

B.C. Gazette

Only Paper  
Printed in the  
Kootenay Lake Min-  
ing Districts.

# THE MINER

For Rates  
of Subscription and  
Advertising  
See Fourth Page.

NUMBER 1.

NELSON, BRITISH COLUMBIA, SATURDAY, JUNE 21, 1890.

\$4 A YEAR.

## OPERATIONS AT THE HOT SPRINGS.

At present mining operations in the Ainsworth (Hot Springs) district do not amount to much more than doing assessment work and prospecting. The shafts of several claims from which ore could be taken are filled with water, and it cannot be handled successfully without machinery. At the Skyline, ore is being sorted for a shipment. This mine shipped 12 tons of \$325 ore last fall. The Davenport has let a contract to sink 50 feet further on the Little Donald. The contractor, S. H. Northey, is now engaged in bailing water from the shaft, preparatory to commencing work. When the contract is completed a hoist and pump will be put on the property. The Little Donald shipped 66 tons of \$95 ore last season.

Wheeler, McCune & Co. are reported as intending putting in a concentrator at the mouth of Coffee creek, and a wire tramway from the concentrator to the Krao and Skyline. The Krao is the claim that first attracted attention to the Hot Springs district. The ore of the district was considered low grade until Mr. Wheeler made a shipment from the Krao that yielded \$400 to the ton, the ore being packed from the claim to the steamboat landing on the backs of siwash. Last year 11 tons of \$90 ore was shipped from the claim. If the concentrator is built a dynamo to furnish power for running machinery on other claims will also be put in.

Southwest from the Krao about 1500 feet McLeod & Franklin have recently made 2 locations, both said to be good ones. Mr. Sprague of Tacoma, also has made a discovery between Woodbury and Cedar creeks which he calls the Sub Rosa, and is developing it. On the Pataha enough work has been done to obtain a crown grant. Assessment work has also been done on the Ayesha, the ore of which goes 35 to 40 ounces. Recent locations are: The Tariff, by Francis, Carington & Pelky; situated between the Little Donald and the lake. The Early Bird, by Laatz, Carpenter, Burns & McLeod; situated near the lake shore a mile north of Ainsworth.

Last year 292 tons of ore, averaging \$93 a ton in silver, were shipped from Ainsworth. The ore, being principally galena, also carried a large percentage of lead.

## Development Work on the Toughnut.

The owners of the Toughnut, a claim on which considerable work has been done, were in Nelson this week taking a look at their property. After going over the ground they concluded that the old trail, via Giveout creek, was not one over which supplies could be cheaply transported. They have 2 routes in view for a wagon road—one down Sandy creek, the other down a gulch that strikes the Hall trail about 2 miles from Nelson. The latter will probably be selected, as it is much the shorter. A share of the government appropriation will be asked for this road, as when completed it will make a number of claims easily accessible. The Toughnut is a true fissure vein, having both walls well defined. The ledge is from 6 to 14 feet wide, the ore being much the same character as that from the Silver King; in fact, it is claimed to be on the same lode. It is dolomite and quartz, carrying peacock copper, silver, lead, a trace of gold, iron pyrites, and zinc.

A shaft is down 37 feet and a tunnel run in on the ledge 127 feet. If the latter is continued a distance of 1500 feet it will open the mine to a depth of about 1100.

The Toughnut is 7 miles southwest of Nelson and about 3 miles northwest from the Hall group; has an altitude of 5700 feet above the sea level; and is owned by Andrew B. Hendryx of New Haven, Connecticut, and James E. Dolan of Kootenai, Idaho.

## Too Early to Prospect Successfully.

A. H. Ridsdale and Bob Wyneails came in on Sunday from a 3-weeks' prospecting trip down the lake. They report the country difficult to get over, owing to the creeks being high and the

timber unburnt. They found several large but barren ledges, countless millions of mosquitoes, plenty of fish, and had bad weather. They have concluded it is a little too early to prospect that section of country, and are camped up at the Narrows.

## Bonded for Fifty Thousand Dollars.

The negotiations that have for the past few weeks been carried on between the owners of the Queen Victoria copper claim—messrs. Brown, Becker, and Burr—and several of the Canadian Pacific officials have at last been concluded satisfactory to all concerned. The claim has been bonded for \$50,000 for 6 months. The terms of the agreement are substantially as follows: Within 30 days from the 7th of this month the bonders are at liberty to withdraw from the contract pending the decision of Mr. Sudbury, the mining expert acting in their interest. If at the end of that time the claim is declared accepted, a bonus of \$1200 is to be paid spot cash. Before the expiration of the 3 months following the payment of the bonus half the price (\$25,000) is to be paid over. If the results of the development work are not satisfactory the bonders are still at liberty to refuse the claim, forfeiting, however, all that may have been expended on it. If the claim is satisfactory at the end of the 3 months, the balance of the bond price (\$20,000) is to be paid on or before the 7th day of December. The bonding party bind themselves to expend \$4000 in development work during the 6 months.

The purchasers recognize the fact that the ore is low grade, but they are attracted by the immense body in sight, by the facility with which a mine so situated could be operated, and by the ever-increasing number of encouraging indications of a higher grade ore as the hanging wall is approached, a tunnel now being in about 30 feet on the ledge croppings.

## Injured by a Falling Tree.

A somewhat serious accident occurred shortly after dinner yesterday at the site of Davys & Tolson's saw-mill, about 2 miles up Cottonwood creek. T. C. Collins, who has a logging contract, was out with his men felling trees, and in his endeavor to watch two falling pines at the same time was struck by one on the left shoulder blade and felled to the ground. He was at once placed upon a stretcher and taken to the camping ground a few hundred yards distant. He is badly bruised and crushed all down the left side of his body and he has one rib broken. After being dressed and bandaged he passed a fairly good night and, though suffering considerably, is progressing as well as can be expected.

## Silver Locations Made on Wild Horse Creek.

Ned Bray came in last week from Fort Steele, bringing through a pack train of 17 animals for H. F. Keefer, the railway contractor. The animals were purchased from R. L. T. Galbraith and brought to the Kootenay river over the old Wild Horse-Fort Shepard trail; there they were put on a barge and towed to Nelson by the Surprise. Mr. Bray reports the trail full of fallen timber, but that the government soon intended sending men in to cut it out. A trail was also being cut up Wild Horse creek, several quartz locations being made on that creek lately. The ore is reported as going as high as \$140 in silver to the ton.

