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THE GOLDEN ERA.

VOL. III. NO 26. GOLDEN B.C., SATURDAY, JANUARY 27, 1894. $2 PER YEAR

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CHAS. A. WARREN,
Golden, B.C.

COLUMBIA HOUSE,
Golden, - - B.C.
Has been newly built and newly furnished. Heated throughout with hot air. The table is first class. The bar is stocked with choice Wines. Liquors and Cigars.
Wm. McNeish, - Prop.

CARLIN & LAKE,
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Just Received! A Splendid Stock of the best candies, including the celebrated "G. B." Chocolates, the "best in the land."
Those who do not make a rule of indulging in Candy, would perhaps like to buy some of our Kura Kold Cough Lozenges. They are very good.

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OUR TOWN.

Golden, on the main line of the Canadian Pacific Railway, at its connection with the steamboat navigation of the Columbia river; the mineral and commercial centre of Eastern British Columbia; headquarters of the Golden Smelting works, the Upper Columbia Navigation Co., and lumber industry; the outlet for the widely known and far famed agricultural and grazing land of the Columbia & Kootenay Valleys; unrivalled for scenery of all kinds; the distributing point for the richest mineral country on the continent.

LOCAL JOTTINGS.

Mr. W. G. Neilson, of Beaver, was a visitor this week.

Mr. Joe Lake returned this week from Fort Steele.

Supt. Niblock of Medicine Hat was in town on Wednesday.

Mrs. J. C. Durick, of Canal Flat, is here on a visit this week.

Mr. D. P. Kimpton came in from Windermere on Sunday.

Sergeant Brooks of the N.W.M.P., Calgary, was in town this week.

C. C. McKay was in town this week from the Upper Country.

Mr. Kennedy, of Kennedy & Douglas, merchant tailors, Toronto, was in town this week.

An addition is about to be made to the hospital which, when completed, will be used as a laundry, etc.

Messrs. J. L. Hamilton, and H. Barnes came in on Sunday from Fort Steele and left again on Tuesday.

Mrs. Barrie and Miss Kimpton, of Donald, were in town this week. Miss Kimpton left on Tuesday for Windermere.

Mr. and Mrs. H. J. Edron, of Lethbridge, came in on Saturday last. They left for Fort Steele on Tuesday's stage.

The weekly dance on Thursday evening was very well attended and dancing was continued until a late hour.

Dr. Taylor returned from the coast this week and has resumed his duties at the hospital. Dr. Denovan who had been supplying his place, returned to Calgary on Tuesday.

Mr. H. Sherratt left on Tuesday for Victoria. During his short stay here Mr. Sherratt made a host of friends, who, while sorry to lose him, wish him success in his new field of labor.

Mr. Fred Pulham has taken over the Restaurant this week and is now ready to attend to the wants of one and all. Pay him a visit and satisfy yourself as to the merits of his house.

The Grand Concert which was announced for Wednesday evening of this week failed to come off, owing to the mysterious dissappearance of one of the principal artists - the champion harmonicist of the United States.

Mr. Wm. McNeish is having a large addition made to the Columbia House. It is said that when completed it will make the largest hotel in town. The new building will consist chiefly of a kitchen and dining room. Billy is keeping abreast of the times.

The New Burying Ground.

The public meeting which was held in the Alexander Hall last Monday evening, for the purpose of taking steps to secure a more suitable burying ground, was, we are sorry to say, rather slimly attended. Mr. J. F. Armstrong was voted to the chair. The site suggested which appeared most suitable was the bench behind the section house, the only objection to this being the difficulty of obtaining a convenient approach. A committee was finally appointed, composed of the chairman, Capt. Armstrong and H. Connacher, to look around and see if a more suitable site could be procured and to report on Monday next, the 29th inst., at the same hour and place. The meeting then adjourned.

It is hoped that the citizens will show a little more interest in this matter next week. There are few in town so busy who cannot spare an hour to attend a meeting of such importance. The meeting is called for 8 o'clock in the Alexander Hall.

The Rink.

The rink is the centre of attraction these days. On Tuesday last the ladies had "afternoon tea" and according to all accounts, a more sociable gathering was never seen in Golden. Some of the ladies were heard to pass remarks about the racket the curlers made when playing but after the tumult which raged in the rink all Tuesday afternoon up till a late hour at night, the "boys" arrived at the conclusion that when it came to making a noise they simply "weren't in it."

The Canadian Mutual Loan & Investment Company.

A meeting of the Golden shareholders of the above company, will be held in Mr. F. Owen's office, Alexander Block, on Saturday evening at 8 o'clock, for the appointment of officers for Golden Local Board. All parties interested are invited to attend.

Don't forget the Hospital Ball on Thursday next.

Hospital Ball.

