the enemy who were killed were the officers. The Americans, died, many of them perishing from neglect, the Americans naturally attending their own men first. The wounded, after a hurried treatment, were sent to the hospital by train, several trips being made from Caloccan to the city.

STILL DUNNING UNITED STATES

The Cuban Military Assembly Will Send a Delegation to McKinley.

Havana, March 25.—At the secret session of the Cuban military assembly yesterday, it was resolved that a delegation of that body at the present time would be prejudicial to the interests of the army, hence it was decided that the argument on the dissolution motion set for today should be postponed for one week. It was also decided to make another effort to improve the situation by sending Senators Hevia and Villalon to Washington in order to state the case of the assembly to President McKinley and to attempt to gain his co-operation in the efforts of the assembly to raise more money for the Cuban troops.

PORT ARTHUR SHIP CANAL

The Large Contract Which the Projectors Have in View.

Port Arthur, Texas, March 25.—The formal opening of the Port Arthur ship canal took place here today. The canal is 37,000 feet long and will connect Port Arthur, the southern terminus of the Texas City, Pitsburg & Gulf railway, which controls the enterprise with the Satine Pass. The canal will finally have a uniform depth of from 25 to 30 feet, and it is the intention of the projectors to bring ocean vessels up from the gulf, thus creating a new outlet for freight and passenger traffic to Mexican, South American and European ports.

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

S. THORNTON LANGLEY & CO. Share Brokers. All the Standard Stocks handled on close margins. Reliable information furnished free of charge. Brokers for the Okanogan Free Gold Mines, Ltd. Established March, 1895. ROSSLAND, B. C.

Charles Dangerfield STOCK BROKER IMPERIAL BLOCK ROSSLAND, B. C. Weekly Market Report with Quotations on Rossland, Slokan and Republic Stocks Furnished on Application.

IN THE SUPREME COURT, IN THE MATTER OF O. K. GOLD MINING COMPANY Limited Liability, (Foreign), in Liquidation. The Undersigned Official Liquidator Will Sell by Private Treaty Subject to Ratification by the Court IN ONE LOT The property known as the O. K. Mine and the buildings belonging to the said company. Also the entire mining and milling plant of said company, the whole situated on the south slope of O. K. mountain, in the Trail Creek Division of West Kootenay, Province of British Columbia. The claim is surveyed and crown granted and known as the O. K. mineral claim, official number 678. The property is about two and one-half miles west of the City of Rossland and close to the main wagon road, a Red Mountain railroad, both leading from the City of Rossland to Northport in the State of Washington. BUILDINGS.—The principal buildings include the following: The new mill building containing a steam mill but designed and built to accommodate 25 stamps; engine and boiler house, office building, mess room, cook house, store room and manager's residence. The development consists of three main tunnels, with one winze and numerous drifts, together aggregating over 1,500 feet of work. The property is open to inspection, but an order for that purpose must be obtained at the office of the liquidator or C. P. R. C. where price, terms and further information can be obtained. Under an order of the court heretofore issued the undersigned is authorized to give a short opt on or working bond on the mine. Telegraphic and cable address, Flewman Rossland. RICHARD PLEWMAN Official Liquidator Bedford McNeill's Code.

Munroe, Bonham & Monroe MINING and FINANCIAL AGENTS. CANADA LIFE BUILDING, MONTREAL. We have buyers for all good mining stocks. Correspondence Solicited.

WILL FACE COLUMBIA AVE The Government Has Granted the People's Request. The New Court House Will Not be Hidden From View or Put in an Inaccessible Place.