## Work Commenced on the "Canal Flat Scheme."

Operations have already begun preparatory to carrying on the work of clearing out the rocks at the falls, so as to prevent the annual overflow of the bottoms in Lower Kootenay. Two houses are now in course of construction at the first ripple below Nelson—the one a boarding and the other a sleeping house for the workmen engaged. The rock work will be commenced as soon as the water has fallen sufficiently. It is estimated that about 23,000 cubic yards of dirt and rock will have to be removed. This work is being done by the Kootenay Valley Company, of which Mr. Baillie-Grohman is manager.

## TEN STAMPS DROPPING ON POORMAN ORE.

Situated on the right bank of Eagle creek, about a mile from the Kootenay and 300 yards from the Nelson-Sproat trail, the 10-stamp mill on the Poorman mine, owned by the Eagle Creek Gold Mining Company, does not at first sight present a very imposing appearance, but it is very picturesque. Two large adjoining compartments, which contain the machinery as well as all the offices and out-houses, are built entirely of logs and present a somewhat primitive appearance. But the stamps and all the necessary adjuncts for treating the ore are by no means such as belong to early days. They are of the newest and most approved patterns of milling machinery. Many and varied were the difficulties with which the owners had to contend in the handling and erection of the mill—delays in transport, slight miscalculations, inclemency of weather, and severity of winter; all these combined rendered the task of erecting the first gold stamp mill in the Kootenay district a matter of no slight responsibility. By the indomitable energy of A. F. McKay and his fellow-workers, to whom the company attribute great credit, the mill was put together and was pronounced to be in good running order about the 31st of May last, and after a few slight hitches the work of crushing began in real earnest on the 7th of this month.

The power which drives the machinery is obtained from the waters of the creek. About 200 inches of water are flumed a distance of 1000 feet and this, acting on a Pelton wheel, runs the entire mill with perfect satisfaction. Except the original outlay in flumes, pipes, etc., the cost of the motive power is practically nothing.

The crushing process is as interesting as it is simple. At the upper end of the building in the top story is one end of a tramway, which runs from the feed bin to the dump. Along this the ore cars are conveyed to the bin and tipped on to a sloping screen, through which the finer ore falls and is conducted by a feed-pipe to the stamps, while the larger pieces of rock roll into the bin, which has a capacity of 20 tons—the amount of ore the mill can treat in 24 hours. From the bin the ore travels through a self-feeder to a Blake crusher, then to the 2 batteries of 5 stamps each, the stamps weighing 850 pounds each. These pulverize the ore into a dust almost as fine as flour. A constant flow of water washes the dust from the stamps on to the amalgamating plates. Here the free gold is held and the anomalous matter of every kind is carried away by means of conduits to the concentrators, of which there are 4, of the Triumph pattern. Through an india rubber tube the sulphurets, etc., are fed on to the revolving bands of the concentrators and are washed off into the trough underneath by the vibratory motion of the belt. From the trough they are from time to time scraped by an attendant, and are ready to be shipped to the smelter.

The mill is running one shift only at present and 4 men are all that are necessary to attend to it. The manager expects, however, to have it running night and day in a short time.

The ore is obtained from the Poorman mine, about a quarter mile up the hill, and is very rich. Crosscuts have been run so that about 5,000 tons of ore are now blocked out ready for stoping. But 7 men are at work in the mine at present, as there are about 800 tons of ore on the dump.

The regular clean-up has not yet been made; but this district is no longer virgin, as already the first infant bar of bullion has been shipped from this mill.

The property is owned by Charles Hussey of Spokane Falls and A. L. Davenport of Portland, who are very well satisfied with the results so far. It is managed by R. B. Huntley, to whom our thanks are due for his courtesy and patience in explaining everything connected with its operation down to the most minute detail.

## HILL BROS. BUILDERS.

Will Contract for the Erection of  
Stores, Dwellings, Wharves,  
Mills, Bridges, Etc.

### SEASONED LUMBER

on hand, with which to manufacture Store  
Fittings, Tables, Desks, Etc.

Shop: Cor. Baker and Josephine Sts.  
NELSON, B. C.

## JOS. WILSON

NELSON and SPROAT.

Will contract to deliver fresh meat at any mine in the  
district. Orders from lake points promptly filled.

### PACK TRAIN

running between Nelson and Sproat, and between Nelson  
and adjacent mines. Will contract to deliver  
mining machinery on any mine in  
the district.

All Freight Shipped via Canadian Pacific to Sproat  
promptly forwarded to destination.

### CORRAL AND STABLING

at both Nelson and Sproat, where saddle animals can be  
hired and job wagons engaged.

NELSON OFFICE AND MARKET:

NO. 11 EAST BAKER STREET

A. E. SHIRLEY,

PROPRIETOR

## Pioneer Barber Shop!

Vernon Street (next door to Lakeview House,  
NELSON, B. C.

Shaving, Hair Cutting, Shampooing.

RAZORS HONED.

## The English Kitchen!

The only restaurant in Nelson. Meals cooked to order  
at short notice. Lunches served. Fish dinners  
and Omelets a specialty.

No. 3 East Baker Street. Hugh Madden, Propr.

### WHAT IS BEING DONE ON THE RAILWAY.

About 40 days have elapsed since work was  
commenced on the Canadian Pacific branch from  
Sproat to Nelson. The company's interests are  
looked after by John McLeod, as superintendent  
of construction, he having direct charge of all  
supplies. Whitehead, McLean & McKay have  
the contract for grading the first 14 miles. They  
have made fair progress considering the diffi-  
culties with which they had to contend, and  
have 400 men (160 whites, 65 Italians, and 175  
Chinese) and a number of teams strung out on  
the first 5 miles of the work, which takes them  
around the rocky bluffs at the mouth of the  
Kootenay. Under their contract this section of  
5 miles is to be completed by July 15th. The  
remainder of the 14 miles is fine work, and the  
contractors expect to go through it a flying.