We again beg to remind our readers of the Hospital Ball on Thursday next, Feb. 1st. The most complete arrangements have been made and all that is now required to make it a brilliant success, remains with the public generally. The ball will be opened at 9 p.m. with the Grand March, refreshments will be served during the evening. An enjoyable time is expected. Everybody come. The following is the programme:

Grand March.
Waltz.
Jersey.
Quadrille.
Military Schottische.
Waltz.
Ripple.
Lancers.
Bon Ton.
Jersey.
Rockaway.
Quadrille.
Waltz.
Polka.
Military Schottische.
Lancers.
Waltz.
Jersey.
Waltz.
Ripple.
Lancers.
Waltz.
Waltz.
Sir Rodger.

In addition to the above there will of course be the usual number of "extras." Tickets for gentlemen $2.

The Deepest Metal Mine in the World

The United States has now, we believe, the deepest metal mine in the world. For some time that claim has been made for the Maria shaft, at the mines of Przibram, in Austria, which was 3,675 ft. below the surface at the time of the great fire in 1892; and nothing, we believe, has been done upon it since that time. It has now been surpassed in depth by the No. 3 shaft of the Tamarack Copper Mining Company, in Michigan, which on Dec. 1st was 3,640 ft. deep, and is now more than 3,700 ft., the average rate of sinking being about 75 ft a month, This makes it beyond question the deepest metal mine in existence, and only one other shaft has reached a greater depth, that of a coal mine in Belgium, for which 3,900 ft. is claimed.

For the attainment of this distinction we have to congratulate Captain John Daniels, the general manager of the company, for the skill and success with which the work has been carried on. In Germany the completion of the Adalbert shaft to a depth of 1,000 meters (3,281 ft.) was thought worthy to be the occasion of a public festival; and though the Tamarack shaft has been carried down to the present great depth entirely as a matter of business, and no especial formalities have marked its progress, the remarkable achievement certainly deserves recognition, for not only has it been sunk to a greater depth than any before it, but it has been sunk with much greater rapidity and at a less cost than probably any European shaft of anything like its depth or in ground as hard.—Eng. and Min. Jour.

Financial Panic.

London, Jan. 22.—The Calcutta correspondent of the Times says: The money market to-day was almost in a panic. It is feared that the Earl of Kimberly may accept any rate offered at the next sale of bills. It is virtually certain that he can command fair rates if he holds out a week or so longer.

The Golden Era

The GOLDEN ERA is published every Saturday morning in time to catch the east and west mail trains, also the mail for the upper country, Windermere, Fort Steele etc It is the only advertising medium in the East Kootenay district.

Subscription Rates: $2.00 per annum IN ADVANCE.

Advertisements and changes must be in the office not later than 12 a.m, on Thursday to insure insertion.

Advertisement rates made known on application to

All cash to be paid to the Manager, from whom the Company's receipt will be obtained.

The Golden Era Publishing Company.

SATURDAY, JAN. 27, 1894.

PROVINCIAL LEGISLATURE.

LIEUT.-GOV. DEWDNEY'S SPEECH.

His Honor the Lieutenant-Governor formally opened the last session of the sixth parliament of British Columbia. on Thursday afternoon, January 18th. All the members were in their seats, and there was a large attendance of ladies and gentlemen.

His Honor read the following speech:

Mr. Speaker and gentlemen of the Legislative Assembly:

I have much pleasure in meeting you again in this your fourth session for the dispatch of the business of the country.

The measure of redistribution which was necessarily postponed on account of imperfect census returns, will be introduced during the present session for your consideration.

Acting under the authority conferred by the "railway aid act" of last session, a guarantee of interest has been given in favor of the Nakusp and Slocan Railway company, and I am glad to state that the work of construction has been vigorously pushed, and the line will be in running order during the present year, so that the valuable trade of the Slocan region will be attracted towards the mercantile centres of the province.

In arranging, under your authority the details of the agreement with the company I have reserved the alternative right of guaranteeing the bonds of the company, both as to principal and interest. By adopting this plan the bonds can be sold for a higher price, and considerable economy effected. Your attention will be asked to a measure with this object. Papers upon the subject will be laid before you.

I am happy to inform you that following upon your former legislation the Nelson & Fort Sheppard Railway has been nearly completed and is now running, thus materially assisting in the general development of the province.

Notwithstanding the reduction in the market price of silver, the mines of the West Kootenay district, in consequence of the high grade of their ores, have shown a healthy development.

In Cariboo and other portions of the province marked attention has been given to hydraulic mining, and important works are being undertaken in that direction. The coal mines of the province have shown an output of 979,260 tons, being an increase of 152,927 tons over last year.

The agricultural and horticultural reports from the various districts show a satisfactory improvement both as to the area under cultivation and the modes of culture.

