The Midway Dispatch.

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Mining In The Boundary.

A brief review of what has been accomplished in the mines of the Boundary for the last year shows that substantial progress has been made all along the line. This is specially noticeable in the total of the tonnage sent out to the three Boundary smelters, which will reach about 680,000 tons, the totals for the last few days not yet being available. Notwithstanding the adverse conditions that prevailed in the early part of the year, occasioned by the lack of fuel supply for the smelters, which in turn was caused by the strike of the coal miners in East Kootenay, the future can be said in all truth to be full of encouragement. In the twelve months last past it is a fact that more mines have been working steadily in the Boundary than ever before, more men have been employed in the mines and smelters, more ore has been shipped by at least one-third than during the previous year, and the money value of the output, as a consequence of these conditions, has been considerably incr eased.

One feature worthy of special note is that at least two of the mines have reached the dividend paying stage for the first time in this season's history. These were the Granby, which on the 16th of last month paid its first quarterly dividend of $133,630, and the Providence mine, which has paid back to its stockholders the sum of $5600. That both of these properties will continue to give returns to shareholders is fully expected, and others will doubtless join the profit making column in the next few months.

Referring first to the large producers, low grade mines, it is noticed that the Granby mines, notwithstanding the prevailing condition of lack of fuel supply, has worked steadily the year through, as usual. The force has been steadily increased, and now numbers about 425 men at the mine and about 275 at the smelter. Most of the year the tonnage has been on the basis of 1200 tons of ore daily, but for the last two months it has been increased to 2000 tons per day, made possible by the addition of two more furnaces at the company's smelter, the full battery now being six blast furnaces, a reverberatory furnace, and two stands of copper converters.

Many advances have been made at the Granby mines during the last twelve months. The new 60-drill Canadian Rand Drill air compressor has been at work, and electric power, by long distance transmission from Cascade, has been used also at the Knob Hill mine, with a capacity of some 3600 tons daily, and steam shovels for loading the ore on cars were employed successfuly for the first time in the history of Boundary mining. Steam locomotives have also been placed in the long tunnels, the first in the Boundary. Much new work has been done, and two new tunnels, Nos. 3 and 4, have been undertaken, giving more outlets from the mines. The total of lineal work done in the Granby mines, including sinking, raising, crosscutting and drifting, now exceeds 20,000 feet. This, of course, does not include the large amount of work done in the ore quarries, where thousands of tons have been shipped. Ore shipments for the last twelve months from the Granby mines total over 1,000,000 tons since the properties first entered the shipping stage in July, 1900.

Another large property almost adjoining the Granby mines, that worked steadily up to a few weeks ago, is the Snowshoe. The Snowshoe is owned by an English company that has developed the property for some five years, and has been figuring on its own smelting works. So far the ore, approximating 100,000 tons, has been sent to customs smelters in the district, but recently this was discontinued, pending negotiations for the amalgamation of the company with the B. C. Copper company, owning the Mother Lode mine and smelter. These negotiations are now being consummated, and some time in the new year will likely result in the Snowshoe sending but a larger tonnage than ever.

The machinery equipment of the Snowshoe is first class in every particular, the mine having the only electric hoist in the Boundary, and the largest also in this section. The property is thoroughly developed to a degree where it can maintain shipments of 500 to 1000 tons daily for years to come. It will doubtless prove to be one of the large mines of the Boundary, and is today in splendid condition.

Railway Accident.

GRAND RAPIDS, MICH., Dec. 26 —An east bound and west bound passenger train on the Pere Marquette railway collided head on near East Paris tonight. Five persons are reported dead, and several more bodies will be found under the wreckage, and 30 were injured, some of whom probably will die. A relief train, carrying all the physicians available, and all the ambulances in the city, and the hospitals were notified to have all their forces ready. The two trains were running at full speed, and the engines were reduced to tangled bits of wreckage. The first cars were also demolished and the entire train left the tract, except the last coach on each train, so great was the force of the collision. The east bound was due to leave here at 5.20 p. m. bound for Detroit, and it was a little late. The west bound train was due from Detroit at 5.15 p. m., but it was also late.