The bridge work was let to Genelle Brothers  
and D. B. Campbell. They also have had diffi-  
culties to overcome, but are now getting their  
forces in shape. The bridges across the Slocan  
and Kootenay rivers were not included in their  
contract. It is estimated the latter bridge will  
cost \$45,000. The material for bridges is being  
cut at Sproat. The ties are made close to the  
right-of-way, sub-contractors doing the work.  
H. E. Leaycraft is the engineer in charge at  
the Sproat end.

On the Nelson end Hugh F. Keefer, the con-  
tractor, has men strung along for several miles  
below the point at which the road will cross the  
Kootenay, (5 miles below Nelson). He has had  
trouble in getting in supplies and tools. Find-  
ing it almost impossible to get them by way of  
Sproat, he has made arrangements to bring in  
everything needed by way of Bonner's Ferry.  
On Thursday last he received by the Idaho sev-  
eral tons of wheelbarrows, steel, and rails. The  
Idaho runs down to the head of the rapids; there  
the supplies are transferred to bateaux and  
taken to Davenport's landing, where a portage  
is made to the crossing below the falls. A scow  
ferry has been put in at that point, and supplies  
can either be crossed there by the pack train or  
run down to the camps by small boats, as the  
right-of-way runs along the north bank of the  
river.

About half a mile of steel has been laid, and  
an engine and flat-car is on the ground.  
Tracklaying will be in charge of Robert Wet-  
more. President VanHorne is expected in next  
week to look the ground over and definitely  
settle where the line will cross Kootenay river.

### Driven from Home by Mosquitoes.

T. J. Davies came down on the Midge from his  
Kootenay river ranch on Monday. He reports  
mosquitoes so troublesome as to make ranch life  
unbearable. Until the nuisance abates he will  
put in his time at Buchanan's saw-mill getting  
out timber and lumber for a large hay shed.  
Mr. Davis has 2 acres in potatoes, cabbages,  
rutabagas, and carrots.

## H. SELOUS, J. P.

NOTARY PUBLIC.

### REAL ESTATE AND MINES. CONVEYANCING.

Town lots, lands, and mining claims handled on com-  
mission. Conveyancing documents drawn up. Collec-  
tions made and returns promptly remitted.  
Correspondence solicited.

Office: No. 5 East Baker Street, NELSON, B. C.

### NOTICE.

All accounts against the provincial government con-  
tracted for the West Kootenay district are requested to be  
forwarded to the undersigned, at or before the termination  
of the financial year ending June 30th.  
G. C. TUNSTALL, government agent.  
Revelstoke, June 6th, 1890.

### Electoral District of West Kootenay

Notice is hereby given that under the provisions of the  
Qualification and Registration of Voters Act, I shall hold  
a court of revision at the court house, Farwell, on Monday,  
the 4th day of August, at 10 a. m., to hear and determine  
objections against the retention of any names on the  
voter's list.  
G. C. TUNSTALL, collector of votes.  
Farwell, June 2nd, 1890.

## HANSEN & HILTON, CONTRACTORS AND BUILDERS

WILL CONTRACT FOR  
THE ERECTION OF ANY SIZE  
WOOD BUILDING.

### PLANS AND ESTIMATES

furnished and bills for material made.

### JOB CARPENTERING

attended to promptly.

Shop on Baker Street, between Hall and Hendryx.

## KOOTENAY HOTEL

Vernon Street, near Josephine,  
NELSON, B. C.

SODERBERG & JOHNSON,  
PROPRIETORS.

### THE HOTEL OVERLOOKS THE KOOTENAY

its guests thus obtaining splendid views  
of both mountain and river.

### THE ROOMS THE TABLE

are comfortable in size and is acknowledged the best  
newly furnished. in the mountains.

### THE BAR

is stocked with the best liquors and cigars procurable.  
No whiskies sold except Hiram Walker & Sons'  
celebrated brands.

"The Pioneer Hotel of Toad Mountain District."

## LAKEVIEW HOUSE

Corner of Vernon and Ward Streets,  
NELSON, B. C.

JOHNSON & MALONEY,  
PROPRIETORS.

The reputation made for this house by its former pro-  
prietor, J. F. WARD, will be maintained by  
the present management.

Headquarters for Miners and Mining Men.

# J. FRED. HUME & CO.

## MERCHANTS.

Dealers in Dry Goods, Groceries, Provisions, Canned Goods, Hardware, Etc. Miners' Supplies a Specialty.

The stock is full and complete in every Department, and the public will find it to their advantage to call and inspect Goods and compare Prices.

Main Street, REVELSTOKE.

9 and 11 East Vernon Street, NELSON.

### A SHORT SKETCH OF NELSON.

What may be a great mining town and commercial center, if "Bogustown" does not knock it out, owes its existence to the Hall brothers of Colville, Washington. In the fall of 1886 they were prospecting for placer on the headwaters of Salmon river, when, in looking for horses, some of the party who accompanied them discovered the croppings of the now famous Silver King and Kootenay Bonanza mines. A few shots were put in the ledge, and samples of the ore taken out to Colville for assay. The returns were so large that the fact that the Halls had made a rich find leaked out, and their movements were closely watched when they started to return to the ground in the spring of 1887. When the location of the find was definitely known, quite a number of prospectors and others started in from the Cœur d'Alenes and Colville. These parties camped on the present townsite of Nelson, it then being part of the land reserved under the Ainsworth charter. A Mr. Bunting had taken up 160 acres and was offering lots at a nominal figure to the squatters; but the government declared he had no title to his claim, and on the Ainsworth charter lapsing, declared the land reserved for townsite purposes.

By this time many of the first comers had become disgusted and left for other localities. The first stock of merchandise was brought in by Dennee, Divine & Co., and the first hotel was opened by J. F. Ward. Of the "old timers" who came in that spring, Mr. Divine, T. C. Collins, Charles Ewing, Dr. LeBau, Gay Reader, James Fox, Mr. Kelley, E. E. Alexander, J. C. Cook, William Hansen, the Halls, Isaac Nail, Ben Thomas, John Johnson, Charles Townsend, Harry McMillan and a few others still remain. In October, 1888, the first sale of lots took place, the government having staked off 88 lots. Fair prices were realized. In the summer of 1889 these lots, together with 44 more, were surveyed, and up to the present time these 132 lots constitute the entire platted part of the Nelson townsite. Lumber was first obtainable in August, 1889, but building operations did not commence until late in the fall. This spring a number of business houses have been erected, and the town now boasts of 40 odd buildings.