Our fishing industry, a great source of wealth to the province, has produced results larger than in any previous year. The question as to the jurisdiction of the Dominion Government to grant licenses for and to regulate fishing in provincial waters is about to be submitted to the supreme court of Canada, and I shall take care that the interests of this province are properly represented before that tribunal.

In view of the discoveries of gold in the Alberni district during the past year, and claims to the precious metals within the railway lands upon Vancouver Island having been advanced by the Esquimault and Nanaimo railway company, a special case raising the point has been referred to the supreme court for decision.

A suitable site for the Provincial Home, the establishment of which was authorized by you, has been purchased at Kamloops, plans have been prepared for the building, and tenders for construction will shortly be called for.

Although the past year has been one of great commercial depression throughout the world, the revenue of the province has closely approximated the estimate, notwithstanding the diversion of considerable sums of money to newly formed municipalities.

The three per cent loan authorized for the construction of new legislative and department buildings by the "parliament buildings act' was placed upon the money market and brought 92 per cent. of par value, an appreciable and gratifying increase in the value of provincial securities. Contracts for the buildings have been awarded and the work is now in progress.

The estimates of revenue and expenditure for the coming year will be laid before you at an early date, and it is trusted that they will be found to have been prepared with a due regard to economy and the requirements of the public service. In deliberating upon the items of expenditure you will be asked to consider the justice of aiding township municipalities by expenditures upon trunk roads.

The long standing dispute with the Dominion government on the subject of the title to the railway lands upon the mainland and the method of dealing with them was not brought before the courts during the last year. Negotiations looking toward an amicable settlement are pending, the successful result of which would obviate the necessity of a reference to a judicial tribunal; and I hope to be able to make an announcement upon this subject during the session.

Investigation into the census returns made for the purpose of securing data for the redistribution bill to be submitted to you, has disclosed the fact that several tribes of Indians were unvisited by the census enumerators, and that no allowance for their numbers has been made in arriving at the total population of the province, as shown by the census. I have caused representations upon this subject to be made to the Dominion government.

You will be asked to consider amendments to the drainage, dyking and irrigation act, so as to facilitate suitable guarantees being given by the government under proper conditions, and also an act providing that the measurement of timber shall be conducted by officers appointed by the government.

A bill consolidating the law of evidence, a partnership act, a bill to amend the act dealing with the labor bureau, and a bill imposing succession duties, will be among the measures submitted to you.

I now leave you to your deliberations trusting that providence will so order your labors that they may prove permanently beneficial to all classes of our people.

You are requested to attend the public meeting in the Alexander Hall, Monday evening next at 8 o'clock.

Don't forget the Hospital Ball on Thursday next.

THE ROADS OF ENGLAND.

Smooth and Solid Highways That Are Well Built and Carefully Repaired.

The solidity, the smoothness, the continuous excellence of the highways of England may well be the wonder and despair of the American who reflects on the two streaks of country mud or costly expanse of nobby, very knobby, city pavement he has left at home. There roads are made. At home they grow—that is, they are made bad and generally grow worse. If Thomas Jefferson was right in saying that the civilization of a country might easily be judged from the state of its roads, then America is about two centuries behind anywhere else, in spite of her boasted progress. We tickle the sides of a large streak of mud with a scraper and dump more mud in the center and complacently go home with the idea that our road tax is worked for the year, while it is left to the long suffering driving public and the chief engineer of the weather to repair the mischief we have wrought.

In England the roads are well made in the beginning and are carefully looked after every day instead of once a year, and not with what Carlyle calls a dribbling futility of intention, but with a steady determination of means to an end. English roads are started out in existence well equipped, as all else is there from which they expect good work and service. Careful excavation to a good substratum, a liberal filling in with sand or cinders, a layer of evenly broken stone and above that a bed of macadam and cinders mingled make a road over which the heaviest hauling can be and is done, that invites speed in every horse traveling over it, even down to the behemoths hitched to the beer trucks, and is the bicycler's fondest dream.

There is not much crown to their roadway, but where the surface is hard and smoothly rounded, as it is, a high crowned roadway would be not only unnecessary, but injurious. For there is drainage and real drainage. Not a little depression at the sides, where the water may stand in reproachful puddles until it pleases Providence to dry it up with the sun, but a drain carried along the gutter and having openings at proper intervals, whence the water is carried to the systems of drainage in the adjacent fields and made to subserve the purposes of agriculture where desired. The foot passenger, too, has been remembered by a good path at one side or the other made from cinders or slag pounded fine, and frequently some land owner who loved his fellow man has planted long rows of oak or ash or Scotch fir or elm that arch and shade the way and are things of beauty and joys forever.