Be Clean and Live Paine's Celery Compound Is Nature's Great System Cleanser. The Spring Medicine Recommended by the Ablest Physicians. In all well-run mills, factories and mechanical establishments it is customary to close down for a short time each year in order to repair machinery. Unless this is faithfully attended to there will be irregularity in work, serious breaks, disasters and heavy financial losses. It is the same with the human body. Its varied, complex and delicate machinery has been running without repairs for perhaps many years with disordered nerves, diseased liver and kidneys, and blood charged with poison germs and impurities. The human organs and machinery jarring, weakened and working fitfully and irregularly must be strengthened and made a harmonious whole, or the entire fabric will soon break down. This annual work of cleansing and repairing is always successfully accomplished when men and women make use of Paine's Celery Compound. Among the first and most pleasing results that come from the use of Paine's Celery Compound in March is pure, rich, bright red blood that courses through the entire system, carrying true life and strength to every part. Foul matters, eruptions, pimples, salt rheum and eczema are banished; the skin becomes clear, the eyes bright, the brain active, and the step firm and elastic. Paine's Celery Compound is the one and only spring medicine and cleanser that people can implicitly trust as a health restorer; it is the choice of physicians, and our best people proclaim the glad news that "it makes people well."

AN ORANGE LODGE It Was Formed on Thursday Evening With a Membership of 40. An Orange lodge has been added to the list of fraternal societies in this city. It was organized on Thursday evening in St. Charles hall by Worshipful Master John Toye of Nelson, representing the grand master of British Columbia. The following officers were elected: Worshipful master, W. R. Braden; D. M., D. C. Fraser; chaplain, J. McDougall; recording secretary, W. D. Smith; financial secretary, A. M. McDonald; treasurer, James Bullough; director of ceremonies, Evan C. Harding; lecturer, E. O'Brien. There were 40 members admitted by card and initiation and considerable enthusiasm manifested. There are 200 members in the city.

Are pleasantly and positively healed by Dr. Von Stan's Pineapple Tablets. They act upon and digest the food, prevent fermentation and all distresses of the stomach; they carry true life and strength to every part. Foul matters, eruptions, pimples, salt rheum and eczema are banished; the skin becomes clear, the eyes bright, the brain active, and the step firm and elastic. Paine's Celery Compound is the one and only spring medicine and cleanser that people can implicitly trust as a health restorer; it is the choice of physicians, and our best people proclaim the glad news that "it makes people well."

Chicago, March 25.—The will of Joseph Medill, late of Chicago, has today disposed of \$2,000,000 in bonds and realty, besides the editor's stock in the Tribune Publishing company, valued at \$2,500,000. This stock, 107 shares, will be kept intact until the first of the possession of his grand children. Many institutions in which Mr. Medill was interested have been favored in the will.

He was too sick to know rightly what they were doing with him; too sick to care. Presently he grew delirious and began to talk, fancying himself back in the rice fields of India, sitting in the doorway of his tiny watchhouse, crying out to the birds to keep away from the grain.

By the zigzag path that climbed the steep mountain there descended from the top a man, who swung his stick carelessly in the moonlight, striding with long, muscular legs. He was dressed in very still and lonely, and a sick child's cry would be heard by none. Where there was least chance of his being found by any passer-by the coolies laid the podyan down and left him there.

It was young Gilbert, the sinnadore of the estate, coming home from dinner at the bungalow under the shadow of the mountain—a fair faced, well fed young fellow, strong, active and good humored. He repeated the chorus with a shout, swinging his stick enthusiastically. He had his head, and as he finished he stopped and listened. From the coffee bushes came a weak cry: "Arisi, dore!"

"What's that? Who's there? Inge!" cried Gilbert, peering into the shadows. "Who's howling for rice at this time of night?" Only a whimper answered him and the scuttling of a rat snake. Gilbert dived into the bushes, grasping his stick. He knew little of the Tamil language, but with the cheerful faith of an Englishman that everybody possessing gunpoint must understand him he cried out: "What's the matter? Do you want help? Hold on, then, I'm coming. Hello! What's up with you? Stumbling through the bushes, he almost fell over Ramasamy, who sobbed and looked up at him with great, black, wild eyes. Gilbert stopped and raised the little skeleton to his feet and looked at it in horror. He knew what had happened without questioning, for although very young and not long in the country he had already learned of the terrible indifference of the coolies to the friendless sufferers and their cruel haste to get rid of such. Without a word he picked the boy up in his arms, shuddering at the lightness of the weight, and strode silently to the hut of the coolies, and burst out of the coffee bushes and into the circle of firelight in the front of the hut and stood before the dirty, dusky, nearly naked savages.