Nelson is the seat of government for lower Kootenay, the government office being a substantial log building. T. H. Giffin is the mining recorder and collector of taxes.

The following are the business houses and enterprises carried on, and the advertising columns of THE MINER show that their owners are awake:

Assayers—George E. R. Ellis, J. C. Corbaugh.  
Barber Shop—A. E. Shirley.  
Blacksmith—Thomas Barrett.  
Clothing, Dry Goods, etc.—J. E. Walsh, Gilker & Wells.

Contractors and Builders—Hill Brothers, Hansen & Hilton.

Corrals and Stables—E. S. Topping, Joe Wilson, Cook & Dawson.

Farm Produce—E. S. Topping.

General Merchandise—J. Fred Hume & Co., R. E. Lemon (including liquors at wholesale), George Bigelow. The two last named are now out after stocks.

Hotels—Soderberg & Johnson's Kootenay House, Marks & Van Ness's Nelson House, Johnson & Maloney's Lakeview House, Ward & Corning's (now building), William Hunter's International (now building).

Job Wagons—Joe Wilson, Cook & Topping.

Laundry—Mrs. Alice Foster.

Meat Market—Joe Wilson.

Notaries Public—W. Gesner Allan, H. Selous, C. S. F. Hamber.

Pack Trains—Joe Wilson's, Cook & Dawson's, Tom Dunlap's. These trains run between Nelson and the mines and Nelson and Sproat.

Railways—The Kootenay branch of the Canadian Pacific is now being built between Nelson and Sproat on the Columbia river, a distance of 28 miles.

Real Estate and Mining Brokers—H. Selous, Hamber & Thynne, Houston, Ink & Allan.

Restaurant—Hugh Madden's English Kitchen.  
Saw and Planing Mills—G. O. Buchanan (14 miles east of Nelson), Davys & Tolston (2 miles south of Nelson). The latter are clearing their mill-site, the machinery being expected daily.

Shoemaker—E. W. Harris.

Steamboats—Hendryx's "Galena" and "Surprise," Fry's "Idaho" and barges, Davis's "Midge." These boats ply between all points on Kootenay river and lake north of Bonner's Ferry.

Nelson, being on what is called the "outlet" of Kootenay lake (but more properly the Kootenay river) and but 30 miles from the boundary line, is easily reached by boat from Kootenai station, Idaho; Revelstoke, B. C., or Marcus, Washington. The distance to Kootenai, Idaho, is: 20 miles from Nelson to Kootenay lake; 30 miles up the lake to Kootenay river; about 85 up the river to Bonner's Ferry, and 32 from the Ferry to Kootenai station on the Northern Pacific; the fare (exclusive of meals) being \$8. The distance to Revelstoke is: 28 miles to Sproat (a railroad is now being built between the two points) by trail, then up the Columbia about 140 miles to Revelstoke on the Canadian Pacific. Fare (exclusive of meals) from Sproat to Revelstoke \$7. Marcus, on the Spokane Northern is distant about 55 miles from Sproat, but as yet there is no means of transport.

Nelson is not "booming" at present; when the "boom" strikes it THE MINER will make the fact known.

### Money and Material Both Scarce.

Building operations progress rather slowly in Nelson owing to several causes. One of them is the scarceness of money; another is the lack of material. A leading merchant cannot get the roof on his business house because there are no shingle nails to be had; another cannot get a door hung because there are no hinges in town; another has a plate glass window on the right of his hingeless door and five rough boards on the left because there is no putty in the market; and THE MINER staff have to sleep standing because they are too poor to put in a stairway to the sleeping apartments of their 2-story building and too weak to shin up the girls. But these are no reasons why Nelson is to be outstripped in the race for commercial supremacy by "Bogustown."

## E. S. TOPPING,

DEALER IN

**HAY AND GRAIN,  
VEGETABLES,  
BUTTER AND EGGS,**

FISHING TACKLE.

**GOOD CORRAL AND STABLING.**

Ward Street, Nelson, B. C.

## THOMAS BARRETT, BLACKSMITH.

**Horse-Shoeing a Specialty**

All kinds of Jobbing and Repairing Executed  
Neatly and Promptly.

Ward Street, opp. Government Office, Nelson.

## Geo. E. R. Ellis, F.C.S.

NELSON, B. C.

**MINING EXPERT  
AND  
ASSAYER.**

Member of Society of Chemical Industry; Author of  
"Practical Organic Analysis," of "Papers in  
Chemistry," of "The Iron Ores of  
the World," Etc.

Expert in the Blue Bird Mining Case.

## BOOT AND SHOE SHOP

NELSON, B. C.

I am now prepared to make to order boots and shoes of all kinds, at as reasonable rates as they can be made for in this part of the country; also,

## REPAIRING

neatly and substantially done, and all orders promptly attended to. The patronage of the public is respectfully solicited.

E. W. HARRIS.

THE MINER IS PRINTED ON SATURDAYS, AND WILL BE mailed to subscribers at the following cash-in-advance rates: Three months \$1.50, six months \$2.50, one year \$4.

CONTRACT ADVERTISEMENTS WILL BE INSERTED AT THE rate of \$3 an inch (down the column) per month. A special rate for advertisements of over 2 inches.

TRANSIENT ADVERTISEMENTS WILL BE INSERTED FOR 15 cents a line for the first insertion and 7 cents a line for each additional insertion. Twelve lines of 9 words each make an inch. All advertisements printed for a less period than 3 months considered transient and must be paid for in advance. Advertisements of less than 12 lines will be counted as 12 lines.

READING OR LOCAL NOTICES 25 CENTS A LINE EACH insertion. Contracts made.

BIRTH NOTICES FREE IF WEIGHT OF CHILD IS GIVEN; IF weight is not given \$1 will be charged. Marriage announcements will be charged from \$1 to \$10—according to the social standing of the bridegroom.

JOB PRINTING IN GOOD STYLE AT FAIR RATES. CARDS, envelopes, and letter, note, and account papers kept in stock.