Presently it rains, as it has a fashion of doing in that country, and where there is a weak place in the surface the road is guttered. Is it left to the forgetful attention of whom it may concern or neglected until all the rest of the way is like unto it? Oh, no! On every roadside are neat little piles at irregular intervals of broken stone or furnace refuse or smelting slag or whatever may be the best material of the district, and when a rut is discovered the workman in charge of that division fills it up neatly, and in a couple of days it is worked down smoothly, indistinguishable from the rest. The drains, too, are kept clean and flowing.

So the roads are kept clean and hard and smooth and solid, and so they wind a white and perfect track, amid the greenery and light and shade of that parklike country, and the pedestrian and equestrian and the cyclestrian get their fill of beauty that is soul satisfying to gaze on and impossible to describe.

The care of the roads throughout England is vested in county councils, the members of which are gentlemen of weight and standing in their respective districts, and who serve, like members of parliament, without other compensation than the honor of the position. Yet their work is none the less well done that it is gratuitous.

A chief engineer is their adviser and executive, assisted by one, two or three assistant surveyors, according to the extent of the country covered by the county limits. New roads are not constructed without their necessity being well defined by a commission or jury of inquiry for that purpose, and where damages are held to be inflicted, compensation is given, whether for destroying an old highway or making a new one.—Cor. St. Louis Republic.

Georgia In a Bad Way.

One has to take only an occasional buggy ride over our roads to notice that they are growing worse and worse each year. This is not only the case in this county, but all over the state, and it seems to be an evil peculiar to Georgia, since we see no complaint of bad roads in any of our exchanges from other states.

Something must be done, or the people will have to stop traveling after awhile. The general condition of our public roads is already disgraceful to a civilized people, and they are growing worse. If it is the nonenforcement of laws, let the authorities who have their enforcement in charge be awakened. If it is the need of better laws, it is high time somebody was suggesting some measures on that line. We must have better roads or relinquish our claims to being a civilized, enlightened and progressive people.—Oglethorpe Echo.

Good Roads Benefit All.

If the farmers know their own interests, as men who want to get to markets as easily as possible, and if the great mass of consumers of farm produce, who live in cities and have to pay higher prices for farm produce that is hauled at extra expense over bad roads, know their interests, they will all put their shoulders to the bicyclist's wheel and join him in crowding state legislatures, city governments and town governments to cover the face of the country with good roads.

The Loss to One State.

Massachusetts, according to the report of the state highway commission loses $5,000,000 annually on account of its bad roads.

In most churches of England a ring is kept so that embarrassment may be spared in case of forgetfulness of the parties concerned.

The bride's veil is a relic of the "care cloth," a canopy held over the virgin bride by our Saxon forefathers to conceal her embarrassment.

The white ribbons and favors used at weddings" today are emblematic of the time when the bride's garters were cut up into bits and distributed among the young men and women present for good luck.

In one country district of Germany "pay weddings" were in vogue as late as the present century, each guest paying for his entertainment as much as he would at an inn, the receipts going to set up the happy pair in their new home.

At the wedding of George III a stout, noble duchess, whose name is not given, had the dreadful misfortune to sneeze during the ceremony and thereby burst her stays. A shawl was thrown over her, and she was taken to the vestry for repairs.—San Francisco Examiner.

SIMPLE SALVE.

Butter is an excellent thing for a bruise on a child's face if the skin is not broken.

Hemorrhages of the lungs or stomach are promptly checked by small doses of salt.

A salve made by melting beeswax in sweet oil is good for sore lips. Apply it often.

If the foot is bruised, take off the shoe and stocking and immerse it in hot water from 15 to 30 minutes, adding hot water often.

Scars may be removed or made less conspicuous by a daily application of hot olive oil, rubbing the oil into the skin with the tips of the fingers.

WORKING THE ROADS.

The Present System of Highway Repairing Is Labor Thrown Away.

As a general thing, the country roads on this continent have been so badly located that to build costly pavements upon the present lines and previously provide elaborate systems of drainage would be a dreadful waste of money. As it is ordinarily beyond the means of country people to do more than improve the present condition of their roads, this is the task that they should undertake as soon as possible.

In beginning such a task, the first step to be taken, in my opinion, is to stop doing that which has generally been the custom of this country—that is, working the roads. Working the roads, as it is usually practiced in this country, consists in calling out in each road district a gang of men who "work out" their road tax under an overseer elected by the people. The labor done is worse than thrown away, for it is rare indeed for either the overseer or the men under him to have any clear comprehension of what is needed.

Fortunately for the well being of our roads, these men do not work very hard, but rather choose to regard the few days on the road as a kind of holiday outing, a picnic frolic, and a means of getting rid of a certain amount of tax. If they really worked with all their might, they would make the roads almost as impassable in the summer as they now are in the winter and early spring. With some kind of a glimmering idea that ditches on each side of a road are good to have, they plow up these ditches, together with the sod that grows down into them, and pile all of this muck in the middle of the road.

