





OUR FIRE SYSTEM

Hitching Time Cannot be Beaten in Canada.

PLAYS STREAM IN 57 SECONDS

How the Trick is Done—Particulars of Detail and Thorough Training—Intelligent Horse—The Gamewell Fire Alarm System—An English Comment.

Every evening at 8 o'clock the Rossland fire department is put through the fire drill, especially with regard to hitching up. The men are not at the spot when summoned, but are in the building, already dressed.

FREE GOLD.

Milling Gold Quarries in the Camp.

Mr. Nelson, who was in camp recently, told in his opinion, the district is one of the richest in the province. He visited the Imperial, groups, which are now the Imperial Development city. Work is being done on the vein which is six feet wide and will be continued.

It is stated that the rest showing up well under present work. The Copadojo the Brunswick, free milling property of A. Magee of Coma-development has been a ten-foot vein of high grade encountered. The commencement active development is an early date. The vein is situated near by, is a good property. On this vein of free milling work is being done.

which is situated on above the E.V. group, a long crosscut, which run, tapped the main vein claim. The ledge is of good value in free gold claim, which is of the vein has also been seen in about two feet very rich specimens of

hill from Lexington mining the Silver Cup is known as the Silver is owned by Mr. Magee Comaplix, who contemplates development this contains two eight-foot 100-foot tunnel has pay streak is one foot high grade galena, valued at \$125 per ton, pected as high as \$350. This is promising silver-lead property. It adjoins the vein may be expected to determine. The Beatrice is owned by THE THOMPSON.

Arrest at Ashcroft. Fellow Countryman.

March 23.—A rumor for some days of Chinaman in Ashcroft, mister Jenns, of West town as counsel for proceeded to look up de. It is now stated weeks ago Lee Hung was and while unconscious throat cut, and thrown. "The body has not been found. The police of Vancouver for another one of in jail will have a Monday. There seems a murder has been committed and conviction is at hand.

to Death.

March 21.—(Special).—J. W. Lawrence, of a pile of burning ferns so badly injured that

OUR CROP.

Increasing demand for seeds is the strongest evidencing high quality, merchants who supply for Steele, Briggs afford to risk your crop. Send for Canada's mailed free.

BRIGGS' SEED CO., Limited, Canada's Greatest Seed House.

CERTIFICATES.

served on the Gold and the St. Mary's certificates of stock issued in the name of the lost, therefore said been ordered cancelled by company. Signed BROADHURST.

JURY GIVES AN OPEN VERDICT

RESULT OF THE INQUEST ON JOSIE PERKINS.

Died From the Administration of Opium. Nothing to Show How It Was Given. A Rider to the Verdict.

The inquest on the death of Josie Perkins was resumed yesterday afternoon and after the examination of a couple of witnesses the jury came to the conclusion that nothing further could be elicited that would be likely to throw any light upon the matter.

The first witness called was W. R. Beattie, who stated he had seen a couple of girls in his undertaking parlor on the afternoon of the 20th instant. He did not know who they were nor had he seen either of them since. The girls appeared from their conversation, had each lost a baby and were comparing the baskets with the coffins in which their babies had been buried.

QUARANTINE INSPECTOR.

The Regulations at Northport Not Ineffective—Another Assistant Necessary.

The local Board of Health at a meeting on Wednesday afternoon instructed the city clerk to send a telegraph message to Dr. Montzambert, the Dominion health officer at Ottawa, stating that the quarantine regulations at Northport for the prevention of smallpox cases entering the province over the Red Mountain railway were inadequate and ineffective.

The fact of the matter is that of the six cases of smallpox in the city at present only one was imported and this importation occurred very shortly after quarantine was established.

The charge that the regulations at Northport are ineffective is not true, but it is a fact that they are at the present time inadequate in so far as considerable delay is occasioned to the trains until the one officer appointed by Dr. Sinclair can go carefully over the passengers and see that they have complied with the law.

The department at Ottawa only allows a grant for one medical inspector to examine the two trains running from Northport to Rossland and Nelson and as it is necessary to examine each individual passenger to see that he has a well developed vaccination mark on his or her arm the delay will be apparent.

There is no doubt, therefore, that although there are no passengers permitted to cross the boundary without having been vaccinated, the arrangements are not as complete as they ought to be.

The jury hereupon retired for nearly an hour and on their return delivered the following verdict: "Josie Perkins came to her death on the 20th day of March at a house on St. Paul street and known as 'Texas' and from the evidence before us we believe that the said Josie Perkins died from the effect of opium administered at Hap's Chinese joint in Chinatown, and we are strongly of the opinion and recommend that the city authorities should take immediate steps to license hop joints, but to abolish the same in the city of Rossland."

Grading Washington Street. The grading of Washington street from Fourth to Fifth avenue is making good progress. The cut in some places is nine feet deep and the grading has progressed 110 feet. It will take some time to finish this work for the reason that the city force only is engaged here when there are no other tasks on hand.

Stepped Into Live Coals. "When a child I burned my foot frightfully," writes W. H. Eads, of Jonesville, Va., "which caused horrible sores for 30 years, but Bucklen's Arnica Salve wholly cured me after everything else failed."

RELIEF IN 10 MINUTES. Too many people daily with catarrh. It strikes, one like a thunderbolt, develops with a rapidity that no other disease does. Dr. Agnew's Catarrhal Powder is the radical, quick, safe and pleasant cure that the disease demands.

What You Get. When you buy Steele, Briggs' Seeds from your dealer you get the best seeds obtainable. They are not shop-worn seeds of uncertain age and vitality, but of reliable growth and rare quality.

Old and Faded Garments

Made to Look as Good as New by the Use of DIAMOND DYES.

Mrs. William Sargent, Petrolia, Ont., says: "Your Diamond Dyes are the best I have ever used, and they have done splendid work for me."

Mrs. Thomas Hyndman, Masham, Que., says: "I have been using Diamond Dyes for many years and find them most satisfactory in renewing the colors of my children's clothes. For brilliancy and fastness, Diamond Dyes cannot be excelled."

Mr. S. S. Sorenson, a mining expert, has arrived here from London, England, for the purpose of examining the Velvet mine. Mr. Sorenson is stopping at the Allan.

Direct connection at St. Paul, without change of depot, with all trains for Chicago, Toronto, Montreal, New York and all points west and south.

Close connection east and west bound at Spokane with trains of the Spokane Falls & Northern railway.

Leaves Spokane daily for West 1:45 a.m. Leaves Spokane daily for East 10:45 a.m. West bound trains make direct connection for Victoria, Vancouver, Portland, San Francisco and all points on the Sound.

During the season of navigation East bound trains connect at Duluth with the magnificent steamships North-West and North-Land, of the Northern Steamship company line, operated in connection with the Great Northern railway.

For further information, maps, folders, etc., apply to any agent of the Spokane Falls & Northern railway, Kaslo & Slocan railway, Kootenay Railway & Navigation company, or to F. I. WHITNEY, General Passenger and Ticket Agent, St. Paul, Minn.

H. A. JACKSON, Commercial Agent, Spokane, Wash.

CANADIAN PACIFIC RY.

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

VIA SOO LINE

ST. PAUL, CHICAGO, And All Points EAST AND SOUTH. Vestibuled Trains, Unequaled Dinners, Tourist Cars.

Steamship service from Vancouver to Hawaii, Australia, Japan and China. For timetable and full information, call on or address nearest local agent.

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

WINTER SCHEDULE

Spokane Falls & Northern RED MOUNTAIN RAILWAY. The only all-rail route between all points east, west and south to Rossland, Nelson and all intermediate points; connecting at Spokane with the Great Northern, Northern Pacific and O. R. & N. Co.

Connects at Nelson with steamer for Kaslo and all Kootenay Lake points. Connects at Meyer's Falls with stage daily for Republic, and connects at Bowersburg with stage daily for Grand Forks and Greenwood.

EFFECTIVE SUNDAY, DEC. 30, 1900. Leave. Day Train. Arrive. 8:00 a.m. Spokane 6:40 p.m. 11:50 a.m. Rossland 3:10 p.m. 7:00 a.m. Nelson 7:15 p.m.

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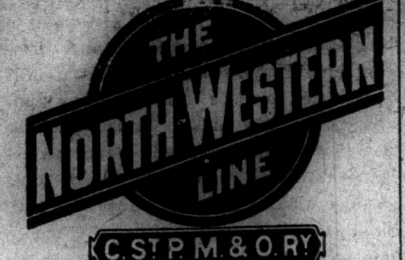
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Four Fine Fast Trains Each Way

Minneapolis and St. Paul

Chicago and Milwaukee

EVERY DAY IN THE YEAR

"The North-Western Limited" steam heated, electric lighted, with electric berth lights, compartment sleepers, buffet library cars, and free chair cars, is absolutely the finest train in the world.

When you go East or South ask to be ticketed via this line. Your home agent can sell you through. For free descriptive literature write H. M. COLLINS, General Agent, Spokane.



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

Table with columns: SPOKANE TIME CARD, ARRIVE, DEPART. Lists train schedules for various routes.

H. P. BROWN, Agt. R. M. Ry., Rossland, B. C.

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



Your attention is called to the "Pioneer Limited" trains of the "Chicago, Milwaukee & St. Paul Railway." "The only per feet trains in the world."

Atlantic S. S. Lines

(From Portland.) Allan Line—Scilian March 27. Allan Line—Parisian April 3. Dominion Line—Dominion March 23.

(From St. John, N. B.) Beaver Line—Lake Superior March 22. Beaver Line—ake Ontario March 23.

White Star Line—Cymric March 26. White Star Line—Oceanic March 27. White Star Line—Teutonic April 3.

Connects at Nelson with steamer for Kaslo and all Kootenay Lake points. Connects at Meyer's Falls with stage daily for Republic, and connects at Bowersburg with stage daily for Grand Forks and Greenwood.

Passages arranged to and from all European ports. For rates, tickets and full information apply to C. P. R. depot agent, 27

Kootenay Railway & Navigation Company

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

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

Kaslo & Slocan Railway Passenger train for Sandon and tray stations, leaves Kaslo at 8:00 a. m. daily, returning, leaves Sandon at 1:15 p. m., arriving at Kaslo at 3:55 p. m.