The women and some of the men rose up, yelping, and dived through the low entrances. The tongue never ceased. The Kanganie, recognizing the stalwart young assistant manager, got to his feet and stood obsequiously, but when he saw what Gilbert carried, he seemed filled with sudden, sullen anger. "This podyan belongs to your gang, you scoundrel!" cried Gilbert. "Why have you cast him out? What has he done?" The Kanganie could speak English. He waved his hand with contemptuous indifference. "No much arisi, dore; podyan no can work, no can make food. Him soon die." Gilbert opened his mouth to rebuke the heathen, but changed his mind. Words were useless, he knew, so he shot out his right foot and the Kanganie, with a howl, sprawled on his face. Gilbert looked hastily round and spied a cocoanut and a half filled bowl of rice. He knelt on one knee and poured the milk from the nut down the boy's parched throat and then fed him with some rice. He was about to lay the child down then and sternly commend him to the care of the women, but Ramasamy, as if reading his thought, whimpered entreatingly and reached his creak with his feeble, bony hand, just like a little, brown, sick monkey. The sinnadore looked at him, and his heart felt sore for the outcast. He gazed into the sullen eyes of the coolies peering from his shadows, and raised the podyan to his shoulder.

"No, I'm blown if I do, you beasts," he said. "You'd get rid of him somehow before morning. I'll look after him myself." In ten minutes he was at home in the bungalow and had roused up De Silva, the gray Cingalese cook, and his horse-boy and his dog and everybody else, and was making that all scurry about for hot milk and cordials and quinine and blankets, and I know not what, for the little savage who lay on a cot in the sinnadore's bedroom.

Gilbert was a good natured fellow, who did as he thought best as a rule, without consulting precedent. He had no idea that when Ramasamy was restored to strength there was anything out of the way in allowing the coolie child to potter about the bungalow and make himself useful cleaning boots and learning to wait on his master.

The sinnadore knew little about the laws of caste, so powerful among Indian Peoples. He did not know that he himself was earning the contempt of the laborers in the estate for treating a low caste urchin with the favor he good naturedly bestowed upon Ramasamy. Nor did he realize how deeply he was wounding the feelings of the decent manager's old servant, De Silva, by permitting the boy whom De Silva's religion taught him to look upon as something on an equality with a dog, and beneath the respect due to a coolie, to do for him the little personal services which the Cingalese had jealously performed himself. In the meantime Ramasamy grew fat and was happy, availing himself of the estate for treating a low caste urchin with the favor he good naturedly bestowed upon Ramasamy. Nor did he realize how deeply he was wounding the feelings of the decent manager's old servant, De Silva, by permitting the boy whom De Silva's religion taught him to look upon as something on an equality with a dog, and beneath the respect due to a coolie, to do for him the little personal services which the Cingalese had jealously performed himself. In the meantime Ramasamy grew fat and was happy, availing himself of the estate for treating a low caste urchin with the favor he good naturedly bestowed upon Ramasamy.

He lay on his stomach on the veranda one day, and kicked his heels together in the air. Gilbert was off in the field, and

London... St. Paul-Chicago... Union Depot at... Victoria Monday... Vancouver... Chain Made It Shortest... Canadian Railway... CARD... Arrive 11:30 P.M. ... Leave 11:30 A.M. ... SUPERINTENDENT.

A CHAT WITH DAVEY

Ho Secures a Contract to Construct a Telephone Line.