This material, it may be said, has a most excellent fertilizing value, and if it were put upon the fields instead of in the roads it would amply repay the farmers who carted it away. But in the roads it is a sad and an immediate hindrance to travel. Luckily the friendly spring rains usually wash it back into the ditches, where it stays until there is some more tax to be "worked out." When these rains are not sufficient to wash away these impediments that have been deliberately placed in the roads, the consequences are very dusty roads during all the dry season.

In some neighborhoods a little more ambitious than those generally to be found they mend the roads by placing gravel and broken stone upon them. Then the overseers say that they are macadamizing the roads. Without thoroughly draining the roadbed, to put either broken stone or gravel upon it is merely a waste of money and labor, and the ambitious neighborhoods so doing prove in the end no wiser than those who cover their roads with muck. But it is within the means of every neighborhood in the United States to materially improve their roads at once—improve them so much that where the traffic is not extremely heavy and continuous the roads will be in tolerable order nine months in the year and very much better than at present, even when the frost is coming out of the ground at the beginning of spring. And this can be done in three or four or five years without spending one penny more than is now spent in the hurtful methods mentioned.—Harper's Weekly.

Maintenance of Highways.

After a road is once improved it must not be assumed that it will forever remain in a first class condition without paying any further attention to it than to have a semiannual gathering of the old men and young boys of the road district to work (?) out their respective road taxes under the supervision of the road supervisor.

On the contrary, it will require a good deal of care, and unless needed repairs are made at the proper time the new road may not prove as great an improvement as was expected. Parties who have traveled in Europe tell us about the splendid highways of that country, but the fine condition of those roads is not due alone to a superior quality of material or to a faultless method of construction, but largely to the constant care bestowed upon them by a force of men specially trained and employed for this purpose. From the foregoing it will be seen that if we want to have good roads continually, we must abolish our present road system and adopt such methods as will give satisfactory results.—Good Roads.

Facts to Remember.

Increase of railroad mileage seems to lessen interest in highways, but it should not be forgotten that nearly all railroad freight has been previously carted over highways.

The use of springs on freight wagons greatly diminishes the jot or falling force in road depressions, prevents ruts and preserves roads.

The effects of wheels of large diameter and width of tire is to greatly diminish spot pressure, and the breaking of the road surface is thus obviated.

The reduction of cost of transit of persons and freight by lower prices for liveries and for hauling would be beneficial, and as transportation is a large element of cost to every one not a producer good roads would much cheapen living.

The cost of transporting products or of hauling to market is by tenfold the highest tax now paid by our farmers and hucksters.

The Importance of Good Foundations.

It is a curious fact that the Swiss roadways of today are really a revival of Roman engineering, both in method of construction and in selection of routes, a return being made to it after years of mistaken experiments. Consul Adams declares that the most important lesson for us from European experience is that the worst surface with a good foundation affords a better road than the costliest surface without a foundation. No matter how much money is laid out on the surface, the result will be swift ruin unless it is properly supported from beneath. But with a good foundation the surface may be of gravel, or even of common soil if nothing better is available.—New York Sun.

A Bird Snakes Do Not Like.

"We are not much troubled with snakes down our way," said Captain Lepeyre of Galveston, "for we have a bird which keeps 'em pretty well cleared out. This is the chaparral cock, or 'road runner,' as it is commonly called, and we all protect it on account of its snake killing propensities. The bird is about the size of an ordinary guinea fowl and is stoutly and compactly built. It wanders all over the country, and its chief object in life appears to be the killing of snakes. The 'road runner' approaches its enemy cautiously and circuitously, and as it gets near stretches one wing down as a shield, after the fashion of a turkey gobbler strutting in a barnyard, and waits for the snake to strike. The wing is thrown to catch the bite, and as quick as a flash and before the snake can recover the 'runner' with unerring aim sends its long bill, which is hard as ivory, through the head of its antagonist, which puts in the time from thenceforth until sunset in dying."—Chicago Tribune.

A Fish Over 250 Years Old.

A fish was caught in the lake at Heilbronn, Swabia, in the year 1497 which had a brass ring attached bearing record of the fact that the same fish had been caught in the year 1230 and released after having the queer label affixed to his body.—St. Louis Republic.

Metal Report.

We are indebted to the Engineering and Mining Journal of New York for the following quotations:—

NEW YORK, Jan. 12, 1894.

Silver has been quiet here and the market in London has been weak, yet purchases by shorts have contributed to steady a market that otherwise would have been a declining one, since trade is dull and no prospect of immediate revival. New York, 68½cts., London, 31⅝d.