International Navigation & Trading Company Operating on Kootenay Lake and River S. S. "KASLO."

Leaves Kaslo daily at 8:00 a. m. Leaves Pilot Bay daily at 9:15 a. m. Arrives Kuskonook daily at 11:15 a. m. RETURNING.

Leaves Kuskonook daily at 12:40 p. m. Leaves Pilot Bay daily at 2:30 p. m. Arrives Kaslo at 4:00 p. m. S. S. "INTERNATIONAL."

Leaves Nelson daily at 7:00 a. m. Leaves Pilot Bay daily at 9:15 a. m. Arrives Kaslo at 10:45 a. m. RETURNING.

Leaves Kaslo daily at 1:00 p. m. Leaves Pilot Bay daily at 2:30 p. m. Arrives Nelson at 4:30 p. m. B. & N. AND K. V. RYS.

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

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

Canadian Pacific Nav. Co.

(LIMITED) WHARF STREET, VICTORIA.

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

Victoria to Vancouver—Daily, at 1 a.m. Vancouver to Victoria—Daily, at 1:10 o'clock p.m., or on arrival of C.P.R. No. 3 train.

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

NORTHERN ROUTE. Steamships of this company will leave for Fort Simpson and intermediate points, via Vancouver, 1st and 15th of each month.

Steamships of this company will leave every Wednesday for Wrangle and Skagway at 8 p.m.

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

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

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



THE ONLY LINE EAST VIA SAULT LAKE AND DENVER.

TWO TRAINS DAILY SHORTEST AND QUICKEST ROUTE

Coeur d'Alene Mines, Palouse, Lewiston, Walla Walla, Baker City, Portland, San Francisco, Cripple Creek Gold Mines and all points East and South. Only line East via Salt Lake and Denver. Steamship tickets to Fernand and other foreign countries.

Table with columns: Leave Daily, Spokane Time Schedule, Effective May 15, 1900, Arrive Daily. Lists train schedules for various routes.

PAST MAIL—From all points EAST, Baker City, Pendleton, Walla, Dayton, Watsburg, Pomeroy, Moscow, Pullman, Coles, Garfield, Farming, 6:1 p.m. ton and Coeur d'Alene EXPRESS—For Farmington, Garfield, Colfax, Pullman, Moscow, Lewiston, Portland, San Francisco, Baker City and all points EAST. EXPRESS—From all points EAST, Baker City, San Francisco, Portland, Colfax, Garfield and Farmington. 6:00 a.m.

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

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

Steamer between Riparia and Lewiston leaves Riparia daily at 1:40 a. m.; returning leave Lewiston 7 a. m. Steamer leaves Lewiston every Sunday at 5:30 p. m. for Wild Goose Rapids (stage of water permitting). For through tickets and further information apply to any agent B. F. and N. System or at O. R. & N. Co.'s office, 430 Riverside avenue, Spokane, Wash. H. M. ADAMS, General Agent. A. L. CRAIG, Passenger Agent, Portland, Oregon.

Rossland Weekly Miner.

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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; or all other countries Three Dollars a year—invariably in advance. The subscription price of the DAILY MINER is \$1 per month, \$2 for six months or \$4 for one year. Foreign \$2.50 25c in advance.

THE COAST AND THE INTERIOR.

It is evident that the thinking residents of the Coast cities have come to the conclusion that the interests of the province as a whole are to be best served by giving every encouragement to the development of the mining districts of the interior and by connecting the various portions of the country with competitive lines of railway. The fact that the continued growth and prosperity of the Coast towns is dependent on the progress of the mining region has at length impressed itself on the business community of Vancouver and Victoria. While, therefore, it is highly gratifying, it is not surprising that the citizens of Victoria should give their unqualified approval to the construction of the Crow's Nest Southern railway and the V. V. & E. That this attitude in regard to these lines is equal to a declaration on their part in favor of the open door policy for railways in British Columbia anyone will readily appreciate who remembers the opposition to the building of a competitive railway in the Boundary country, which was developed in Victoria less than two years ago. It is a clear intimation on the part of the people that they have come to see clearly where their interests lie and that they are no longer to be dictated to or controlled in their views by an interested monopoly.

The action of the residents of Victoria in this respect will have a wholesome effect on the legislature which has been regarded, and perhaps rightly so, as extremely vacillating in all matters in which the C. P. R., or for that matter any large corporation with sufficient money and power to influence its decisions, had any great and direct interest. While a majority of the house as it is at present constituted might consider itself as privileged to regard with indifference the wishes and petitions of the people of the interior, it is unlikely that it would have the hardihood to ignore those wishes when they were approved of and backed up by the voice of the business community on Vancouver island and the Coast cities of the mainland.

It is a wise course, for the residents of the Coast cities to take, to strengthen this bond of commercial intercourse between themselves and the interior and they will find that every move made by them to effect such a result will be keenly appreciated and strongly seconded by the people of the Kootenays. It is the belief of this portion of the province that the trade which now exists between us and the bordering states of the American Union should be kept within our own borders and that Vancouver and Victoria should reap the benefit which is at present enjoyed by the merchants of Spokane and other United States cities. This trade is now one of importance and its volume is becoming greater almost daily. Without competitive lines of railway, however, it is impossible that the hope of diverting our custom to the Coast should be realized. That the business men of Vancouver and Victoria should understand and appreciate this fact, we in the interior have long been anxious for. A failure to grasp the truth of this promptly and thoroughly will be their loss much more than it will be ours. They are coming, however, to a realization of it at least and with a complete understanding of it the province will be immensely the gainer.

HAVE VESTED RIGHTS.

The News-Advertiser, of Vancouver, is usually a sensible paper, but once in a great while it advocates measures which those most conversant with the situation do not agree with. In a recent issue it has the following to say: "We hear a good deal of sentimental nonsense talked about the 'poor prospector' and the claims he has for greater indulgence. The real interests of that individual will be best served by the abolition of a system which allows thousands of claims to be locked up from year to year for fees of two or three dollars. The interests of miners and prospectors, the encouragement necessary for the introduction of capital, and the development of this great industry of British Columbia, will sooner or later cause a change in the law which will bring it more into line with the laws prevailing in other countries."

Prospectors go out into the mountain and after perhaps months of searching, more or less wearisome and full of hardships, find a claim or two, perhaps they stake several. In nine cases out of ten the two prospectors, as they generally travel in pairs, as it is dangerous for one man to go into the wilds alone,

are grub staked either by one or more individuals. Grub staking a couple of prospectors costs something, and those who furnish them with an outfit usually are entitled to a half interest in any finds which they may make. It is often the case that the prospector will search an entire season and find nothing that they consider worth taking up. Generally each claim staked is owned by from three to four men. In order to hold a claim assessment work to the extent of \$100 per annum must be done upon it, and this work must be recorded and a fee of \$2.50 is exacted for this. In lieu of this assessment work each year \$100 in cash can be paid to the government. If a crown grant is obtained at least \$300 worth of work must be done on the claim before it is issued; in addition to this, fees to the amount of \$50 must be paid to the government before the patent can be secured. If the claim is not surveyed before the third year after it is taken up, it does not count in the \$500 necessary for a crown grant, and the cost of the survey must be paid in addition to the \$500 in work and the \$50 fees. Under the circumstances it is quite a costly undertaking to hold several mineral claims, pay the fees and perform the assessment work upon them, and only those who have resources can afford to hold a half dozen of them. After claims are crown granted a tax is collected on them just the same as it is upon any other real estate.

Under such circumstances, and considering that mineral claims are property just as much as are the town lots in Vancouver, in which the News-Advertiser is published, it is difficult to see the justice of the position taken by that paper on this question. If a paper published in this province, of a like standing to the News-Advertiser, were to declare that the interests of any class of the community would best be served by the abolition of a system which allows thousands of vacant lots in Vancouver to be locked up from year to year, what a howl would be raised. The prospector and those who grubstake him have just as much right to the claims which they have acquired, and for which they are taxed yearly to hold, as the owners of vacant lots in Vancouver and other cities in the province have to that form of real estate, and why should legislation be urged to take away the rights, or part of the rights of one, and not the other? The News-Advertiser, it seems to us, utterly fails to recognize the fact that mining claims are property before the law just as much as town lots are. In both the case of the vacant lot owner and the undeveloped mineral claim holder, each is holding the property for the purpose of realizing a profit, either by operating or using them or selling, and very often retain their interests at considerable sacrifice.

The position which our much respected contemporary takes in relation to the holding of mineral claims, and in advocating legislation which would be detrimental to the interests of those holding them is not logical, is not equitable; and it is certain that the legislature of this province has too much wisdom to do anything in the way of drastic enactment which would injure a very worthy class of property owners, who have vested rights which should not and will not be disturbed or confiscated.

MORE RAILWAYS NEEDED.

The benefits which railways confer on a country like British Columbia are very great, as they are essential to the development of its great natural resources. The province is a succession of mountain ranges running northwest and southeast with valleys between. The C.P.R. in extending its main line across the continent, built along the line of least resistance in this province, as it did in the other portions of the Dominion. The engineers in selecting the route went where the grades were the easiest and construction the cheapest. This seemed to be the dominant idea which they had in view, instead of laying out a line in those portions of the province where the natural resources are the greatest.

After the C.P.R. was built, and the Dominion provided with a transcontinental railway, it was discovered, so far as this province was concerned, that the road had been constructed too far to the north. It missed the big coal measures and the valuable mineral areas of East Kootenay. It did not cross the silver-lead sections of the Slovan and the great gold-copper regions of Trail Creek and the Boundary, or the coal, gold, silver and lead producing country in Yale and elsewhere west to the eastern base of the Coast range. The management of the C.P.R. doubtless often regretted that it had not caused the country to be thoroughly examined before the main line was constructed, as the tonnage which it handles there is not nearly so large as it would be had the road been built further to the south.