RATHMULLEN ALL RIGHT

The Ledger Is 30 Feet Wide Between Walls and 16 Feet of This Carries Pay Ore—There Are 14 Claims in the Group.

W. B. Davey of Grand Forks, is in the city. Mr. Davey is the chief spirit of the Grand Forks Mercantile company and of the opera house in that city. He is also interested in mining in the Boundary Creek country, but he shines as a contractor. In this capacity he made a fortune before he embarked in the mercantile business. Mr. Davey recently received a contract for the construction of a telephone line from Trail to Camp McKinney. In speaking about this enterprise yesterday he said: "I will leave on the last of April for Chicago for the purpose of purchasing the latest electrical devices for a telephone line, which I have the contract for constructing from Trail to Camp McKinney. The company which will control this line and from which the operation is called the Columbia Telephone company, and will be operated in conjunction with the Spokane & British Columbia Telephone company. The latter company has a line from Spokane to Northport, and also to Republic. The line which I will construct will start at Trail and be built from there to Rossland, and from here to the boundary line, where it will connect with the wires of the Spokane & British Columbia Telephone company. By the wires of this company it will be connected with Cascade City. Then it will be constructed on to Grand Forks, Greenwood, Midway and Camp McKinney. Exchanges will be put in at all these cities. In addition to this the intention is to connect every mine along this route with this line. The owners of mining properties have taken most kindly to the plan and promise to cooperate with us at all they can. The line will be provided with all the latest devices and we intend to make it first-class in every respect.

"You visited the Rathmullen recently, Mr. Davey. How was this group of properties looking?"

"Just before I left Grand Forks I visited and inspected the properties of the Rathmullen Mining & Development company. There are 14 claims in the group. At present development work is confined to the Maple Leaf claim. The shaft is down 60 feet, a crosscut has been made for 80 feet and the ledge has been traced and is found to be 30 feet in width with well defined walls. There are three paystreaks, of three, four and nine feet in this 30-foot ledge. This makes 160 feet of ore of a shipping grade in the ledge. Recent tests from the ledge show an average of \$20. The 16 feet will average \$20. Recent tests of pay ore that average as high as \$20 is very good. It is more than probable when the workings are extended down one or two hundred feet more that the walls will contract and the pay ore will then reach from wall to wall. It is what is known as a contact ledge and contractions occur in ledges of this type.

"If my opinion that there are other ledges on the claims in this group that will prove perhaps more valuable than the one we have found in the Maple Leaf. Each and every one of the 14 claims has a good showing on the surface.

"The Rathmullen group is in an excellent neighborhood. The B. C. mine adjoins the Rathmullen claim and has the same grade. The Volcanic claim, the mine and Seattle mines are also its close neighbors. The Humming Bird, which was recently bonded by Curtis Smith of this city, is also near our group. Then there is the O. K., a promising property, that is close to us. From this it will be seen that the Rathmullen is located in one of the richest belts in the Boundary Creek country. Fourteen claims are available to work on, and when they are developed into practically one property what a big chance there will be for dividends. It is my opinion that the Summit camp will be one of the greatest in British Columbia, and that the Rathmullen will be one of its most important properties. Summit has all the earmarks of a great camp. There are no ledges to be seen in its immediate vicinity. It is a high grade and the ease with which the ore can be extracted. It is my opinion that before the end of the present year Rathmullen should be producing ore on a large scale. The mine is in a position to be developed to a considerable more than this price. It is the sort of stock to invest in now and in a few years it will be worth some money and find out that he is rich," concluded Mr. Davey.

A VERY UNLUCKY TRAIN

The Passengers for Rossland Meet With Mishaps.