LETTERS TO THE EDITOR WILL ONLY APPEAR OVER THE writer's name. Communications with such signatures as "Old Subscriber," "Veritas," "Citizen," etc., etc., will not be printed on any consideration.

ADDRESS ALL LETTERS: THE MINER, NELSON, B. C., (with "via Kootenai, Idaho," added if mailed in the United States.)

AUTHORIZED AGENTS: HENRY ANDERSON, AINSWORTH; James Delaney, Spokane Falls.

#### EDITORIAL REMARKS.

At the last session of the legislature colonel Baker secured liberal appropriations for the west division of Kootenay district. A small share of the amount was set apart for the Big Bend trail and the wagon road between the town of Revelstoke and the railway station of the same name. The balance—over \$10,000—is to be expended in the Ainsworth and Nelson districts. At Ainsworth a trunk wagon road is to be constructed from the town so as to tap the mines on the mountain back of that place; at Nelson a road is to be built from the town up to the group of mines of which the Silver King and Kootenay Bonanza are the best known. If this money, added to the amounts to be contributed by the owners of the claims benefited, is judiciously expended the needed roads can be built this summer. If the amounts are expended as heretofore, that is, for every dollar paid for pick and shovel work two dollars be expended for surveyors and surveyor's helpers, the roads will not be completed this year, as the claim owners will not contribute money to be wasted.

THE MINER will advocate the passage of a general railway act by the legislature elect. An act whose provisions will be so plain that men with money to build railways will be enabled to do so as easily as men with money now are enabled under the Companies Act to embark in the business of merchandising or mining or saw milling. All that the province should grant is the right-of-way over the public lands, and, in the way of a bonus, freedom from taxation for a term of years from the time the first rail is laid. Under the present laws charters with special privileges and bonuses are log-rolled through the legislature, often by members of the assembly who are themselves the only parties interested, the charterers not having the remotest intention of building a mile of railway; merely obtaining a marketable commodity for their own benefit and always at the expense of the people whose servants they are. If such a law had been in force last winter, nothing would have been heard of combinations to defeat the building of the Spokane & Northern railway through the mining camps of southern British Columbia; nothing of such foolish legislation as allowing a railway company a royalty of 5 per cent on the profits of mining companies; nothing of land grants of 20,000 acres to the mile to a few favored railway promoters; nothing of allowing the selection of these 20,000

acres from the choice unoccupied lands, leaving the waste places for the poor settler; nothing of herding voters at such places as Rogers Pass to ensure the return of candidates owned by corporations whose enterprise is far exceeded by their greed.

It will take a long time for the mining business to become the leading industry of British Columbia if claims are allowed to be jumped in the middle of winter, when the snow is many feet in depth, and afterwards grant the jumpers an extension of three months in which to do the required work to enable them to hold the ground jumped. Ordinary prospectors do not look for "ledges" and "float" in mid-winter; but prospectors from the neighborhood of Victoria are evidently not of the ordinary variety. They undergo suffering and privations in mid-winter in hunting up "ledges" already located; but cannot undergo any hardship or privation in doing the assessment work in balmy spring if there happens to be a few patches of snow on the mountain peaks. And the paternal government at Victoria sees to it that they are not compelled to undergo such privations. Indulgent government! Lucky "prospectors"!

G. M. Sproat, under date of Victoria, May 5th, writes THE MINER as follows: "The modification of the Royalty Act frees existing mines, and allows working expenses to be deducted; but improvements in buildings and machinery, interest on bonds, etc., etc., cannot be included in working expenses. It is bad altogether yet, both as to the sentiment with which such imposts are regarded and the actual burden. I offered here \$500 for the production of any bona fide quartz miner outside the assembly who approved a royalty, but had to return my money to the bank." Mr. Sproat is right. No practical mining operator or miner or prospector favors the royalty section, for the reason that they well know it will retard the mining business. No prospector will prospect on land owned by the railroad company, for he well knows that operators will not take hold and develop his finds into paying properties if, in the end, a railroad corporation be permitted to levy a royalty on the profits; and the operator well knows that no mining company would submit its books for examination by a railroad company's tax gatherer. The argument that the railway promoters should be reimbursed for their large outlay in building roads through a sparsely settled country is not a good one. Railroads should not be, and generally are not, built unless there is business in sight to justify their building. There is no more reason for demanding a royalty from a mining company who owns a claim on railroad land than there is for demanding a royalty from a merchant who sells goods in a building erected on a lot purchased in a railroad townsite. Every business man in a country traversed by a railway pays tribute to that railway in the way of fares and freights, and the railway manager that demands a royalty along with that tribute is not working to the best interests of the corporation he serves. All such legislation is pernicious and should be repealed.

During the election contest just ended the main cry of the partisans of the different factions was Appropriations! Appropriations! The supporters of the Government candidates declared that they must have new roads, bridges, court-houses, etc., etc., in their respective districts; the adherents of the Opposition, instead of proclaiming a policy, talked loudly of how

unjustly the appropriations had been distributed; and the followers of the candidates who claimed to be Independents were outspoken in demanding that appropriations must be secured, even if everything else be neglected. Not a single candidate had the honesty to state from the platform that he would devote his best endeavor to curtail the expenses of government, and in that way do away with such onerous taxes as are at present levied on free miners. Before elections the successful candidates promise to secure appropriations for all conceivable enterprises, and if they could carry out their promises the province would be bankrupted within a year; and after elections the people damn them for not fulfilling these promises and bankrupting the country.

Take Kootenay district alone for a fair sample of this senseless howl. Colonel Baker during his term in the legislature certainly secured all the appropriations to which his district was entitled. Yet the voters in the eastern division, where the bulk of the money was spent, are as dissatisfied with him as are those in the western division because of their not getting what they thought themselves entitled to. The trouble is not that the appropriations are not large enough, but that they are frittered away by men who, apparently, are responsible to no one for their acts. The defect of the present system is that the men elected to enact laws for the province—and we believe that is the end of their duty—take upon themselves the task of parceling out to localities and favorites the appropriations secured, leaving the men who are paid to look after the disbursement of these monies nothing to do but certify the correctness of the vouchers sent in by the road foremen and surveying superintendents.