In order to remedy this defect the Crow's Nest line was projected and this by the absorption of the Columbia & Western charter, has been built as far west as Midway, and there remains but a small gap along Kootenay lake and the section from Midway to Hope, where the

branch rejoins the main line, to be completed. What has been the result or the construction of the main line and the Crow's Nest and Columbia & Western railways? It has opened up the country immediately adjacent to the main line and in some instances for a considerable distance therefrom. Towns sprung up along the line like magic and some of these have assumed considerable importance. Many industries have come into being and a fringe of population, which is thriving, lives along the line from the eastern to the western end of the province; in short, the main line of the C.P.R. rendered the interior of the province habitable, because it rendered it easily accessible. As great and as rapid as was the development along the main line it was not nearly as fast nor as spontaneous as it was along the line of the Crow's Nest and Columbia and Western, and this is true because the two latter are built through a country of vastly more natural resources. There is no baser nor more profitable portion of the C.P.R. system in Western Canada than that which runs through the Kootenays and Boundary.

It will be seen that immediate development and consequent prosperity has followed in the wake of railway building in this province as here, owing to the physical disadvantages and to limited waterways, railway transportation is an essential. The policy of the provincial government in regard to the V. V. & E. railway is a wise one as it has declared that this line must be built from the mouth of the Fraser river and must not be a portion of the main line of the C.P.R. The V. V. & E. will, for a short distance, parallel the C.P.R., but the larger portion will be at a considerable distance from that road. The result will be that it will render accessible and therefore capable of development another portion of the province, just as the roads that have already been constructed here.

The Dominion authorities will show like wisdom in granting a charter to the proposed line from the Crow's Nest coal fields, as that line will render it possible to develop another important section of the province. Railway transportation is absolutely essential and nothing in the nature of an impediment should be placed in the way of railway construction.

RAILWAY CHARTERS.

The history of the Kootenay district as a great mining region is comparatively brief, extending over only seven or eight years at the most. That period has been sufficient, however, to bring the country before the capitalists of Eastern Canada, and the United States, as well as those of Great Britain. The development of the district and its present position before the world as a safe region for the judicious investment of capital is entirely due to the interest and confidence shown in it by the business community in the older provinces, in the Mother Country, and by enterprise displayed by veteran mining men of the Western United States. Millions of dollars have poured in from these directions, and, in the main, it has been invested in a manner which already has, or will in time, assure a handsome return. It is true that no considerable amount has been lost, because it was invested in an utterly unbusiness-like and haphazard manner; was entrusted to ignorant or dishonest intermediaries, or was directly wasted in the purchase of wildcats, which are the bane of every new mining country.

It is a fact, however, worthy of recognition that little or no interest has been taken in this development or in the prospects of the Kootenays by the residents of the coast, and it is notorious that the average citizen of Vancouver and Victoria possesses less knowledge of the interior of his own province, and less belief in its future, than the resident of Montreal, Toronto, New York or London. That this is so we have but to refer to the speeches delivered by the members of the coast delegation who visited the Boundary country on the occasion of the opening of the Columbia & Western railroad when they were banqueted at Greenwood, and Grand Forks. On that occasion, these leading citizens of the chief centres of British Columbia acknowledged their ignorance of the great mineral district of their own province, and expressed their gratification at discovering such an abundance of latent wealth within their own borders. At that time the coast merchants were bending all their energies, and had been doing so for some years, to secure and retain the trade with Klondike, Atlin and Cape Nome, to the utter disregard of this district, which offered a growing trade at their own doors, and one which was bound in a few years to be of far greater volume than any which could be secured from the North, and which also possessed the merit of permanency, which could not be expected from the regions in the neighborhood of the Arctic. That they should have put forward every effort to secure the Northern trade was quite natural, but that in addition to ignoring commercially they should have been willing to hamper our development by standing shoulder to shoulder with a monopoly to prevent us obtaining competitive railways was a matter that naturally aroused indignation in this district. The indignation was not less keen because this compliance was dictated by an ignorant desire to serve their own selfish interests.

With the falling off of the trade with the North the business community of the coast has begun to look about for other customers for its goods, and with the knowledge of the mining district which it has acquired during the past year it has decided that a commercial connection with the Kootenays must not be overlooked. The business men of the coast accordingly have reversed the attitude which they occupied a year ago, and are now availing themselves of every opportunity in blocking charters for railway lines which are vital to the growth and progress of the country. This is indeed gratifying and this desire on the part of Vancouver and Victoria to obtain railway connection with the Kootenays and secure our trade, which is rapidly increasing, will be welcomed by every resident of this district. With increased knowledge, on the part of the residents of the coast, of our immense mineral wealth, they will be inspired with a desire only second to that of the people here to forward the development of the country.

With this change of front on the part of the business community, then, it is a matter of surprise to observe untruthful articles in some of the public prints which cannot be inserted except with a desire to mislead and which if any credence were attached to them would be calculated to betray the best interests of the community, which these newspapers profess to serve. The most charitable construction which can be put upon such articles is that those who are responsible for their publication are utterly ignorant of the subject with which they deal. It is a charge, which should not lightly or hastily be made, and yet which, in some instances, seems deserved, that statements affecting questions of grave import are printed at the instance of individuals whose personal interests conflict with those of the public and who are able to bring such pressure to bear that the newspaper is made simply the medium for the expression of their views. In such cases the newspaper, to the extent of its circulation and influence, becomes a menace to the common good.

In the discussion which has taken place in the press over the granting of the charters to the V. V. & E. and the Crow's Nest Pass Southern railways, some of the papers on the Coast have laid themselves open to the severest criticism for publishing utterly untruthful statements, for the purpose of influencing the legislators against the granting of these applications. We have before us one of these articles, which appears in the Daily Columbian of March 19th. It is laboriously built up out of absolutely false material. Ignorance and untruth are the web and woof of the entire article. We quote it in toto to show the people here the lengths to which a paper will go in its attempt, for what reason we cannot conceive, unless they are of an ulterior character, in aspersing a project, which the people of the Kootenays, with unanimous voice, declare is utterly necessary to the country's progress. It professes to deal with the question of the proposed construction of the Crow's Nest Pass Southern railway and is as follows:

"Taking as gospel the contention of the applicants for a charter for a coal railway from Crow's Nest Pass to the Montana smelters, what do we find? That the choice is between two monopolies—the Canadian institution, the C. P. R., whose chief aim is and must be to develop the traffic of the district it serves; the other, the American Smelting 'monopoly,' whose interest is to kill all industry on the Canadian side except the raising of the metals and the coal from the earth. The purpose of the American monopoly or 'trust' is to put out ore and our fuel upon the cats at the mines, and haul them by the shortest available route to the United States. For the ore the lowest possible price is given, the smelter combine squeezing the last dollar out of the Canadian mine owner; and lest the Canadians should succeed in building up the smelting industry on their side of the border, the Americans have already secured the control of the coal supply. With one ownership of American smelters and Canadian coal, what chance will our home smelters have to do business at figures that will enable them to compete with their foreign rivals? It is no abstract principle or theory as to 'open door' or free trade in railways that presents itself to the people of the Coast in this connection. What we have to consider is how to secure and retain population in our mining interior, so that after we have bonused a new line of railway to the Kootenay we may find a great population there ready to trade with us. The way to do this is to build up industries on the Canadian side of the border, to have in British Columbia the smelters that Jim Hill and his partners in the trust would centralize in their own country, and to make it more profitable for all those engaged in them to look to British Columbia ocean ports as the shipping points for their product, and to the farms and factories of this province as their base of food and industrial supplies."

The gist of this article is that J. J. Hill controls the coal fields of the Crow's Nest Pass and that if the railway is constructed he will divert the product of those mines to the United States and build up on the other side of the line smelters to wash our Canadian smelt-

ing ores will have to be taken to be smelted; that therefore the charter must be refused and the smelting industry of the province encouraged by continuing the monopoly of the C. F. R.; and all this strictly for the benefit of the trade which is to be obtained by the cities of Vancouver and Victoria.

Now the fact is that Mr. Hill does not control the supply of coal from the Crow's Nest Pass. That control is in the hands of Canadians who are as much interested in the development of the British Columbia mineral region as the C. F. R., because the greater that development is the greater their output will be and the larger, accordingly, their returns from their property. The measures of coal in the Crow's Nest Pass are so enormous that they will be able to supply, not only the Montana smelters, but the increasing number of smelters, which during the coming years, will be erected in British Columbia and yet have such an abundance remaining that it will last for thousands of years. It is to their direct interest, therefore, that the smelting industry should be fostered and encouraged in the province to the utmost extent. They desire markets wherever they can be obtained and the larger the market the better for the coal business and for the country, as it will bring in that population for which the Columbian calls so loudly and which can only be brought in by such industrial development. Even were the coal fields controlled by Mr. Hill, which they are not, any attempt, which the Columbian professes so much to fear, to build up the Montana smelters at the expense of the smelters of our own province, could easily be defeated by a government tax on the export. The whole statement, however, in the article of the Columbian is false and it bears evidence of being written for a purpose. The export of coal from the Crow's Nest Pass fields will no more affect the smelting industry in the Kootenays than the export of coal from the Nanaimo mines will affect it. It will, however, help materially to build up a great industry in the interior of the province and attract hither capital and population which are material to the speedy advancement and prosperity of our province.

THE V. V. & E. CHARTER.