The wreck is said to be due to a mis-understanding of orders. The east bound train was crowded with passengers when it left Grand Rapids. It carried scores of Christmas visitors returning to their homes.

It is reported that the incoming train was also heavily loaded. As usual, the smokers were demanded more than any of the other coaches, and in the smokers every seat was occupied. The wreck took place about a half mile west of East Paris, where there is a curve on a long grade. The west bound train had just descended this grade when the collision occurred. The list of dead totals 10, with 31 injured, several fatally.

Accident at Fernie.

FERNIE, Dec. 26.—An accident occurred in No. 1 mine, Coal Creek, on Thursday night, resulting in the death of one man, and slight injuries to another.

Stephen Hunter and his working companion, Thomas Porter, were engaged in mining coal in one of the chambers in the first north level of No. 1 mine. About 9 o'clock, as Hunter was engaged in shaping a boom stick for further timbering, the roof caved in. The driver was sitting on the other end of the stick steadying it, and Porter was working in the other end of the cross-cut. The latter two narrowly escaped being caught by the falling rock, and it was some moments before they were able to extricate themselves.

It was estimated that about 40 tons of rock, coal and slack fell upon and around the body of the unfortunate miner Hunter, who for a few minutes, long minutes for the frantic companions, kept up a faint cry for help. Porter and his companions quickly got assistance, and twenty men worked hard till 11 o'clock before the body was recovered. Not a bone was found to be broken, and Doctor Keith who was on hand pronounced the cause of death to be suffocation.

Have Large Coal Areas.

"The property of the Imperial Coal & Coke company, which Andrew Laidlaw and myself have formed in Montreal, includes 21 square miles of coal land along the Flathead river in southeast Kootenay, extending east from that stream to the British Columbia boundary line," said O. G. Labree, who is just back from the Canadian metropolis.

"The ground is 30 miles long north and south, and its southern terminus is about four miles north of Michel, which is one of the centers of the Crows Nest Pass Coal company's operations.

"The ground was staked this year. The first was located in March and the last in July. Mr. Laidlaw investigated the title to the land and discovered that it was the crown land, not included in the railway bonus or in the reserves which the government has placed upon part of the district. Accordingly he and 33 of his associates staked it, in claims of a square mile each. There was no reason why licenses should not be granted, and 34 licenses were issued by the British Columbia government on July 1, and 23 on September 1, while the remaining 27 were granted in November. The Imperial company expects to get crown grants soon by paying $5 an acre to the province. As our claims cover about 60,000 acres, it will require $300,000 in fees to get perfected titles.

"The ground is traversed for 30 miles by coal seams having a total width of 210 feet. The veins lie at an angle of 45 degrees. Engineers report that the coal can be mined for an average vertical depth of 1000 feet by tunnels above the level of railway grades, and there are estimates to be 500,000,000 tons of coal above that level.

"We have $800,000 available for development, and expect to put in large coke ovens during the coming year. The company is capitalized for $4,500,000. Of that $4,000,000 was issued to the promoters in payment for the property. The remaining 500,000 shares can only be sold at par, $100 per share. The promoters have turned over 125,000 shares of their stock to three trustees to provide a fund for development. A large amount of that stock has been sold at $50 a share. The full board has not been named, but the officers include, President, W. Herbert Evans of Evans Bros.

Continued on page 2.