In each district are assistant commissioners of lands and works. Their duties are plainly defined, and they are liberally paid, even if they be allowed, for performing all their duties. But how many of them are allowed to do the work set apart for them? Not one. Their powers are usurped by the "member" for the district, and having a life job (if they behave themselves), they let the "member" squander the appropriations, contented in believing that it is no funeral of theirs. The party or faction or member who will make an attempt to reform this order of things will be deserving of praise. But it is doubtful if the attempt be made.

At this writing (Wednesday) it is impossible to state who is the successful candidate in West Kootenay; but it is either Mr. Kellie or Mr. Brown. The former has had no legislative experience, and probably has never held public office; the latter served two terms in the legislature from Lillooet district, and is a strong opponent of the present government. If Mr. Kellie is elected, the mining laws may be amended so that they can be understood by the average miner and gold commissioner; at present they are conflicting and ambiguous. If Mr. Brown is elected, his former legislative experience will make it all the easier for him to effect these changes. If either gentleman fails us, we will have to put our trust in providence, for, taking the work of the last session, there was either no miners in the assembly or no members friendly to the mining industry.

Nelson is the only established postoffice in Canada whose postmaster sells more United States stamps than Canadian. Yet it is not

the postmaster's fault that the Canadian treasury is minus the revenue that it should receive. It is the fault of the Dominion postal authorities. If a postal route was established between Nelson and the boundary line, via Ainsworth, all letters mailed in the Kootenay lakes country would be embellished with a portrait of her most gracious majesty and not with one adorned by a picture of the man who could not tell a lie—George Washington.

For years dr. Hendryx has carried, without reward, all letters, whether addressed to points in Canada or in the United States, mailed on his boats, depositing them in the nearest postoffice on the south side of the international boundary line—passing on the way a Canadian custom house, without direct mail facilities, at which over \$13,000 in customs was collected last year alone. Further observations are unnecessary.

The following is an extract from section 5 of the "Act in Aid of Certain Railways," passed at the last session of the legislature. The land granted under the act "shall be taken in alternate blocks on each side of the line of railway, and each block of land shall have a frontage on the line of railway of 20 miles, so that the land granted by the government on one side of the line of railway shall be opposite to a like 20 miles of land retained by the government on the other side of the line of railway." The blocks will thus have a frontage of 20 miles on the railway and a depth of 32 miles. The royalty clause reads: "The lieutenant-governor in council may grant to the company \* \* \* the right for 25 years from the completion of the railway, to exact and collect a percentage not exceeding 5 per cent over and above working expenses on gold and silver extracted from ores which may be found upon any of the lands granted \* \* \* to the company." The above clause should be repealed. It is not mandatory, but merely gives the government, if they see fit, permission to allow the railway to exact a percentage not exceeding 5 per cent. An order in council would wipe the clause out, and the sooner the order in council is issued the better.

THE MINER makes no promises. Its 7 paid-up subscribers, therefore, can not, with any show of justness, call for a new deal in the future.

The people of Nelson may not be noted for the size of their bank rolls; but they have quite a reputation for putting up with all manner of inconveniences and delays. They are the direct descendants of old Job.

THE MINER occupies an enviable position. Its first number did not appear until after the election, therefore it had no opportunity to praise the defeated candidates in West Kootenay or call the successful man a liar and a horse thief.

The lack of general news in THE MINER is accounted for by the fact that it receives but 2 papers in exchange—The Truth of New Westminster and The Times of Medicine Hat. The former devotes all its space in defending John Robson, and the latter all its in chronicling the doings of John Niblock.

#### Too Much Whisky Causes a Difficulty.

There was a serious stabbing affray in Nelson on the 11th instant. The participants were Thomas Brady and William Gorman; both men were under the influence of liquor at the time of the quarrel. It appears that a dispute arose

about some bacon, and Brady and Gorman fell to fighting to settle the matter. Brady was badly disfigured and the two parted. After looking for Gorman for an hour or so Brady again caught him at his tent and insisted on a fight. A scuffle ensued with serious results. Brady fell on his face senseless from the effects of Gorman's club, and Gorman fell fainting into the arms of a companion—stabbed in the abdomen. Brady was arrested for feloniously cutting and wounding, and after a preliminary hearing was remanded to the jail at Kamloops to await trial at the assizes in October. The wounded man is now out of danger and is rapidly recovering.

#### The Oldest "Town" on the Lakes.

While the first locations in the Kootenay lake country were made at Galena bay, now known as the Hendryx camp, Ainsworth, better known as Hot Springs, is entitled to stand at the head of its "towns" as far as seniority goes, at least. Its site of 166 acres was purchased in 1883 by George J. Ainsworth of Oakland, California. Although not platted into lots until about a year ago, it has been a "town" since A. D. Wheeler and his party landed there, in 1884. The site takes in several warm springs and is on a narrow sloping bench on the west shore of the lake, about 8 miles above the lake's outlet, or Kootenay river, and nearly opposite the Hendryx camp. Of the 45 lots platted, 15 have been sold at figures ranging from \$100 to \$250; lots now being held at \$100 to \$150. Title perfect. From 15 to 20 buildings of all kinds have been erected. Fletcher & Co. carry a stock of general merchandise; Laatz & McLeod are the proprietors of the Spoattle hotel, and A. A. McKinnon of the Vancouver house; Henry Anderson is a real estate agent and notary public.

Up to the present time Ainsworth has been supplied with mail facilities by the public-spirited dr. Hendryx during the season of navigation, and by direct contributions of her own people during the winter, they hiring a mail-carrier to make monthly trips to Kootenai, Idaho. Of course, the Dominion postal officials claim they have received no revenue from the camp; and they are not likely to until they give it a postoffice and extend the route from Nelson. At present the United States receives all the revenue, as no stamps except uncle Sam's can be procured in the place.

Ainsworth is so situated that it is sure to grow as the mines of the camp are developed.

Communication is had with Bonner's Ferry by the steamers Galena and Idaho; and with Nelson by the same boats, provided the trip to Bonner's Ferry is taken.