Landslide at Seven Devils Delays Them First, and The Trucks Get Twisted Near Sleep Creek. When The Miner was going to press this morning a trainload of desperately hungry passengers were eagerly awaiting, on the mile this side of Sheep creek, the arrival of a wrecking crew from Rossland, Northport, Spokane or any other place in Canada or the United States, or talking that a square meal, or even a slice of bread and butter and a cup of coffee. There was water close at hand and plenty of country rock, but there was nothing edible to be had for love or money. The train which left Spokane at 8:30 a. m. yesterday morning contained among its passengers Thomas Galt and his wife. Mr. Galt is a son of the late Chief Justice Galt of Ontario, and a brother of A. C. Galt of this city. All went merrily along until the vicinity of the Seven Devils was reached, when the train was flagged and stopped because of a landslide at that point, and a delay of over five hours took place. Eventually the Seven Devils were left behind and the train started on its way to Northport, and thence after a hungry passenger train for Rossland. The passengers took the Red Mountain train for Rossland feeling that their troubles were over. Bad luck followed the train and it made time up to Sheep creek, and their friends were rejoiced to hear that they would be in Rossland in half an hour and finally the news came that one of the trucks had in some inexplicable manner become twisted across the tracks and the train was stranded. Minor goes to press this morning and the train is there yet, and the crew who have been working to raise the coach, have not even a jackscrow to help them. Every effort was being made to reach them, but there being no engine here, nothing could be sent down and there may be nothing in Northport to send up.

NEWS FROM YMR CAMP

The Tamarac Will Probably be a Very Great Mine.

Description of the Workings and the Width of the Veins and Their Value.

Ymir, B. C., March 27.—[Special.]—

The development work prosecuted during the last few weeks on the Tamarac mine has opened up the vein and improved the showings in the mine to a wonderful extent. The showing, indeed, at the present moment cannot fail to impress the observer with the fact that the Tamarac has the makings of a great mine. The shaft is now 200 feet from the surface and has been driven 50 feet from about the 170-foot level, following a vein of quartz containing a considerable quantity of the arsenical ore which is characteristic of the property. This vein runs from 18 inches to two feet in width. Below this drift another drift has been driven about 30 feet in a northerly direction, and ore of the same character, though richer in appearance, has been encountered at the face. At various levels in the shaft crosscuts have been driven to the north-west from upper crosscuts are an about 20 feet in length, and at the end of each good ore has been encountered. On the lower crosscut, however, some further work has been done, and here, in fact, the strike recently reported was made. This crosscut starts from about the 200-foot level and has been driven 27 feet. At this point fine body of ore has been encountered, similar in character to that found in the upper crosscuts, but richer in appearance, much wider and having all the appearance of great permanence. At each end of this crosscut the vein has sunk up by an inclined shaft, or winze, 17 feet in depth. This winze is five feet wide and is entirely in ore. The chute, however, is probably much wider than five feet at this point, as sides, roof, face and bottom all show a remarkable quantity and present a very fine appearance. The ore consists chiefly of a white quartz matrix heavily mineralized with arsenical iron carrying good values. This, according to reports already published, the ore in this strike will average \$16, although from its appearance one would judge that far higher values would be obtainable in places. It will be seen from the description above that the present arrangements of the workings are such that stopping operations could be conducted with facility and economy, and, therefore, no reason why the Tamarac should not commence an output forthwith. The waste dump and ore dump are now being kept carefully distinct, and equipment of the mine is being used to handle a considerable tonnage daily. Steel rails are laid down the inclined shaft for about 200 feet, and two half-ton cars run by a steam hoist. The workings are also drained by powerful pumps.

At the base of Tamarac mountain I visited a very promising property called the Great Northern, owned by Mr. McCulloch, a resident of Midway. A well defined quartz lead about two and a half feet wide has been sunk on for about 40 feet, and values improving with depth. It has been decided to erect a tunnel to tap the lead. It is calculated that from 80 to 100 feet of driving will tap the ledge at a depth of 150 feet.

The Bullion mine, owned by the Alf company, will start up again next week. A large sum of money is on hand to be expended on this property during the coming summer, when it is expected that the mine will be in a position to handle bodies of ore already developed.