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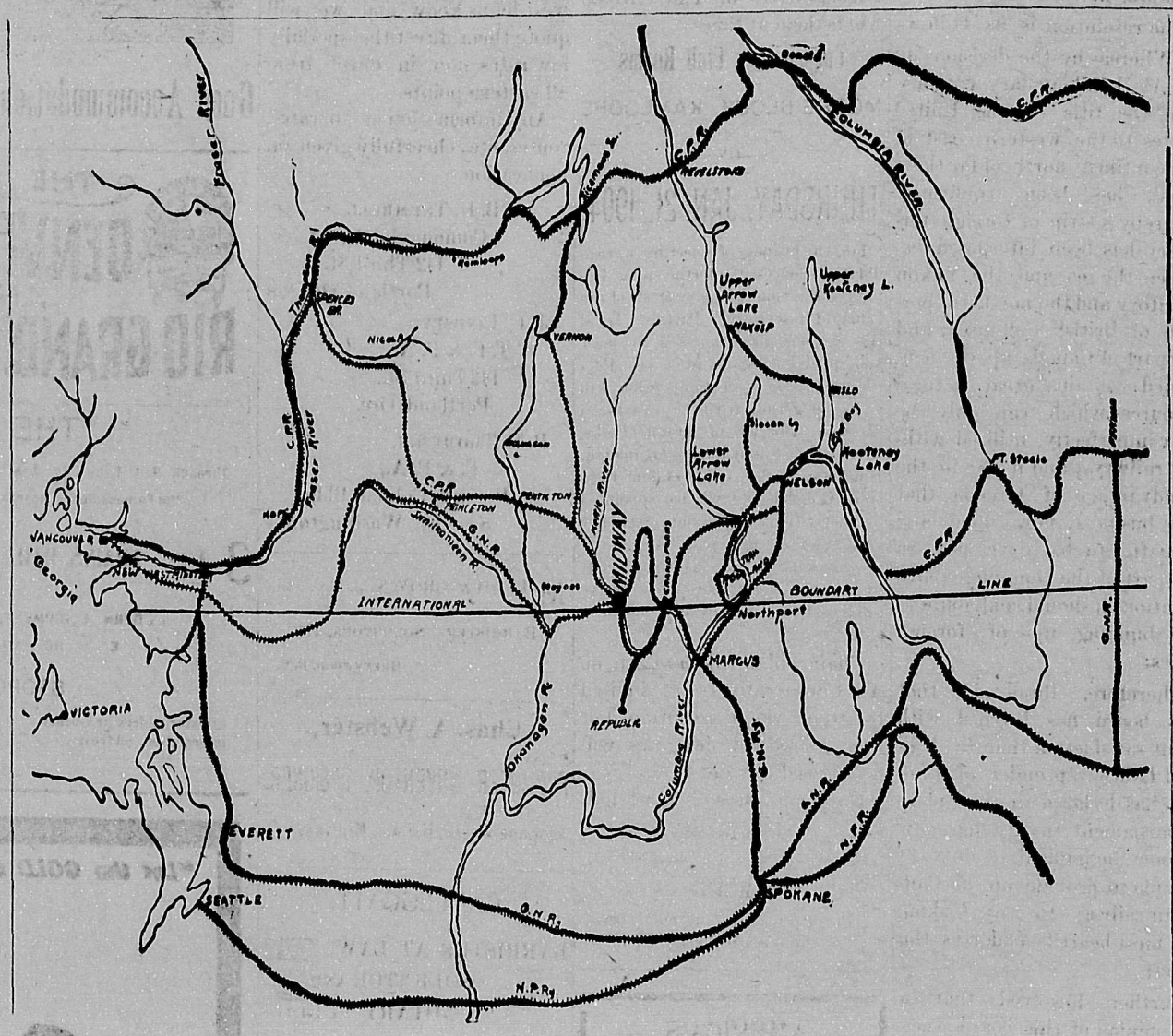

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The Dispatch

SATURDAY JANUARY 2, 1904.

THE LEONINE DUMAS.

How His Worshipers Adored Their Literary Idol.