#### A Competing Freight Route Established.

The treasury department of the United States has given this district a competitive freight route by appointing James E. Dolan of Kootenai, Idaho, inspector of customs at that point and Bonner's Ferry. This is good news for the mining and business men of the Kootenay Lake country, as it enables them to procure goods in Canadian markets. Heretofore they were compelled to purchase many lines of goods manufactured in the United States, because of their inability to get the Canadian manufactured article over the pack trail between Nelson and Sproat. By this bonding arrangement, any article, whether in car-load lots or otherwise, can be shipped from any Canadian point to points on Kootenay lake, via the Northern Pacific. There will be no delay at Kootenai station, as mr. Dolan is progressive and energetic, as well as largely interested in the mines of this section, and will see to it that goods are promptly forwarded.

#### Kootenay's Youngest Metropolis.

The townsite of Sproat is on the east bank of the Columbia, about 2 miles above the mouth of the Kootenay. While not as pretty a location as the old landing, a mile farther down the river, it is favorably situated and on ground that is not likely to overflow. At present it is the supply point for the contractors who are building the west end of the Nelson to Sproat railway, and its businessmen are doing a snug trade. R. E. Lemon carries a stock of general merchandise; Green Brothers, clothing, boots,

shoes, etc.; W. F. Teetzel, drugs and patent medicines; McDonald & Teetzel are the proprietors of the Kootenay House; Mr. Polston runs a restaurant, and Joe Wilson a corral and meat market. At the old landing Ike Stevens has a stock of general supplies.

Sproat is distant about 150 miles from Revelstoke on the Canadian Pacific and 55 from Marcus on the Spokane & Northern. At present the steamer Kootenai makes 2 and sometimes 3 trips a week to Revelstoke, the bulk of her cargo being railway supplies. The old Colville trail via Fort Shepard starts from McCleary's ranch, on the opposite side of the Columbia.

The interests of the government are looked after by John Kirkup, as collector of revenue and chief constable, with an assistant constable from Victoria.

The place is orderly and quiet, none of the "tough" element being among the railroad laborers.

Thomas A. Sproat is the postmaster.

## W. F. TEETZEL,

Main Street, REVELSTOKE, B. C.,  
and Railway Avenue, SPROAT, B. C.  
DEALER IN

# DRUGS

and everything usually kept in first-class drug stores.

# CIGARS

at wholesale and retail.

## MAIL ORDERS

from any part of Kootenay district will receive prompt attention. Prescriptions carefully compounded from pure drugs.

# WALSH

SELLS THE

## BEST BLANKETS

EVER BROUGHT TO THE CAMP.

15 EAST BAKER STREET,  
NELSON, B. C.

## GILKER & WELLS,

DEALERS IN

## CLOTHING,

GENTS' FURNISHINGS,

## DRY GOODS,

BOOTS AND SHOES,

Fancy and toilet goods, patent medicines, fruits, tobaccos, cigars, stationery, etc.

Postoffice Store, Nelson, B. C.

## Kootenay Lake Saw-Mill,

G. O. BUCHANAN, Proprietor.

All kinds of rough lumber and dimension stuff on hand or sawed to order; also T and G flooring, V ceiling, surfaced lumber, rustic, and sawed shingles.

Capacity of mill 20,000 feet per day, which ensures the prompt filling of large orders. Lumber delivered at any point on Kootenay lake.

Postoffice address, Nelson, B. C. Mill 14 east of Nelson.

### WAS THE CHARTER KNIFED?

Much has been said and written in regard to the reasons why the Spokane & Northern railway people did not secure a charter in this province. When the facts are known, probably much of the blame will attach to the railway people themselves. It has been claimed by the friends of Mr. Corbin that all he wanted for his road was the right-of-way from the boundary line to Nelson, but the following correspondence proves that he asked a land grant of 17,500 acres to the mile. Colonel Baker, under date of Victoria, April 8th, writes the editor of THE MINER: "I am at a loss to understand the action of the Spokane company, as they left no one here to represent them and took no notice of my letters, so the result was a foregone conclusion. I enclose a copy of the correspondence which passed between the Spokane company and the provincial government, by which you will see that my resolution practically embodied all that they professed themselves ready to do. After the date of Mr. Wilson's letter, stating that they would not come to terms with the Crow's Nest company, the latter company offered Mr. Newbury, as vice-president of the Spokane company, the Crow's Nest charter, together with the land grant, and without any cash payment whatever, provided they would guarantee to build the railway within five years. Mr. Corbin at Ottawa stated that Mr. Newbury and Mr. Allen had no authority to promise what they did at Victoria." The following is the correspondence:

LETTERS FROM MR. WILSON TO MR. ROBSON.

VICTORIA, B. C., 18th January, 1890.

The honorable John Robson, premier of the province of British Columbia—DEAR SIR: D. C. Corbin of New York, Mr. Newbury and Mr. Allen of Spokane Falls, representing the Spokane Falls & Northern Railway Company, T. B. Hall and Mr. Davies of this city are applicants to the Dominion parliament for the privilege of incorporating themselves into a company for the purpose of building a railway from the big bend of Kettle river to the coast, and from the international boundary line, near the mouth of the Pend d'Oreille river to Nelson. They also intend applying to the provincial legislature for the privilege of building a railway from Nelson to the south end of Kootenay lake.

The construction of these lines would form one continuous line of railway from the south end of Kootenay lake to the coast, with a short detour in American territory, rendered necessary by the difficulty of penetrating the chain of mountains on the west bank of the Columbia river. They would open the whole of the southern part of the province and bring the promising mining camps of Rock creek and Toad mountain into almost direct communication with the cities of Victoria, Vancouver and New Westminster.

The applications are not, I am assured, of a speculative character. There is a positive intention to build the proposed lines, and sufficient capital to carry out the intention, if the Dominion parliament and the provincial legislature should be pleased to pass the bills, and the provincial government with the assent of the legislature, think they are enterprises worthy of aid and grant fairly liberal subsidies of land to assist in the construction of the lines.

Mr. Newbury and Mr. Allen are now in this city, and would be greatly obliged if the members of the government would grant them an interview for the purpose of enabling them to make their application for assistance and of placing before the government their views on the subject for executive consideration. I have the honor to be, etc., CHARLES WILSON.

VICTORIA, B. C., 27th January, 1890.