The 40-stamp mill at the Ymir mine is still greatly hindered by lack of sufficient water. At present 15 pumps are at work during the day, and 10 during the night, when the frost lessens the water supply.

Development has been progressing steadily on the Wilcox mine, owned by Phil White. It will be remembered that this property was held during last summer on bond by the Canadian Pacific. Excavations for the main vein and two tunnels of 200 feet and 300 feet respectively, and subsequently abandoned their bond. It was stated at the annual meeting of this company in London that the Ymir Rico property turning out so well, it was determined to abandon all their options on other properties and confine their efforts to the financing of the Porcupine and the erection of a stamp mill upon that property. The Wilcox was one of the properties abandoned accordingly, and on its reversion to Mr. White, he immediately proceeded to continue development. It now seems probable that the Wilcox is in every way as fine a property as the Ymir. A rich paystreak, which during the day, ore has been struck, from which some very high assays have been obtained. The dumps now contain a large mass of high grade free mill ore ready for treatment locally.

In my last communication, treating with the output of Ymir, I rather underestimated the quantity of ore treated in the Dundee concentrator. The amount reported to date is about 750 tons, which brings the total output from Ymir mines to date to 2,900 tons.

Part of the plant for the Ymir waterworks has now been received and the rest on the road. The capital of the company is \$12,000, divided into 300 shares of \$40, a large proportion of which has been taken up in the town.

A one-third interest in the British Chief group of claims, near Erie, has been purchased by Colonel Topping, and developments have been commenced already. The group is traversed by two veins, from one of which a series of assays returned an average of \$14 per ton in gold and silver. The British Chief group is situated here last week by Edward Boyce, president of the Western Federation of Miners, from Butte, Montana. At the first meeting of about 100 present, 42 signed in for membership. W. Delahay, J. P., was elected president of the local union.

Arrested For Fortune Telling.

It is not often that a woman is arrested in Rossland, but one was yesterday locked up here on a charge of fortune-telling for money. This is an indictable offence, and the penalty is very severe. A woman who calls herself Madame Grider arrived here last week and began advertising her wonderful powers. "Alice" since Miss Grider's Chief program run complaint laid before him and had nothing left to do but gather the madame in, and she will appear before Police Magistrate Jordan this morning.

STRIKERS ENTITLED TO RELIEF

A Notable Case Decided by the Court of Chancery. London, March 29.—The court of chancery, in deciding a case arising from the destitution of the strikers in the recent coal strikes in South Wales, today rendered judgment that strikers were entitled to poor law relief if they ask for it, even when they initiate a strike for better wages. Legislation has already been passed on appeal from this decision, and if the judgment of the court of chancery is confirmed, an effort will be made to secure the alteration of the law.

Price of Silver.

New York, March 29.—Silver steady; bar silver, 59 1/2 cents; Mexican dollars, 47 1/2 cents.

AN IMPORTANT DEAL

The Victory and Independence Fractions Change Hands.

Rossland Men Are Interested in the Transaction—A Remarkable Strike on the George Reed.

Republic, March 23.—[Special.]—An important mining deal was closed today, whereby R. B. Curry, John L. Whitney of Rossland, and others have secured the Victory and Independence fractions, in the northern part of the west belt, adjoining the Seattle on the north and the Victory on the east, and about 2,500 feet southwest of the Mountain Lion. The big ledge of the west belt, which it is claimed passes through the west belt properties and into the Mountain Lion, crosses the fraction referred to at a distance of over 1,000 feet, and the Victory east and west ledge crops out over the entire width of one of the properties. Sufficient surface work has been done to demonstrate that the Victory and Independence are among the best undeveloped claims in the camp. Work will be commenced at once and it is expected that the new owners think they will make another producer in Republic.

The drift on the Butte & Boston is in 105 feet, with 40 inches of white quartz that assays \$18.40. Work is progressing finely.