One evening in the beginning of June I was taken to the residence of Dumas, on the Boulevard Malesherbes, by an intimate friend of the great novelist. As one thinks of a lion, with his shaggy mane full of the jungle burs of adventure, so I can see the author of "Monte-Christo" as he appeared on that memorable evening. Standing about were women friends, actresses, writers, poets, attracted by a world of romance symbolized in the figure seated in the middle of the salon. I was instantly impressed with two things—the frescoes on the walls and the attitude of the host. He sat like a silent oracle, surrounded by a crowd of female admirers, the whole company set off by panels representing life sized figures from Goethe's great drama—Faust, Mephistopheles, Marguerite. There were no other pictures in the room. The influence of these figures, the attitude of Dumas and his worshipers, concentrated the mind on the quintessential element of romance. Half indifferent he sat, as some handsome young woman would stroke his head, while another would place her hand on his shoulder, as they might have done with an old lion long tamed and without teeth. There was nothing to distract the mind from the harmony of idea and personality—the company of women might have been part of the frescoes and Dumas the creator of "Faust" instead of "Monte-Christo." There was an enchanted element about the people and the room.

The whole company conversed among themselves, standing as if they were at court, while the host sat still and mused. I was held by the mystery, the fascination of the romantic atmosphere, the peculiar spell of the huge mass that filled the fauteuil like an idol of adamant. For there was something of the idol about the man. I thought of a Buddhist statue in a sitting posture, corpulent at the base, crisp at the top. The lower part of the face was of porcine dimensions, the skin swarthy, the hair curly, the expression of the eyes calm and sphinx-like. He was a man who not only had invented life, but had seen it.—Critic.

DEER LACK STAMINA.

The Wild and Fleet Footed Animals Are Soon Fagged Out.

"It seems to be the opinion of a great many people that deer and antelope are at the top notch among animals as far as speed is concerned," said a Dakota ranchman. "I have often heard the expressions 'as swift as an antelope' and 'he can run like a deer,' but the fact is any good horse can run over Mr. Deer or Mr. Antelope within a mile on level or nearly level ground.

HOW TO GET GOOD ROADS

Enemies of Mud Should Unite in a Campaign For a Principle.

One great reason for the prevalence of bad roads throughout the United States is lack of agreement and united action among the advocates of improvement. Everybody prefers good roads to bad. Everybody knows that the roads can be improved only by the expenditure of money and labor. But here the agreement ends. There is a great variety of ideas and schemes for securing the desired object. There is no end of discussion, but very little is accomplished. Some people would rather travel through mud than have the roads improved by any other plan than their own "pet scheme." Thus road reformers themselves sometimes actually hinder the cause to which they are devoted.

If the roads of this country are to be made good within the lifetime of the present generation it is high time the advocates of good roads should unite in support of a few general propositions and go to work in favor of a general plan. If a national good roads movement ever gets started nothing can stop it. It will sweep everything before it. But the difficulty is to get it started.

One great advantage possessed by the national aid plan, which is now becoming so popular, is that it is general instead of sectional or local. It is as broad as the whole country. It can bring into harmonious united action the friends of good roads in every state, and it is the only plan yet proposed that can do this.

The friends of national aid will make a mistake if they undertake to work out details in advance. They should go to work for the general principle and leave details to be worked out later. This was the plan of action adopted by Gladstone. When his opponents asked for details of any great reform which he advocated Gladstone would answer, "There will be time enough to work out the detail when we get the power." The advocates of national aid will do well to emulate the example of this great English statesman. They should organize everywhere and fight for the principle, leaving details to be worked out in due time.

Indians and the Graphaphone.

A rather amusing experience in connection with Dominion Superintendent of Forestry Stewart's recent tour in the far north was a half-breed concert in one of the Indian settlements around the Lesser Great Slave Lake. The Indians there are rather up-to-date, know the topical songs of the day, and can sing. On this particular occasion Mr. Stewart was entertained with "Goo-goo Eyes" and similar melodies, and when he asked a half-breed where he had learned the tunes he received the terse reply, "Graphaphone."

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