On Thursday last, in the legislature, Premier Dunsmuir, Attorney General Eberts and other members of the government repudiated with a great deal of emphasis the charge which had been made at the public meeting in Victoria, on a previous evening, by Mr. E. V. Bodwell, that they were blocking the granting of the charter to the V. V. & E. company in the interests of the C.P.R. Premier Dunsmuir, in his reference to the accusation, stated that the only interest he had, as a member of the local assembly, was the interest of the province at large, and the other members of the cabinet framed their remarks in accordance with his utterances. This made very pleasant reading in the speeches as reported in the press the following day, and if there was anything required to add to the pleasant tone of the addresses, at that sitting of the house, it was given by the little speech of Mr. Joseph Martin, who came vigorously and with a burst of emotion to the defence of Premier Dunsmuir. Mr. Martin expressed his utmost confidence in Premier Dunsmuir's political integrity, in his freedom from all combinations with corporations, and in his desire to work disinterestedly for the benefit of the province. These general remarks, however, on the part of the government in defense of themselves in this particular matter will not do away entirely with the effect of a plain statement on the part of Mr. Bodwell that he believes there is an alliance between the administration and the C.P.R. Nor will Mr. Martin's indorsement of the government add a tittle to the confidence of the people in the rectitude of the cabinet's intentions. Nine-tenths of the people in British Columbia, not only here, but on the coast, believe, and believe firmly, that an understanding does exist between the leaders of the provincial government and the great Canadian railway monopoly. They believe, and they have every reason for believing, that the various excuses which have been brought forward to delay the granting of this charter, have been subterfuges of the flimsiest possible character. We are told by the government that they desire, before taking action, to see what the policy of the Dominion administration is, as if it were necessary for them to await action on the part of the federal cabinet before showing that they themselves were determined that the course which they knew, and which everyone who has studied the condition in the interior knows, is for the benefit of the great mining district which the railway under discussion is intended to serve should be adopted. Surely it is the provincial government which should take the initiative in their own province and give the cue to the federal administration. The excuses and delays are all of the same character. There is no reason in them which will satisfy either the people here or the business residents of the coast cities, who are looking for the trade which is to be obtained in the Kootenays. There is nothing in the minds of the people here which can justify the granting of the charter, to build a railway line from the coast into this section

of the province, to the C.P.R. What we want, and what we must have, is a competitive line. It is impossible that we should ever have reasonable freight rates unless we have competing railways. To give the charter to the C.P.R. would only "bind faster" the bonds which that company has already woven about us.

In connection with this the advertisement of the government, which, according to a despatch from Vancouver, has appeared in the Colonist newspaper, to build the Coast-Kootenay railway, will add to the suspicion which has all along been entertained regarding the good faith of the administration. If, according to our despatch, it is an assured fact that the line will not be constructed by the V. V. & E. company, but by a new company whose charter was recently put forward by Mr. Hunter, then we may take it for granted that the interests of the province have been defeated, and that the line if built under this charter, will not be a competitive one. It would be worth while to know who it is who will furnish the money to build the road under Mr. Hunter's charter, and how long before it is known and acknowledged that the line is owned by the C.P.R. If the application for the charter by the V. V. & E. company is really thrown out, the people, not only of the Kootenays, but of the coast, will have reason to remember Mr. Bodwell's utterances and very largely to discount any emotional claims of political integrity which are hereafter made by the members of the present British Columbia government. The members of the cabinet, too, will have to take into account the fact that they have betrayed the best interests of the province, and that on this issue they will have to meet the electors at the polls when their term of office has expired.

A CAPITAL IDEA.

Mr. Jay P. Graves' idea of a special excursion, during the summer months, from Montreal to the centres of the mining districts in Southern British Columbia, to enable prospective investors in Eastern Canada and the United States to visit and inspect the properties here and, as the phrase is, to spy out the land, is a capital one and will meet with the warmest endorsement of the people of the Kootenays. That the C.P.R. management has given their cordial approval to the project and promised their assistance renders its success practically assured. All that is required to induce a large and steady inflow of capital into this region is that the country should be known, for what it really is, in the eastern money markets. That this knowledge is beginning to invade these centres is demonstrated by the large investments recently made in the Boundary country and by the attention that district is receiving from capitalists of New York and Philadelphia as well as those of the Old World; and not a little of the credit for this is due to Mr. Graves himself and those associated with him in the successful development of the properties under their control. A personal inspection of the district by the mining investors of the east and their engineers would be of the greatest direct and immediate advantage to us as it would give them the assurance of its value which they could not obtain from report. It is to be trusted that the project will be carried out as Mr. Graves intends and that a large number of the most representative men from Eastern Canada and the United States will be induced to visit the various districts. The Boards of Trade of the Kootenays and the councils of the various municipalities should make such arrangements for the reception of the excursionists as would give them every facility for seeing and judging of our mineral possessions as they actually are.

FROM THE GAZETTE.

Certificate of Incorporation for the Thistle Mining Company.

The British Columbia Gazette of March 21 contains the following notices: Assizes will be held in Nelson on May 7th.

A certificate of incorporation has been issued to the Thistle Gold Mining Company, limited, non-shareholder liability. The capital stock is \$100,000, divided into 100,000 shares of \$1 each. The object is to carry on a general mining business.

It is announced that James Hargreaves, of Fernie, and Robert Dinnan, of Nanaimo, have received certificates of competency to act as mine managers, under the terms of the "Coal Mines Regulation Act."

In accordance with section 12 of the "Bureau of Mines Act," examinations for efficiency in the practice of assaying will be held at Nelson, B.C., on the 15th of April, 1901, and following days.

Entrance for the examination must be made in writing to the secretary of the Board of Examiners at least ten days before the date set for beginning of examination, and must be accompanied by the prescribed fee (\$10).

Any additional information desired may be obtained from H. Carmichael, secretary, Board of Examiners, Victoria.

Garden Seeds.

Steele, Briggs' Seeds are used by growers, who succeed. It is no economy to risk a crop by using "Cheap" Bargain Seeds. Good seeds have a value—they are costly at any price, unless of reliable quality. Leading merchants sell Steele, Briggs' good seeds. Ask for them; can be ordered direct. Send for catalogue, see what it offers, mailed free.

THE STEELE, BRIGGS SEED CO., Ltd., TORONTO, Canada's Greatest Seed House.

FAVOR AN

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PROBABLY SUICIDED

Josie Perkins Smoked 26 Pipes of Opium.

EVIDENCE STILL INCOMPLETE

Died From Opium Poisoning But Smoking Opium an Insufficient Cause—The Testimony of the Physicians and the Companions of the Deceased.

As the adjourned inquest on the body of Ada Johnson, or Heaford, alias Josie Perkins, J. L. G. Abbott represented the crown, and W. de V. le Maistre, Lai Yuen & Co. on behalf of the Chinese interested in the case.

There was a large crowd present in the court room, much interest being taken in the proceedings, as in connection with this case a police raid had been made during the evening following the death of the unfortunate woman, on certain opium dens in the city, and a number of Chinamen arrested for selling and smoking opium.

The following jury was impanelled: R. W. Grigor, H. Daniel, T. Gregg, N. F. Townsend, R. McEwen and J. McSwiney, of whom the foreman selected was the first named. The jury viewed the body, and Coroner Reddick opened the proceedings by calling Dr. Duncan Campbell for the first witness, who, sworn, stated he left the house in which the deceased had died at 11:45 p.m.; Drs. Senior and Kenning were then with the patient. The cause of death was opium poisoning or morphine, practically the same thing.

Dr. Harold Senior, sworn, stated he attended the patient in company with Drs. Kenning and Campbell, on the night of the 19th and morning of the 20th. Opium poisoning was the cause of death. Had seen the patient after death. Witness was of the belief that opium smoking would not have caused so profound poisoning. All the doctors attendant believed that opium had been taken internally. Opium smokers are said to die of other causes than opium poisoning. Why it was thought that the deceased had taken opium internally was for the reason that on a stomach pump clearing the contents of the stomach the patient improved very much.

By W. de V. le Maistre: Patient never regained consciousness. By the Foreman: The contents of the stomach pump were not analyzed. Potassium permanganate had been previously administered, which would decompose the opium there. There was no record that witness knew of death from smoking opium. Twenty-six pipes would not be sufficient to cause death, even if deceased had been a novice. Habitual smokers were recognizable. Witness had seen deceased prior to the time of her death, and she did not bear the marks of a confirmed opium smoker.

Dr. Angus Kenning, sworn, corroborated the previous medical testimony. He was of the opinion that opium had been eaten.

By the Foreman: Witness knew of no adulterant of opium. Anything might be mixed with it.

C. Lockhart recognized the body as that of Josie Perkins.

Capitola Burns, sworn, stated she was with Josie Perkins on Tuesday. She had first seen her about 9 o'clock in the morning. She came to the house of witness to see a friend off at the railway station. They were too late, and went to the Clifton and to the Strand, and then went into the undertakers' at the back. Josie noticed the baby caskets and said they were like those in which her baby had been buried. Leaning on one she asked the price. She was told \$65. She ordered it to be sent down to the house the next morning. Witness looked at her and Josie declared she meant it. The party was joined by two men called "Shorty" Jones and Tom Anderson. They asked what Josie had been doing in the undertakers' and she replied she had been ordering her coffin. Afterwards all the party went to the "Noodle Joint" after waiting a while in witness's house. They had some food there, noodle soup, "Chop Suey" (pork, chicken and onions), Chinese cakes and tea. After this they went to the opium house. Witness looked in and saw Josie smoking. Josie refused to smoke two more pipes. Witness wanted to stay and took Josie away with her to her house. Shorty staid with Josie. Witness saw Tim off at her house and then went to bed. It was then 3 o'clock. Witness saw the man Ching Hop burning the opium for the deceased. Witness had no sale of the opium. Witness had asked Josie not to smoke after the hearing, but she replied it would do her no harm. In the morning she had begged Jim Anderson not to go, and declared that after he had gone she would have "a long draw." About 7 or 8 in the evening two men came to the door and told witness that Josie was ill. Witness told them where Josie lived. Witness had seen but little of Josie at any time. Deceased had talked previously of her lover, Harry, and her dead baby, and was jealous of him. Harry lived in the city. He is a white man, not a colored man. Witness did not know him.

Marguerite Texas, sworn, stated deceased had been living in her house since Feb. 11. Witness did not know that the deceased smoked opium. Witness had sent deceased money to come up from Victoria. Deceased had left her house at 4 o'clock in the morning of the 19th. Witness heard nothing of her during the day. About 7 o'clock in the evening Shorty told witness that Josie was drunk. Witness went home and found deceased there in company with a man in a red sweater. Harry Becher came to the door shortly afterwards and said that he had heard Josie was sick. Witness telephoned for a doctor.

By J. L. G. Abbott: Josie left the house in company with Ray. Josie was sober at the time. There was no man with whom Josie never talked to witness about suicide. She had a husband in Vancouver who had been up North. She had written to him since her arrival, but had not got a satisfactory answer. The husband's name was Mr. Johnson. Ray Harding, sworn, stated she left the house with Josie at 4 o'clock on the morning of the 19th. Witness walked up

with Josie and left her at the corner of the Alhambra. It was nearly daylight. Witness next saw Josie when she was brought back to the house. Witness had not heard of suicide.