Copper. Manufacturers are still complaining about lack of orders to enable them to work full time, and the prospects for a change for the better in this direction are apparently not of a very promising nature. G.M.B's. £41 7s. 6d.

Lead is sharing the fate of all other metals, the week showing another decline. Spanish, £9 7s 6d., and English, £9 10s.

NOTICE.

In the County Court of Kootenay, holden at the East Crossing of the Columbia River; in the matter of James Baker, deceased, and in the matter of the Official Administrators Act, dated the 9th day of January, A.D., 1894:

Upon reading the affidavits of Arthur Patrick Cummins and Henry Rodhwell Holt; it is ordered that Arthur Patrick Cummins, Official Administrator for the County court, District of Kootenay, be Administrator of all and singular the goods, chattels, rights and credits, of James Baker, deceased.

And that this order be published in the GOLDEN ERA newspaper for the period of sixty days.

(Signed) WM. WARD SPINKS, J.

The creditors of James Baker, late of Golden, in the District of Kootenay, foreman government roads, are requested to send to me within 60 days of this date particulars of their claims. After the completion of the said 60 days I shall proceed with the distribution of the said estate.

Dated at Donald, in the district of Kootenay this 9th day of January, 1894.

A. P. CUMMINS,
Official Administrator.

NOTICE!

In the county court of Kootenay, holden at the east crossing of the columbia river; in the matter of Charles Langstone Lewis, deceased and in the matter of the Official Administrators Act, dated the 9th day of January, 1894:

Upon reading the affidavit of Arthur Patrick Cummins, it is ordered that Arthur Patrick Cummins, Official Administrator for the county court, District of Kootenay, be Administrator of all and singular the goods, chattels and credits of Charles Langstone Lewis, deceased

And that this order be published in the GOLDEN ERA newspaper for the period of sixty days.

(Signed) WM. WARD SPINKS, J.

The crediiors of Charles Langstone Lewis, late of Galena, in the district of Kootenay, farmer, are requested to send in the particulars of their claims to the undersigned within sixty days of this date, after which time the said estate will be distributed.

Dated this 9th January, 1894, at Donald, in the district of Kootenay.

A. P. CUMMINS,
Official Administrator.

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NOTICE!

In the County Court of Kootenay, holden at the East Crossing of the Columbia River; in the matter of James M. Rogers, deceased, and in the matter of the Official Administrators Act; dated the eighteenth day of December, A.D., 1893:

Upon reading the affidavits of Arthur Patrick Cummins and George Goldie; it is ordered that Arthur Patrick Cummins, Official Administrator for the County Court, District of Kootenay, shall be Administrator of all and singular the goods, chattels and credits of James M. Rogers, deceased.

And that this order be published in the GOLDEN ERA newspaper, during the period of sixty days.

(Signed) WM. WARD SPINKS, J.

The creditors of James M. Rogers, late of Windermere, in the district of Kootenay, farmer, deceased, are required to send to me, within sixty days of this date, statements and full particulars of their claims, and after the expiration of such time I shall proceed with the distribution of the said estate.

Dated at Donald, 6th January, 1894.

A. P. CUMMINS,
Official Administrator.

NOTICE.

NOTICE is hereby given that the B.C. Southern Railway Company will apply to the Legislature of the Province of British Columbia, at its next session, for an act to consolidate and amend the several Acts relating to the Company; also for power to construct a branch line, commencing at a point on the main line at or near the forks of Michel Creek thence by way of Michel Creek to Martin Creek.

Dated this 7th December, 1893.

BODWELL & IRVING,
Solicitors for the Applicants.

NOTICE!

In the Supreme Court of British Columbia, in the matter of the "Winding Up Act" and Amending Acts, and in the matter of the Thunder Hill Mining Company Limited.

By an order made in the above matters by the Honorable Mr. Justice M. W. Tyrwhitt Drake, dated the 22nd day of November, 1893, IT WAS ORDERED that the said Thunder Hill Mining Company, Limited, be wound up by the Court under the provisions of the "Winding Up Act" and Amending Acts as from the 8th day of November, 1893, and that Harvey Combe, Deputy Registrar of this Honorable Court be constituted Provisional Liquidator of the affairs of the Company, without security, AND IT WAS FURTHER ORDERED that notice be given by circular to the creditors, contributories, and Shareholders of a meeting to be held on the 15th February, 1894, at 2:30 o'clock in the afternoon at the Court House, Bastion Square Victoria, B.C., for the appointment of a permanent liquidator of the said Comprny.

Dated the 14th day of December, 1893.

C. DUBOIS MASON,
Five Sisters' Block, Government Street, Victoria, B.C.,
Solicitor for the Petitioner.

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THE HOSPITAL is now open for the admission of patients.