Five men are doing surface work on the Liberty preliminary to permanent work. At this point, about a depth of 60 feet, shown by a full bottom ore assay taken across the ledge, on the 20th, goes \$16 per ton. Charles A. Marrenu, one of the largest owners of the property is here inspecting the workings.

The Blue Bird tunnel is in 81 feet, and is now in a contact between slate and porphyry. The ledge matter is over seven feet wide and is gradually forming into solid quartz.

A rather remarkable strike is reported on the George Reed, about 12 miles south of the Republic. A tunnel was driven 55 feet and a drift run 20 feet on the lead. The ore is very rich, and is estimated to be worth \$100 per ton. The width of the pay chute is not reported.

The Reindeer tunnel is in 138 feet, and three strings of quartz have been cut. The tunnel is now making a large amount of water, and these indications point to the close proximity of the ledge. The contact is a valuable addition to its holdings in the North Butte claim, adjoining the Reindeer on the south.

Thomas Ryan, one of the discoverers of the camp, is here from Spokane. He is sampling the veins in which he is interested, with a view of development as soon as possible.

The face of the Jumbo tunnel is in a position of great capacity for work. The tunnel is now making a large amount of water, and these indications point to the close proximity of the ledge. The contact is a valuable addition to its holdings in the North Butte claim, adjoining the Reindeer on the south.

Manager James P. Henry returned from Spokane today.

APPAIS IN THE BOUNDARY

The Railroad Unnecessarily Interfering With Traffic on the Roads. Greenwood, March 27.—[Special.]—The P. C. R. has been running its tracks cross over the old wagon road, on the west side of Boundary creek, to the serious inconvenience and damage to the local business. The road, in spite of the promise made by them that if granted a right of way they would grade another wagon road on the east side of the creek, has refused to do so. Deep cuts, heaps of dirt and fallen trees blockade the line of traffic and serve well to illustrate the careless methods in vogue on the line of march of the P. C. R. The road is a nuisance to the local business and vicinity will be at the mercy of this rapacious corporation.

Spokane has been promising to drop in on Greenwood next week with a full-fledged boom. If they do they will be met half way with a camp surrounded with immense ledges of quartz carrying high values and the Grand Forks region is booming to obtain for it a high status among the world's investors and speculators.

Since the snow has been disappearing the camp has been receiving a number of prospectors, and reports are daily reaching Greenwood of strikes and new finds in the mining territory tributary to this camp.

Town lots are selling well, and mining properties are finding ready sale here at present. At least 40 new buildings are under construction, and a number of private conveyances are coming in loaded to their limits.

Wanted—A Railway.

To get an idea what the district could produce, presuming that the various developed prospects were to turn in and send their product to the smelter—which will be the case in the near future—a party is running through the valley—the following is a conservative estimate: Broadview, with a large showing of ore, would probably average five per cent. of the revenue derived from the pictures to be paid to the mine. Fitzsimmons and Jeffries the club posted \$2,500 to bind the agreement.

One more body found. The Windsor Hotel ruins give up another victim.

This makes the number of corpses found in the ruins, 27—Contents of the safe are intact.

No Anti-Anarchist Conference. Berlin, March 29.—The powers have decided not to reconvene the anti-anarchist conference, having adjourned last December. The powers have had some talk of another conference in which only the various ambassadors should take part. In consequence of this decision the whole project is a total failure.

A Noted Packer Dead.

Kansas City, Mo., March 29.—S. B. Armour, head of the local packing house of Armour & Co., and brother of P. D. Armour of Chicago, died at his home here at 9:30 this morning of pneumonia.

Lipton Will Not Enter.

London, March 29.—Sir Thomas Lipton has decided not to enter his new racing cutter Shamrock in the trial race involving a declaration of her measurements.

THE TWO KIPLINGS

Kennedy, Cronyn & Race

MINES AND STOCKS

OVERCOME BY EMOTION

The Old Gentleman Was Only Allowed to Remain With His Son For Half an Hour—His Views on the White Man's Burden.