Ed. Jones, sworn, stated that Josie had come into the Clifton several times during the forenoon of the 19th. Tim and Jim Anderson, colored people, were with her. She went alone to Cap's about 10 o'clock. Witness next saw her at Cap's at about 11 o'clock. Jim Anderson went with witness. At about 11:30 o'clock witness went with Jim to the train to see him off. Coming back witness met Tim and Josie. Tim, Cap and witness, with Josie, went to the Clifton. About 1:30 o'clock Josie went to Bettie's. Thence with witness and Tim went to the hop joint. The party went through the hop joint to the noodle place. Josie was not noticeably drunk. She knew what she was doing. She smoked opium up till 4 o'clock. The Chinaman declared she had smoked 26 pills. Witness went up to the Clarendon and came back at 4:30 o'clock. Josie was stupid. Witness wanted to stay till Josie came to, but, being tired, fell asleep. At 6:30 o'clock she woke up and found Josie had been taken away. Witness met afterwards the four men who carried away the deceased.

By W. de V. le Maistre: Josie might have taken ten drinks during the day. Witness followed Josie into the opium den. The Chinaman gave the pills to her. He burnt the opium. By J. L. G. Abbott: Witness saw no opium eaten by the deceased. The witness, Tim Anderson, colored, sworn, stated that Jim Anderson had gone off by the train. Jim was not his brother. He had been with Josie when she was smoking opium. He did not see any money passed. The Chinaman said he would not cook any more. Josie was talking right along. Witness went away. Josie asked witness to come back and wake her up in about 20 minutes. She was then getting stupid. When witness got back, in about 25 minutes, neither he nor Shorty could wake her up. Shorty did not want to leave her alone with the Chinaman. Josie was breathing in gasps. At 6:30 witness came back and woke up Shorty, who was asleep, so that he could go to work. Josie was asleep still. She was frothing at the mouth. He went up town to get assistance and told Texas, who was in the Strand. Four men, Cunningham, Murray, Casey and another, went down to the hop joint and got Josie away.

By W. de V. le Maistre: The noodle soup was not paid for to the knowledge of witness. By J. L. G. Abbott: Witness saw no money passed for opium or for drinks. The inquest was then adjourned until 3 o'clock this afternoon.

The funeral of Josie Parker takes place this forenoon at 11 o'clock, from the undertaking parlors of Lockhart & Jordan.

DEATH OF A. CROSS.

He Was With the Jenckes Machine Co. for 25 Years.

A despatch was received yesterday from Nelson by Mr. Frank Mendenhall announcing the death there of Mr. Alexander Cross, the representative of the Jenckes Machine company in the Slokan. Death resulted from diabetes.

For 25 years Mr. Cross was superintendent and erection engineer of the shops of the Jenckes Machine company at Sherbrook, Que. A year and a half since he became afflicted with bronchitis and the company sent him to Rossland. He remained here for eight months and last year he superintended the erection of the large air compressor plants for the Black Bear and Centre Star. Last fall he was sent to Nelson as the company's agent in the Slokan and he remained there ever since. A short time since he contracted diabetes and this caused his death. He was a native of Scotland and 55 years of age. He leaves a widow, two daughters and a son to mourn his loss. The latter is George Cross, who is a dentist in Detroit. Mr. Cross was a thorough master of the machine business and took a genuine delight in his work. As he was an amiable and kind-hearted man, he had many friends and the closest of these were the employees of the Jenckes Machine company.

CHARTERS WANTED.

The following are the railway charters being applied for at the present session of the legislature: An act to incorporate the Chilcat and Klakini Railway and Navigation company. An act to incorporate the Lake Bennett railway. An act to incorporate the Midway and Vernon Railway company. An act to amend the Columbia and Western Railway company act, 1896. An act to incorporate the Imperial Pacific Railway company. An act to incorporate the Queen Charlotte Island railway. An act to incorporate the Victoria Terminal Railway and Ferry company. An act to incorporate the Coast-Kootenay Company, limited. An act to incorporate the Comox and Cape-Scott Railway company. An act to amend the Arrowhead and Kootenay Railway company act, 1898. An act to incorporate the Crow's Nest Southern Railway company.

Reorganized for the Season.

The Rossland Star Baseball club (junior) has been reorganized for the season of 1901 by the election of the following officers: Honorary president, Mr. Bernard Macdonald; honorary vice-presidents, Messrs. Thomas Finn and W. J. Vennery; president, Mr. E. S. Wain; vice-president, Mr. J. Honey; secretary-treasurer, A. S. Martin; Manager, J. H. Harvey. W. M. Costello, H. A. McCreary and J. Honey were chosen a committee to select the team which is to play the first game. After the transaction of some other routine business the meeting adjourned until April 3.

Church Bazaar.

The ladies of the Methodist church are busy preparing for a bazaar to be held about the 16th and 17th of May. The object of the bazaar is to raise a fund of money to make repairs to the parsonage and additions to the furnishings. Further notice will be given of the event in the course of a week.

GRANBY SMELTER ENLARGEMENT

CONTRACTS AWARDED FOR FURNACES AND CONVERTERS.

Supt. Hodges Announces the Successful Tenderers—His Inspection of Other Plants—Power House to Be Enlarged.

Mr. A. B. W. Hodges, superintendent of the Granby smelter at Grand Forks, is at the Allan house, after a business trip extending from San Francisco to New York. Mr. Hodges announces that the contracts for the additional plant to be installed this summer have been awarded to the Gates Iron Works of Chicago, which supplied the original plant, and the electrical machinery will be furnished by the Westinghouse Electric & Manufacturing company, of Pittsburgh. The delivery must be made within ninety days, and before Sept. 1 the smelter will be treating a minimum of 1,200 tons and 100 tons of matte daily.

"My trip," said Mr. Hodges to the Miner last evening, "involved a good deal of travel. After leaving Grand Forks last month I proceeded direct to Great Falls, Mont., for the purpose of inspecting the smelter of the Boston & Montana company. Supt. Goodale showed me over the works, which had an added interest for me, as they are operated by water power developed by damming the Missouri river. The capacity is 1,000 tons daily. The plant impressed me very favorably. The ores treated, of course, are more complex than those of the Boundary, requiring to be roasted. The converter plant is up to date in every respect. Then I visited Butte and looked over the Heinze smelter, where great activity prevailed, as additional blast furnaces and converters are being installed. Mr. Bellinger, formerly of the Northport smelter, is in charge. From there I went to San Francisco to inspect the big electrical power plant of the street railway, where was supplied by the Westinghouse people. On the train between Frisco and Los Angeles I met Senator Clark, of Montana, who invited me to accompany him to the smelter of his United Verde mine at Jerome, Arizona. Mr. Clark treated me with great courtesy, and for the run on the branch line to the smelter a private car was provided. The plant is a modern one in every respect. It treats 1,200 tons daily and during my stay more converters were being installed. The ore treated there is fabulously rich, ranging from 10 to 14 per cent. in copper values.

"Then I went direct to New York, joining Mr. Jay P. Graves, our president, and Mr. A. L. White, our Eastern representative, at the Waldorf-Astoria. My stay in New York was pleasant and agreeable. We spent a day at the works of the Nicholls Chemical company in Brooklyn, where most of our matte is treated. The officials entertained us very hospitably after the inspection had been concluded. Starting for Chicago three days later I stopped over for a day in Pittsburg in connection with the machinery contracts. In Chicago the plans for the furnaces and converters were submitted to the various firms, and I also made a side trip to Milwaukee to see the E. P. Allis people. After Mr. Graves joined me we went over the various tenders and awarded the contract for the two new furnaces and two converters to the Gates Iron Works. This arm built out first plant. The contract stipulates that the furnaces shall jointly treat a minimum of 600 tons daily, and the converters 100 tons of matte daily. A portion of the plant must be delivered within thirty days and the remainder within ninety days from the signing of the contract. The converter building will be of steel, and the contract will be awarded in a few days. The structural steel will fill five cars.

"The Westinghouse company will supply the electrical machinery and incidental equipment. It will include another generator and a new water wheel. The power house will be enlarged so as to develop an additional 300-horse power without at all taxing our reserve water power. Grand Forks will be a busy center this summer, and the enlargement of the plant will be completed about Sept. 1. We will be prepared to do custom work in our converter."

Mr. Hodges leaves for Grand Forks this morning.

Garden Fruit.

Do you want Currants, Gooseberries, Grapes, Strawberries, Asparagus, or Rhubarb, Roots, Flowering Shrubs, Roses, Climbers or Perennial Flowering Plants? Choosest strains, finest stocks, favorable prices. Send name for catalogue. Mailed free. THE STEELE, BRIGGS SEED CO., Ltd., TORONTO, Canada's Greatest Seed House.

JIM HILL'S NEW ROAD.

Surveyors Are Now at Work Between Marcus, Wash., and Cascade, B.C. Marcus, Wash., March 22.—(Special).—Two Great Northern survey parties, of 14 men each, today commenced the survey of the proposed railway from here up the Kettle river valley to Cascade, B.C., where connection will be made with the proposed V. V. & E. railway, projected jointly by Jim Hill and Mann & Mackenzie. After completing their labors the same party will make a survey of another link in the same road from Carson, B.C. (on the boundary line), to Republic, and via the Kettle river to Midway, B.C., there to again connect with the V. V. & E. railway.

Doek's Cotton Root Compound

Is successfully used monthly by over 10,000 Ladies. Safe, effective. Ladies ask your druggist for Doek's Cotton Root Compound. It is a safe, effective, and reliable remedy for all menstrual troubles. It is a safe, effective, and reliable remedy for all menstrual troubles. It is a safe, effective, and reliable remedy for all menstrual troubles.

No. 1 and No. 2 is sold in Rossland by Geo. Vre Bros. and Rossland Drug Co.

A FATHER'S STORY

HE TELLS HOW HIS SON REGAINED HEALTH AND STRENGTH.

Had His Spine Injured, and for Two Years Was Unable to Do Any Work, and for Most of the Time Was Confined to the House.