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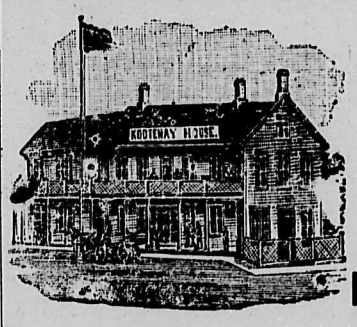

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CALGARY - ALBA.

DOMINION DOTS.

Dr. Boulter, ex-M.P.P., died at his residence, Sterling, on Friday, from congestion of the lungs.

In an interview published in Montreal papers with President Van Horne, he denies that there is distress among the farmers of the Northwest.

The Massey-Harris agricultural implement men who were at Ottawa seeing tariff committee insist on there being no reduction in the protection allowed their industry.

All the butter made up to date for the present season by the Dominion creameries has been sold at 24½ cents a lb. to merchants in Toronto, who are sending it to this province.

The probabilities are that another big gold mine in Nova Scotia will soon pass into the hands of a New York syndicate. An agreement was entered into on Saturday by G. H. Metz, representing a New York syndicate, and the owners of the Beaver Mining Company's mine at Sheet Harbor, for the sale of the mine to a syndicate for $75,000. The agreement, however, is conditional. Should Metz find within nine months the mine is not as represented the deal is off.

Lord Aberdeen signed orders-in-council on Saturday dismissing the sub-Collectors of Customs at Barrie and Hagarsville on the charge of misappropriating public funds. Hagar was at Hagarsville and Grant at Barrie.

The Montreal civic nominations were held on Saturday. The mayoralty fight will be between James McShane and J. O. Villeneuve. The issue is the claim made that it is the turn of the French to have the mayoralty. Out of 26 aldermen, nine were elected by acclamation.

Robbing jewelry stores seems to be an epidemic in Montreal. It was the third instance on Friday night, when the plate glass window of Lavigne's store, Upper St. Lawrence Main St., smashed with a sleigh bolt and $400 of the contents of the window carried off.

Great indignation prevails at Ottawa over the grossly exaggerated despatch sent to the British press from Winnipeg respecting the condition of the Manitoba farmers. Hon. T. M. Daly has authorized Sir Charles Tupper to contradict the statement, and has transmitted extracts from the Lieut.-Governor's speech at the opening of the Legislature.

It is currently reported that the Governor-General will not disallow the North West public school act.

A bill consolidating the Steamboat Inspection act will be introduced in Parliament next session.

Scarlet fever is raging at Niagara-on-the Lake. The schools are all closed because the disease proved fatal in several cases. A number of children are now lying in a serious condition.

Hooper to be Tried on Another Charge

Montreal, Jan. 22.—The Quebec government having decided to institute further proceedings against John R. Hooper, notwithstanding his acquittal by the Joliette jury on a charge of murdering his wife by poison, Hooper will be moved to Three Rivers tomorrow. Crown Prosecutor McMaster has received instructions from the attorney-general of Quebec to proceed against Hooper on an indictment charging him with attempting to drown his wife at Louisville. The latter being in the district of Three Rivers, the trial will have to take place at that town. The necessary warrents have been issued for Hooper's arrest on a new charge and he will be lodged in Three Rivers gaol to await trial. The new proceedings revive interest in the case and another lengthy trial will be the result. Hooper expresses himself confident of another acquittal.

Chinamen Working Claims and Making Fortunes.

Vancouver, Jan. 22.—Several rich placer claims have been started by Chinamen in Cariboo lately. It is said that a company of seven Chinamen are making a white man's fortune out of one claim. When asked how the "stuff" is panning out they invariably reply, "No good. Heap work; no gold." But they are known to be shipping large quantitres of gold dust to China regularly. The great Kootenay country, the southern part of which is now putting out $15,000 worth of ore a day, and is expected to total an output of $19,000,000 worth for 1894, is being worked almost entirely by miners from the United States. But men from the United States are a different breed from the Orientals, and they spend nearly all they make in the cities of British Columbia. There is a great cry against the duty on mining machinery up country. Miners agree that the United States have spent millions of dollars experimenting before they were able to construct machinery by which they could treat low grade ores profitably. Now British Columbia is barred from taking advantage of the result of so much time, labor and money spent on these researches by the immense tariff on the machines. A great portion of the silver ore in British Columbia, however, is so rich that in spite of the present low prices and absence of machinery, the silver mines can be worked at a profit.

Yankee Bravado.