New York, March 29.—A gray whiskered man, small in stature, wearing spectacles and a light tweed inners, landed from the White Star liner Majestic this evening. The stranger gave his name as J. L. Kipling, and in reply to a question, said he is the father of Rudyard Kipling, the sick novelist and poet. He said that he had traveled across the ocean to see his sick son, and that upon reaching Quarantine he had received a message that the patient was rapidly improving.

About himself the old gentleman declined to speak, but when the question of the "White Man's Burden" was touched, he remarked: "I live in a country place, and of course anything I could say regarding expansion cannot be considered official in any sense, but I can tell you the plain people of England think on the subject. They are watching with the most intense interest every move the United States are making in the Philippines. They want the United States to withdraw the colonies which it has wrestled from Spain and open them up to the business of the world."

After getting his luggage passed Mr. Kipling hurried to the Grenoble hotel, where he reached the hotel at 8:30, and was at once taken to the room where his distinguished son is ill. Their meeting was an affectionate one. The father was almost overcome by emotion as he embraced his son, and it was some few minutes before he was quite calm enough to converse. The father did not remain for more than half an hour. It was thought best by the hoteliers and nurses not to submit the son to too great a strain, and the elder Kipling had to be content with the decision. He said he would return to the hotel tomorrow morning.

In less than another week the management of the Iron Horse mine expects to have the vein crossed at the 300-foot level. It is our opinion that this stock is now as low as it will be for a long time to come. We think it is well worth its present price, 17 1/2 cents.

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A non-assessable company with 1,000,000 shares of the par value of \$1 is now being organized to take over the Kamloops and develop it to a dividend-paying basis. For this purpose 300,000 shares of the company have been placed in the treasury. At first only sufficient stock, 100,000 shares, will be installed in a pressor plant and steam hoist. We consider this an exceptionally sound investment, and shall be pleased to furnish additional particulars upon application.

We invite correspondence regarding investments in British Columbia mining stocks.

GREAT MATCH ARRANGED

Fitzsimmons and Jeffries to Fight at Coney Island.

Twenty Thousand Dollars and Two Thirds of the Picture Receipts to Be Their Reward.

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Certificates of Work. To S. P. Fullil et al, on the Victoria miners' claim.

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To Henry Hanson, on the Morning mineral claim.

To Acme Gold Mining company, on the Walter and Acme mineral claims.

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THE TWO KIPLINGS

Kennedy, Cronyn & Race

MINES AND STOCKS

OVERCOME BY EMOTION

The Old Gentleman Was Only Allowed to Remain With His Son For Half an Hour—His Views on the White Man's Burden.

New York, March 29.—A gray whiskered man, small in stature, wearing spectacles and a light tweed inners, landed from the White Star liner Majestic this evening. The stranger gave his name as J. L. Kipling, and in reply to a question, said he is the father of Rudyard Kipling, the sick novelist and poet. He said that he had traveled across the ocean to see his sick son, and that upon reaching Quarantine he had received a message that the patient was rapidly improving.

About himself the old gentleman declined to speak, but when the question of the "White Man's Burden" was touched, he remarked: "I live in a country place, and of course anything I could say regarding expansion cannot be considered official in any sense, but I can tell you the plain people of England think on the subject. They are watching with the most intense interest every move the United States are making in the Philippines. They want the United States to withdraw the colonies which it has wrestled from Spain and open them up to the business of the world."

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Buy

Lots

In

Grand

Forks

Kennedy, Cronyn & Race

Sole Agents, Rossland

C. E. BENN, Mining Broker.

J. L. PARKER, Mining Engineer.

J.L. Parker & Co

Mining Engineers

Brokers

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

CORRESPONDENCE SOLICITED.

The market continues quiet. There was, however, some inquiry for Deer Park, with 11 1/2 cents bid, and anywhere from 1