Mr. M. D'Entremont, a well known farmer living at West Linnico, N.S., writes: "I believe it is only right that I should let you know the benefit your medicine—Dr. Williams' Pink Pills—have been to my son, Constant, 16 years of age. For several years he was almost a constant invalid, the result of an injury to his spine while working with his brothers on the farm. He grew weak and listless, had no appetite, and for two years was unable to work and was for the most of the time confined to the house, and for a part of the time to his bed. He suffered considerably from pains in the back; his legs were weak; and he had frequent headaches. At different times he was attended by two doctors, but got no benefit from the treatment. Then I procured an electric belt for him, but it was simply money wasted as it did not do him a particle of good. One day while my son was reading a newspaper he came across an article telling of a cure in a somewhat similar case through the use of Dr. Williams' Pink Pills, and he then decided to give them a trial. After the second box was taken there was a marked improvement in his condition. He continued the use of the pills until he had taken eight boxes, and they have restored him to health. His appetite has returned; the pain has left his back; he has gained flesh, is able to ride a bicycle, enjoy life and is able to do a day's work as well as anyone of his age. This letter is given gladly so that others may learn the merits of Dr. Williams' Pink Pills and find a cure if ailing."

Dr. Williams' Pink Pills cure such cases as the one noted above because they create new, rich, red blood, thus strengthening weak and shattered nerves. They do not purge and weaken like other medicines, but strengthen from the first dose to the last. Sold by all dealers in medicine or sent post paid at 50 cents a box or six boxes for \$2.50 by addressing the Dr. Williams' Medicine Co., Brockville, Ont.

AMINISTER'S DUTY.

A Glowing Tribute to the Sterling Worth of Dr. Agnew's Catarrhal Powder.

"When I know anything worthy of recommendation I consider it my duty to tell it," says Rev. James Murdoch of Hamburg, Pa. "Dr. Agnew's Catarrhal Powder has cured me of catarrh of five years' standing. It is certainly magical in its effect. The first application benefited me in five minutes." Is. Sold by Goodvee Bros.

Rich Strike on Slate Creek.

Victoria, March 23.—The steamer Cottage City arrived at midnight last night with 34 passengers. She reports a number of rich finds on Slate creek, Miller Gulch, in Orestachina district. Four thousand dollars were taken out of Miller creek.

CERTIFICATE OF IMPROVEMENT.

Notice.

Latest Out mineral claim, situate in the Trail Creek mining division of Kootenay district. Where located: Adjoining the Nest Egg mineral claim. Take notice, that I, J. A. Kirk, acting as agent for John Powers, Free Miner's Certificate No. B. 30695, intend, sixty days from the date hereof, to apply to the mining recorder for a certificate of improvements, for the purpose of obtaining a crown grant of the above claim.

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

Dated this 10th day of January, A. D. 1901.

1-24-10t. J. A. KIRK

CERTIFICATE OF IMPROVEMENTS.

Notice.

City Fraction mineral claim, situate in the Trail Creek mining division of West Kootenay district. Where located: In the city of Rossland. Take notice, that I, Kenneth L. Burnet, agent for Louis Lineman, F.M.C. No. B. 31038, and Charles Schmidt, F.M.C. No. B. 31039, Free Miner's Certificate No. B. 31110, intend, sixty days from the date hereof, to apply to the mining recorder for a certificate of improvements, for the purpose of obtaining a crown grant of the above claim.

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

Dated this 28th day of March, A. D. 1901.

3-28-10t. KENNETH L. BURNET.

CERTIFICATE OF IMPROVEMENTS.

Notice.

Burlington mineral claim, situate in the Trail Creek mining division of West Kootenay district. Where located: Between Sophie mountain and O. K. mountain on Ivanhoe ridge. Take notice, that I, F. A. Wilkin, acting as agent for Robert Lamont, free miner's certificate No. B. 30,388, intend, sixty days from the date hereof, to apply to the mining recorder for a certificate of improvements, for the purpose of obtaining a crown grant of the above claim.

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

Dated this 13th day of March, A.D. 1901.

F. A. WILKIN.

Popularity is the proof of merit.

No brand of Chewing Tobacco has achieved popularity so quickly as

PAY ROLL

The Finest Chew ever put on the market.

Sold Everywhere

Even the tags are valuable—

Save them and write for our illustrated premium lists. THE EMPIRE TOBACCO CO., Ltd. Branch Office, Winnipeg, Manitoba

P. CAMPBELL McARTHUR. Cable Address "McArthur." E. WENTWORTH M. NK.

McArthur & Monk, REAL ESTATE AND INSURANCE. STOCKS AND MINES. General Agents. PHOENIX, B. C.

NOTICE TO SHAREHOLDERS

The Winnipeg Mines, Ltd. NON-PERSONAL LIABILITY

THE FOLLOWING ASSESSMENTS HAVE BEEN LEVIED: JANUARY 15 ONE CENT DUE, FEBRUARY 15 ONE-HALF CENT DUE, MARCH 15 ONE-HALF CENT DUE. STOCKHOLDERS WHO HAVE NOT PAID ALL THREE ASSESSMENTS ARE HEREBY NOTIFIED THAT THEIR STOCK IS NOW DELINQUENT AND LIABLE TO BE DECLARED FORFEITED TO THE TREASURY IN ACCORDANCE WITH THE ARTICLES OF ASSOCIATION. RICHARD PLEWMAN, Secretary, Rossland, B. C.

MIDWAY, B. C.

ALL INDICATIONS POINT TO THE EARLY CONSTRUCTION OF THE COAST-KOOTENAY RAILWAY. REMEMBER IT STARTS WESTWARD FROM MIDWAY, THE PRESENT TERMINUS AND DIVISIONAL POINT OF THE COLUMBIA & WESTERN RAILWAY. AN INVESTMENT IN MIDWAY REALTY AT THIS TIME, BEFORE PRICES ARE ADVANCED, SHOULD PROVE REMUNERATIVE. FOR MAPS AND FULL PARTICULARS WRITE

The Midway Co., Ltd. C. M. CROUSE, Agt. MIDWAY, B. C.

V. & N. Phone No. 98. Clough's Code. Columbia Phone No. 43. P. O. Box 116

H. M. KEEFER

MINING AND SHARE BROKER. All British Columbia Stocks Bought and Sold Strictly on Commission. DAILY QUOTATIONS. GREENWOOD, BRITISH COLUMBIA.

Myers Creek Assay Office

J. P. BLAINE, Proprietor. Maps of the Myers Creek District for sale, \$1.00. CHESAW, WASHINGTON. European plan, \$1 to \$2. American, \$2 to \$3

HOTEL GRAND

THOS. GUINEAN, Prop. Newly Furnished and Equipped With All Modern Improvements. Cor. Howard St. and Main Ave. Spokane, Wash.

Daly, Hamilton & le Maistre

Barristers, Solicitors, Notaries. Rossland, B. C.

You are Making Good Wages

why not put something by now? Write for descriptive pamphlet of farms for sale in Lower Fraser Valley. THE GARDEN SPOT OF THE PROVINCE. We can sell you farms on SMALL MONTHLY PAYMENTS which you will never feel, and in a few years you own A HOME FULLY PAID FOR. Apply HOPE, GRAVELEY & CO., Vancouver, B. C.

SHRINERS

American Visitation—Wanted—Smart men and women to represent a work for us in all sections. Steady employment, good wages etc. For particulars write H. Cannon, Room 16, Fairfield Block, Vancouver.

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Victoria, B. C.

and members of British Columbia Association, headed by most satisfactory policy that the policy follow in connection of the Coast-Kootenay railway in the city of the Yukon, thus a resolution in line.

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BUILD FROM COAST Gov't Conditions for Aiding Railway Project.

NO C.P.R. BRANCH FROM MAIN LINE

Dunsmuir Awaits Action of Dominion and Fails to Indicate Which of the Enterprises He Favors--Public Safeguards--Hill is Interested.

Victoria, B. C., March 27.—The premier and members of the executive council of British Columbia gave an influential deputation, headed by the mayor of Victoria, most satisfactory assurances this morning that the policy which they proposed to follow in connection with the construction of the Coast-Kootenay railway would be not only in the interest of the province, but of the city of Victoria. The deputation was made up of representative business and professional men in the city appointed at a mass meeting which passed a resolution in favor of a competitive line.

In pressing for the building of an independent and competitive line from the coast to the interior of the province, the mayor read the following telegram which had been received this morning by E. V. Bodwell, who represented the V. V. & E. railway in the matter: "New York, March 21.—If you think advisable you may advise that the Great Northern railway and Mackenzie and Mann railways are equally interested in the Victoria, Vancouver and Eastern Railway Co. stock. Signed Jas. J. Hill, Wm. Mackenzie."

The remarks of his workshop were supplemented by short speeches from Ex-Mayor Redfern, Dr. Jones, Ald. Beckwith and Hyden. In reply the premier pointed out that the policy the government proposed to adopt was that of making a daily ferry service from the mouth of the Fraser and Vancouver Island. The attorney-general went into the necessity for the extension of the island railway and of the construction of an all Canadian route to the Yukon, thus insuring the trade of the Klondike to Canadian cities rather than to Seattle, which has been built up at the expense of Canada. In reply to a suggestion from Mr. Helmcken, who accompanied the delegation, the attorney-general said that the government is considering a proposition to insert a clause in the charter permitting the requirement of the road after a term of years on certain terms by the province.

Further they would compel any company which obtained a charter from them to sign an agreement to the effect that if the Dominion charter were obtained, they would still be amenable to the railway law of the province.

Ald. Yates expressed the fear that the cash ferry allowed to the attorney-general might be run from Vancouver to Kamano and thence to Quatsno, thus making the latter point the terminal one instead of Victoria. The premier replied that all his efforts as a citizen of this city would be employed to prevent such a contingency.

Ald. Yates said that what might be the cheapest at the time might be dear in the long run by exposing the country to a monopoly. In reply to this the premier said that the V. V. & E. had furnished no charts, maps or profiles of their proposed road, and all that they had done to date was to say to the government: "Give us \$4,000 per mile and we will build the road, provided we get a subsidy from the Dominion government." It was he said, the intention of the government to control rates and to derive a percentage of the earnings. He did not believe in the concession of land and subsidies to these companies and not be allowed any say in their control. The attorney-general explained the position of the administration at some length. Although he said that the government could not pin itself down to one road until it had heard from Ottawa, which has been asked to deal with the province construction. He had expressed the policy of the government was an alternative one, namely, that it might sanction a road from the coast or one from a point on the C. P. R., say at Spence's bridge, or on the Shuswap and Okanagan railway. He might say definitely that any road which they subsidized must be built from the mouth of the Fraser to the Boundary, thus opening up that whole country. Further, it would be a stipulation in the contract that the company must provide for a daily ferry service from the mouth of the Fraser.