Vancouver, B.C., Jan. 22.—Yankee gall got Skipper Peterson out of a scrape to-day. Captain Copp capiased him for a breach of contract on refusing to accept a crew of sailors, as verbally agreed upon. The Yankee skipper heard of his contemplated arrest and skipped for his boat lying in the stream. Officers immediately followed Peterson got to his boat first, ran up the stars and stripes, and standing on the poop, orated the officers of the law. Pointing to the flag, he said: "I am an American citizen, and hereby claim the protection of the United States. Do not dare come on my ship; do not dare lay hands on me." The officials were overawed by the slick Yankee spread-eagleism and rowed thoughtfully home. When the story was reported great indignation was felt among the English section in the city, and a number of loyal Britishers were preparing to be sworn in as special constables to arrest Peterson and pull down his defiant flag, when Justice Walkhem consented to hear the case, preparatory to any decisive steps being taken, and avoided complications by deciding the point in favor of the Yankee.

Submerged in Snow.

Kaslo, B.C., Jan. 21.—Chas. Brown and John Dolan, who left Three Forks early in December to examine a claim on Bear Creek near Sproats, for A. J. Marks, of Nelson, have not since been heard from. A reward of $100 has been offered for their recovery. A searching party started to hunt for them last week. Tracks of their snow shoes, but no other traces of them could be found. It is almost a certainty that the unfortunate men were caught in a snow slide and killed.

Another Monetary Conference.

London, Jan. 22.—The correspondent of the Standard at Berlin says: Those persons interested in promoting a new monetary conference have prepared a plan for submission to the Governments most closely concerned with the silver question. The plan will propose that the United States, France, Britain and Germany form a monetary union upon the following basis: The United States to buy and use for currency purposes $10,000,000 in silver yearly, and France, representing the Latin union, to purchase 20,000,000 francs worth; Great Britain and Germany to withdraw all gold coinage and paper money under the value of £1 sterling and buy £750,000 worth of silver yearly in the meantime, and issue notes under £1 in value against the full amount of the deposit of silver coinage; India to resume unlimited coinage of silver; the price of silver to be fixed by the countries mentioned at, several of the persons interested say, 4d per ounce above the Indian rupee price, and this to be the price, and to be altered only at the beginning of each year. If the average London price of silver should fall at any time 10 per cent below the convention price the members of the union are to have the option to withdraw and dissolve the union. This plan is to be accompanied by a long series of remarks and comments, which will include a document attempting to prove the acceptance of the proposed regulations by Britain and Germany as perfectly compatible with their maintaining a gold standard and attempting to justify a convention price of silver by the necessity of offering owners of silver mines profits sufficient to induce them to form a trust and limit the output.

Pot of Gold Found.

Abilene, Tex., Jan. 22.—A farm hand employed on the Hamon farm, 12 miles from this city, has found a buried pot of gold and silver coin, amounting to $3,100. The finding of this treasure vividly recalls to the memory of the oldest settlers the story of a horrible border massacre when this was a part of the wild frontier. At the end of the late civil war many bought new homes in the west. Among them was a party named Weldon, of Alabama, reputed to be of some means, who first settled in 1873 in Eastern Texas. About two years later, becoming dissatisfied, he converted all of his belongings into cash some $9,000—and resumed his journey westward for New Mexico with his family of five. None of them reached their destination They were overtaken on the lonely trail by the border ruffians and massacred on the banks of a little creek near this city, now Deadman creek, where they had camped for the night. A few days later their mangled bodies were found by cowboys, and buried not far from the spot where the pot of coin was found. The cowboys followed the track of the robbers to Jim Ned Creek, where, it is supposed, they separated.

Trip Around the World.

Boston, Jan. 22.—A young clubman of this place, whose name for the next year will be Paul Jones, has made a wager that he will travel around the world in 12 months, starting without a stitch of clothing or a dollar and returning with $5,000. On the day set for the word "go" Mr. Jones must repair to the club house and strip to the skin. It is nominated in the bond that he shall neither ask for nor receive money, but for any service rendered, such as blacking shoes, brushing hats and coats for the club members he may take whatever they are inclined to offer. By little services of this kind he expects to earn enough to buy a suit of "hand-me-downs," in which to say adieu to the club house. Once on the street Mr. Jones proposes to teach the unemployed a profitable lesson in wage-earning by selling papers or doing anything that comes in his way. It is hinted by some that he hopes to accomplish the journey in much less time than a year and on his arrival at the Pacific coast engage with dime museum managers to exhibit himself as the man from Boston who started in a race around the world and came in a winner.

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Stage will leave Golden on the following Tuesdays:

December 12 and 26; January 9, and 23; Feby. 6 and 20; March 6 and 20; April 3 and 17.

Returning will leave Fort Steele on the Intermediate Tuesdays.

Through Fare $16; Way Fare 10cts. per mile.

Express, Golden to Fort Steele 10 cents per lb., the company's liability is limited to $2.00 per lb., unless one per cent extra is paid on marked value.

During season of navigation a steamer leaves Golden every Tuesday.

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