SHRINERS INVADE HAWAII. American Visitors Are Regally Entertained--Warspite at Honolulu. Victoria, B. C., March 21.—Honolulu, March 14.—Barley Olympic is now 21 days out from San Francisco, and fears are entertained for her safety. None of the incoming vessels have sighted her. The Chamber of Commerce has appointed a committee to confer with territorial officers for the purpose of ascertaining whether the territory intends making any exhibit at the Pan-American exposition at Buffalo. The sentiment of the Chamber of Commerce was that some sort of exhibit should be made by Hawaii, and if the government does not intend to make the exhibit, private interests should do so. The British cruiser Warspite arrived from Victoria and anchored off this port. The Austrian training ship Bonau will sail for Nagasaki Tuesday, the 19th. The steamship Sirra arrived yesterday at noon with visiting Shriners from Grand Rapids, Mich., and other places, aboard. The run was made in very quick time, five days and ten hours being the sailing time. The vessel was unable to drop her pilot at Golden Gate owing to rough weather. A Reception committee from the local Shriners chartered a tug and met the steamer outside of the harbor here. They lost no time in going aboard and greeting the visitors, who gave them a rousing reception. A large crowd was also at the dock to receive the Shriners. The excursionists were escorted to automobiles and hacks and conveyed to the Moana and Hawaiian hotels. A ball is to be given this week in honor of the visitors, who will also attend the performance of Lewis Morrison and Florence Roberts and company in "Neil Gwynne." A local temple will be installed at this place during the visit of the Shriners.

LEGISLATIVE JOTTINGS. C.P.R.'s Bill for Coast-Kootenay Road Passes Railway Committee. Victoria, March 21.—In the legislature today Hon. Joseph Martin again introduced a bill to allow lawyers to practice chancery. The debate on it was adjourned. The Coast-Kootenay railway bill, for which a charter is being applied for by the C.P.R., was reported by the railway committee. A resolution was passed asking the Dominion government to amend the Elections Act that Japanese and Chinese, even if naturalized, cannot vote. A resolution asking the Dominion to impose the same duty on American lumber as is imposed on Canadian lumber by the United States will be further discussed. V. V. & E. Route Feasible. Vancouver, B.C., March 21.—(Special.)—It is reported here this evening that the party of surveyors sent by Mackenzie & Mann and the Great Northern railway has arrived at Hope after inspecting thoroughly the line of route of the V. V. & E. They report that the route is perfectly feasible. GRAND FORKS JOTTINGS. Water and Light Plants Cleared \$1,000 in Five Months. Grand Forks, March 25.—The report of the water and light system, while showing a deficit of over \$700 for the first seven months of 1900, also showed that these systems subsequently made good this deficit and cleared \$1,000 above all expenses during the last five months. The power since September has been supplied by the Granby smelter. Robert Petrie has taken over the interest of W. H. Ifter in the Grand Forks Stationery and News company, and will remove shortly to a new location in the Johnson block, next the postoffice. Chief Engineer Kennedy, of the V. V. & E., will start a party out early next week on a survey for a line from Grand Forks to Phoenix. R. A. Brown has gone to the Similkameen to arrange for resumption on the Sunset. One running as high as \$1,700 to the ton is reported being sacked at the Morning Glory, Republic, for shipment to the smelter here. An Interesting Specimen. In the window of the Queen apothecary is a chrysalis of a Papilio Ajax. It is green in color, and is fastened to a twig out from a shrub. In a short time, with a few sunny days, the chrysalis will break and there will emerge a beautiful, large butterfly. The chrysalis was sent to Mr. William H. Denby, the entomologist of this city. He is in the habit of trading specimens with the other "bug sharpshooters" in various parts of the world, and this specimen was sent from an entomologist with whom he occasionally swaps bugs, beetles, bees and other insectivora. Mrs. C. R. Hamilton and Miss Fraser went to Halcyon Springs yesterday and will remain away for a couple of weeks.

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WINTER CARNIVAL

Treasurer's Statement of Receipts and Expenditures.

Table with columns for Receipts and Expenditures. Receipts include Rossland Skating and Curling, British America Corporation, etc. Expenditures include City Band, Kootenay Curling Association, etc.

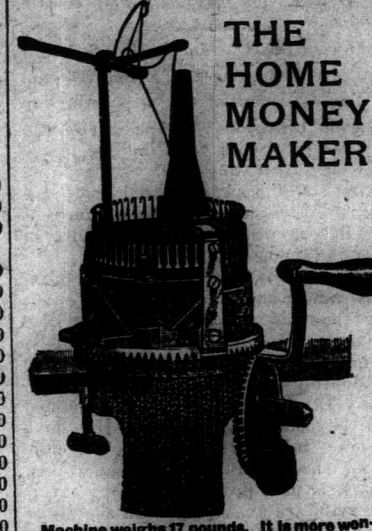
Total Receipts: \$1,829.25. Total Expenditures: \$1,829.25.

Count Maxey Crow of the firm of Crow & Morris, is in the city from Nelson and leaves today for home.

Good Seeds. Steele, Briggs Seeds are the best that Canadian gardeners can buy.

Wood's Fosphorine. The Great English Remedy. Sold and recommended by all druggists in Canada.

More Home Knitters Wanted



To Work at Their Homes Under the Direction of THE GLASGOW WOOLLEN CO. 37 MELINDA ST., TORONTO.

We want a few more workers in this locality, at once, and in order to secure your co-operation without the delay of correspondence, we herewith explain our full plan in this advertisement. The work is simple, and the Machine is easily operated, and with the Guide, requires no teacher. If you wish to join our staff of Workers let us hear from you promptly with the Contract, order form, and remittance, as a guarantee, and we will send machine and outfit to begin work at once.

OUR METHOD OF DOING BUSINESS

We wish to secure the services of families to do knitting for us in their homes. Our method is the same as adopted in England. We are the introducers of this plan and the largest knitting concern in Canada. After long experience, we have been able to produce an Automatic Machine by which all kinds of seamless knitted work is now done by the machine, thereby enabling those of ordinary intelligence to quickly learn to do the work. The great demand for the Machine, and the fact that we are unable to supply the demand, have taken this method of advertising for more help.

Our plan is to send out each machine to beginners with a book or stocking partially knitted, and remaining in the machine ready to be continued, and also enough yarn to knit one pair of sample socks or stockings and a simple Knitting Machine, together with the Guide, showing how the work is to be done. When the samples have been finished and we are returned to us satisfactory, we send a quantity of yarn, which you knit and return, likewise when finished. We prepay charges on all work one way, and our workers pay return charges. The work, as we have stated, is simple and which you knit and return, likewise when finished. We prepay charges on all work one way, and our workers pay return charges. The work, as we have stated, is simple and which you knit and return, likewise when finished.

\$15.00 Cash Contract Order Form. To the Glasgow Woollen Co., 37 Melinda St., Toronto. Gentlemen—I desire to do the work as described in this advertisement, and enclose \$15 to pay for one Automatic Knitting Machine, together with material, instructions, and everything necessary for the work, the same to be sent to me by Express, CHARGES PREPAID.

NO CONNECTION WITH ANY OTHER COMPANY.

HAD A GALA TIME

Sergeant Hart-McHarg Received in London.

OVERPOWERED WITH COURTESY. Nothing was too good for the Canadians--Dinner at Kensington Palace with Princess Louise--How They Filled the House of Lords.

Sergeant W. Hart-McHarg was yesterday interviewed by a representative of the Miner on his return to Rossland. He said with reference to the reception that the Canadians received on the entry into England that nothing could be more hospitable than the way in which they were received by the people. Nothing was too good for the Canadians. Everything was open to them. They were made free to the theatres which were thrown open to them. They were allowed to walk a step. Brakes were provided in which they drove about all over the place. Strolling around in their uniforms in the places of public resort no introduction was necessary. Their uniform sufficed. "Hullo, knaki man, come and drink with me," was the common salutation. People whom they did not know would come up on the public street and shake hands and ask them to come around to their paces. The country homes, which England is famous, which are so exclusive, were thrown open to the boys and invitations were showered upon them. High and low all vied in showing courtesy to the Canadians.

The companies A and B, the western companies, were asked to Windsor palace and were reviewed by the Queen in person. The review was severe in its simplicity. There were no gaudy cuirassiers or beplumed aides de camp galloping all over the place. The men formed up in the quadrangle of the famous old castle, so identified with the history of the nation, and the Queen, accompanied by the Princess Beatrice and one of the younger princesses, drove out into the quadrangle and the men were marched past the landau in sections of four so that the files brushed close by the carriage and the Queen could see them closely. As they were filing out of the great quadrangle the Queen, as if she had not seen enough of her sons of the Empire, took her carriage to the gates and again the men streamed past. The Queen was well on the occasion and her voice was clear and distinct. After the review lunch was served in the riding school and the men were made at home. Later on at the Queen's funeral

The British troops were excelled by the Colonials as scouts. The latter, made much the best men they had all the arduous duties in this line assigned to them. But when it came to foraging and the bivouac the regulars were quite up to the mark. The Canadians picked up many a little pointer from the old campaigners. Even with the newer regiments there was always a leavening of old soldiers who knew just how a camp should be struck. But the Jack tars were the handiest men of them all. The Australians were good men. They are not like the Canadians and not exactly like the English. They could best be compared to a westernized Englishman, such as are often seen out here.

The class feeling that appears among some soldiers with regard to the regiments was not shown to the Colonials. Wherever the Canadians went they were received with open arms by the British regulars. Going to England on the same transport with A company of the Royal Horse Artillery and the Household Cavalry, the men of neither regiment would associate with each other, but both chummed with the Canadians. Now both of these regiments are the picked men of their services. On making a remark that the Household troops were good men to an artilleryman, the latter replied: "Oh, we don't take much account of those fellows, just lady killers."

Asked if he had seen anything of Crook, Sergeant Hart-McHarg replied that the last time he had seen Crook (ex-mucker at the War Eagle and one of the first three that led Kossland ro the war), was on Piccadilly with a silk hat and a frock coat. He had been gazetted Lieutenant of the Fourth Warwick.

According to a recent army order all sergeants who have been through the war of the Colonial forces should now be entitled to hold the certificate of first-class captaincy in the arm with which they served. Thus Hart-McHarg is now a captain on a vacancy presenting itself.

Good Roads Movement. Grand Forks, March 23.—(Special.)—A branch of the British Columbia Good Roads Association was formed here today at a largely attended meeting. By-laws were drafted and officers elected. Several resolutions of local importance were adopted.

A Roaring, Raging Flood. Washed down a telegraph line which Charles C. Ellis, of Lisbon, Ia., had to repair. "Standing waist deep in icy water," he writes, "I gave me a terrible cold and though I grew worse daily. Even the best doctors on Oakland, Neb., Sioux City and Omaha said I had Consumption and could not live. Then I began using Dr. King's New Discovery and was wholly cured by six bottles." Positively guaranteed for Coughs, Colds and all Throat and Lung troubles by Goodbye Bros. and T. R. Morrow. Price 50c.

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REVIEW OF STOCK MARKET

THERE WERE 189,500 SHARES SOLD DURING THE WEEK.

A Flurry in Giant or Considerable Magnitude—Homestake is Rising—Dividend Declared, Etc.

The stock market during the week ending yesterday was in good condition, 189,500 shares being sold, which is an improvement over the previous week.

Table with 2 columns: Day and Shares Sold. Thursday: 13,000; Friday: 15,500; Saturday: 13,500; Sunday: 30,500; Tuesday: 84,500; Wednesday: 32,000.

Total 189,500 Against 157,000 for the previous week.

There were 7,500 shares of Homestake sold during the week and the price ranged from 7 1/4 to 9 cents, closing at the latter price.

Waterloo opened at 2 1/4 cents and closed at 2 1/2 cents. There were 17,500 shares handled during the week.

Winnipeg opened the week at 9 and 9 1/4 and closed at 8 1/2 cents, the last sale being made on Tuesday at the latter figure.

Giant opened at 3 and 3 1/4 cents and closed at about the same figure, although a few thousand shares were sold for as high as 3 1/2 cents on Tuesday.

Mr. Armstrong reported that great interest is being manifested in baseball and there was discussion as to the advisability of the club taking hold of that sport and putting a first-class team in the field during the coming open season.

Mr. T. W. Holland's Successful Mission to Toronto.

Mr. T. W. Holland, secretary of the Grand Forks Townsite company, reached the city yesterday on his way home after a six weeks' trip to Toronto.

Greenwood, B. C., March 23.—(Special.) Mining development throughout the Boundary district is on the verge of great activity.

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Monday Sales.

White Bear, 2,000 at 4 1/2, 13,000 at 4 1/4; Waterloo, 5,000 at 2 1/4; Giant, 2,000 at 3, 1,000 at 3 1/4, 5,000 at 3 1/4; Rambler-Cariboo, 1,000 at 28; Iron Mask, 500 at 37; Homestake, 1,000 at 7 1/2. Total sales, 30,500 shares.

Tuesday's Sales. Giant, 30,000 at 3, 15,000 at 3, 8,000 at 3 1/4, 20,000 at 3 1/4, B. 30, 5,000 at 3 1/2; Homestake, 5,000 at 8; Rambler-Cariboo, 1,000 at 25 3/4; Winnipeg, 500 at 8 1/2. Total sales, 84,500 shares.

Wednesday's Sales. Giant, 5,000 and 3 1/4-c; 5,000 at 3 1/4-c. Rambler-Cariboo, 1,000 at 25 3/4-c. Waterloo, 10,000 at 2 1/2-c. Evening Star, 1,000 at 6 1/2-c. Morning Glory, 10,000 at 4 3/4-c. Buyer 60 days. Total sales 32,000 shares.

J. L. WHITNEY & Co

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

255 Columbia Ave. ROSHLAND, B. C.

THE REDDIN-JACKSON CO.

LIMITED LIABILITY ESTABLISHED MAY 1895 MINING AND INVESTMENT BROKERS

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

JEFFRIES WILL VISIT ROSSLAND.

He May Give an Exhibition Under the Auspices of Athletic Club.

A spirited meeting of the Rossland and Kootenay Athletic Association was held last evening and several matters of interest were taken up.

Mr. Armstrong reported that great interest is being manifested in baseball and there was discussion as to the advisability of the club taking hold of that sport and putting a first-class team in the field during the coming open season.

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BOUNDARY RAILWAY PROJECT.

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DOMINION PUBLIC BUILDING.

Work of Construction Will Be Started Next Week—The Plans.

Work on the proposed Dominion government building, Columbia avenue and Queen street, will be commenced next week.

Mr. Bradbury said the building, which will provide accommodation for the postal, customs and inland revenue offices, will be of English baronial style, of composite character, consisting of granite, sandstone and pressed red brick.

Mr. Bradbury added that the design is decidedly handsome, the predominance of stone enhancing the architectural effect.

Mr. Bradbury has had a number of men engaged all winter dressing the granite. The sandstone will be obtained from Calgary, and the pressed brick from an adjacent point on the main line of the C.P.R.

Lost Two Fingers.

J. Foote, while operating the steam wood saw for the Red Star stables, inadvertently put his right hand too near the saw, and the result was that he lost the little finger and the one next to it.

BOUNDARY MINING DEVELOPMENT

Great Activity Prevailing in All the Camps—The Morrison Spur.

Greenwood, B. C., March 23.—(Special.) The development of the Emma in Summit camp is reported to be showing up some good ore of a shipping grade.

At the 400-foot level of the B. C. mine, in the same camp, the ore is said to be richer than in the upper levels.

The sinking of the train at the disposal of the Port Steele, Fernie, there to inspect the coal fields, then visit Nelson and the Slo-can district, Rossland afterwards, and finally the Boundary district.

Mr. Jay P. Graves, general manager of the Granby Consolidated Mining and Smelting Co., looking remarkably well after his five months stay in the east, reached the city yesterday from Spokane.

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EXCURSION FROM MONTREAL

MR. JAY P. GRAVES ORIGINATED THE IDEA.

C. P. R. Special, With Eastern Visitors, Will Be Run in June—Mr. Graves Discusses Mining Market Conditions—The Granby Smelter Output.

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or fall. At the outset their selling price will probably be \$5, taking into consideration the present prices of the various shares of the several companies.

Mr. Graves, who has accomplished such wonders within the past four years, added that he expected to have the California in this city developed and in operation.

GRAND FORKS JOTTINGS.

New Lacrosse Club Organized—Commodore Biden's Wager.

Grand Forks, March 21.—(Special.)—At a public meeting held last evening a lacrosse club was organized. The officers are as follows: President, J. A. Manly; vice-president, George A. Fraser; first vice-president, George Clark; secretary-treasurer, F. F. Sinclair; captain, R. McDonald; and committee, A. Petrie, D. D. Munro and A. A. Savage.

The new half-mile race track on Mr. Lloyd A. Manly's property north of Columbia, is now being surveyed by Messrs. Wollaston and Coryell and will be enclosed. It promises to be one of the best tracks in the province and a race meeting at which the attendance of the fastest horses in Montana will be secured, will be held this summer.

W. R. McPherson, the well-known architect, has returned from a trip to Twenty Mile.

Commodore Biden has leased a suite of rooms on the ground floor of the Biden block to the engineers of the Mann & MacKenzie railway survey.

The Granby smelter last week treated 4,500 tons of ore.

ASHCROFT MURDER CASE.

Crown Will Attempt to Convict Six Chinamen on Circumstantial Evidence.

Ashcroft, B.C., March 25.—At the preliminary hearing of Wong Sing, Ah Nin, Wo Puck Yung, Leun Wah, Sing Dick and Wing Yung, before Justice Lehman this morning, for the alleged murder of Lee Hang, an adjournment was granted until Thursday by the court, upon the request of Barrister Jones, who is representing the prosecution.

New Race Track at Grand Forks.

Grand Forks, B.C., March 22.—(Special.) Grand Forks has decided to have a big celebration on Dominion day this year and the work of making a new race track is now in progress.

THE WINNIPEG LEDGE.

It Is Over Eleven Feet Wide—Directors Levy Two Assessments.

Mr. Richard Plewman, manager of the Winnipeg, returned yesterday from a visit to the mine. At the bottom of the winze, on the 300-foot level, there is 11 feet 4 inches of ore, and it is anticipated when No. 1 north vein comes into the No. 2 north, which it is expected will be shortly, there will be important developments.

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COAST-KOOTENAY RY.

Government Creates Surprise by Calling for Tenders for Construction.

Vancouver, March 25.—(Special.)—A special from Victoria tonight says: "The advertisement of the government in the Colonist, asking for proposals to build the Coast-Kootenay railway line, is causing great discussion. Speculation as to the object of the advertisement is rife."

The Athletian daily to the Star Contractor Gill day, March 27th the Hawhide.

For the week 27th, the U. G. shipped 800 tons. The Midway A has been resumed property near the shaft on a wood camp, is doing well probably.

YALE NORTHERN RAILWAY.

Grand Forks Project Passed Committee Stage Yesterday.

Victoria, March 25.—(Special.)—The railway committee of the legislature today passed the charter incorporating the Yale Northern Railway company.

At the 250-foot level of the Rambler, 133 tons were taken out.

The new coal will probably be the Idaho in the line has been a stockpile in a new now on the Copper company.

Thomas Dona doing development group of claims six months. The Delamar mount from the railway and has been a good body of J. W. Nelson from the west had been looking in which he is inch ledge, from which samples, gave a 133 ounces in the middle of a as development The Hamblet I.

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A Painful Accident.

Mr. Joseph Bocare, who is employed in the shops of the Black Bear, had his right arm badly lacerated by a mining contact with one of the saws yesterday afternoon. The wounded man walked to the office of Dr. Bowers, where his injuries were attended to.

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