To the honorable John Robson, premier, British Columbia—DEAR SIR: Referring to my letter to you of the 18th instant, and the consequent interview between the members of the executive and Mr. Newbury and Mr. Allen, the latter gentleman representing New York capitalists desirous of building railways in the prov-

ince of British Columbia, I am instructed to make the proposal hereinafter appearing.

It may not be out of place to explain that our original idea was to build a line of railway from Nelson to the seaboard of British Columbia. It was only after taking the preliminary steps to accomplish this purpose that it was suggested to us that we acquire the Crow's Nest & Kootenay Railway Company's charter, a charter controlled by the Crow's Nest Coal & Mineral Company. We have, since this suggestion was made to us, been endeavoring to arrange with the Crow's Nest & Kootenay Railway Company for the acquisition of their nearly expired charter, upon condition that it was renewed by the British Columbia legislature, coupled with an interest in the aforesaid coal company. We remember that in our interview with the members of the executive council the expediency of making it a complete system from the western boundary of the province to the coast was one of the matters that the executive, in the interests of the province, deemed most desirable of accomplishment. We are equally desirous of yielding to this wish, and of building our entire line from Crow's Nest to the coast, with a short detour into American territory, made necessary by engineering difficulties, but, notwithstanding our efforts, we are not yet, much to our regret, in accord with the Crow's Nest & Kootenay Railway Company. We are quite willing to assume their charter and make this road part of our system upon the same terms as is hereinafter expressed with respect to our own application.

We propose to build and completely equip the proposed road from the south end of Kootenay lake to the coast, in five years from the passing of the bill granting the necessary privileges, if the government of British Columbia will grant us a right of way 99 feet in width on each side from the center of the line of the road and give us a concession of land of 17,500 acres per mile. [The provincial government offered 10,000 acres per mile land grant—verbally.—EDITOR] in alternate blocks, each block having a frontage of twenty miles on the line of railway; the blocks to be numbered on each side of the railway, commencing at the boundary of British Columbia, near the mouth of the Pend d'Oreille river, and extending eastward, so that the odd and even numbers are opposite to each other on each side of the line, the company taking the odd numbers on the north side of the line, and the government the even numbers, and the company taking the even numbers on the south side of the line, and the government the odd ones. The same course to be adopted with the western section.

The area of lands deficient from any cause in any one block taken by the company to be made up to the company in land warrants covering any part of land in the country passed through by the railway, the selection to be limited to twenty-five miles on either side of the line of railway.

The lands along the line of the railway, for a distance of twenty-five miles on either side of the railway, to be reserved for a period of two years, to enable the company to make their surveys and selection under the land warrants. The selected lands, if not at once conveyed to the company, to be reserved for conveyance after the completion of the railway.

Liberty to take from the adjacent crown lands all necessary timber, stone, gravel and all other material necessary for the construction, operation and maintenance of the line.

The land conveyed and to be conveyed to be exempt from provincial and municipal taxation unless and until alienated.

The whole of the capital stock, property, rolling stock, stations, workshops, buildings, yards and appurtenances whatsoever, and all other property of the company to be exempt from provincial and municipal taxation until five years after the completion of the railway.

With the completion of every twenty miles of railway, the land coterminous therewith, to which we are entitled, to be conveyed to us. As an alternative proposal, we will accept a grant of 12,500 acres of land per mile, with a limit of seven years for the completion of the proposed lines, and a reserve of three years upon the belt of land twenty-five miles on each side for survey and selection, otherwise upon the same terms.

We are willing to bind ourselves to begin the actual work of construction at the boundary near the mouth of the Pend d'Oreille river on

the eastern section, on or before the first day of August, 1890; and on the western section as rapidly as we can get our line completed to the boundary line. We are also willing to begin the actual work of construction on the seaboard as soon as a satisfactory terminal point can be acquired and the necessary arrangement made for the acquisition of the required land.

We will be greatly obliged by as early a reply to this proposal as possible, as, if we ultimately make an arrangement with the government, it is highly desirable that we leave here on Wednesday for Ottawa, to assist in promoting the passage of the required legislation in the Dominion parliament, or we may find the provincial subsidies (if granted) useless, owing to the absence of the required Ottawa legislation. I have, etc., CHARLES WILSON.

Of course satisfactory terminal facilities will be granted at Nelson with a sufficient grant of land. C. W.

VICTORIA, 29th January, 1890.

The honorable John Robson, premier of the province of British Columbia—DEAR SIR: Important business compels Mr. Newbury to go to Spokane for a few days, and Mr. Allen and I start for Ottawa tomorrow morning to assist in promoting the bills now before the Dominion parliament, as without them the provincial subsidies (even if granted) would be useless and delay matters one year at least, a thing we are anxious to avoid.

Mr. Newbury will return to Victoria as quickly as possible in order to complete arrangements with the provincial government if any modification of the proposal in my letter of the 27th instant should become necessary.

I am in receipt of a telegram last night from Mr. Corbin in London, stating that if the government wish he is willing to make the line from Nelson to Sproat's Landing part of the proposed system on the same terms so far as land grants are concerned, and agree to complete it this year and give security for good faith.

Please understand that Mr. Corbin is not anxious to build this piece of line if any other company will do it. His only object in offering to construct it is that the government may think it a necessary line in the interests of the country, and Mr. Corbin is desirous of meeting the government fairly and liberally, if he be met in the same spirit. I have, etc., CHARLES WILSON.

TELEGRAM FROM MR. ROBSON TO SIR JOHN MACDONALD.

VICTORIA, 24th February, 1890.

The right honorable Sir John Macdonald, minister of railways, Ottawa: The provincial government are strongly in favor of and desire your assistance in the granting by the Dominion of the railway charters applied for by the Spokane Falls & Northern Railway Company, provided that the line from Pend d'Oreille to Nelson be extended by the Dominion charter to the western terminus of the Crow's Nest & Kootenay Lake Railway, and also that work on the lines granted by the two charters be carried on simultaneously, and that both charters be forfeited if both lines are not completed in the time specified in the charter. JOHN ROBSON.

TELEGRAM FROM MR. ROBSON TO MR. MARA.

VICTORIA, 24th February, 1890.

J. A. Mara, esq., M. P., Ottawa: This government is of opinion that the granting of the two railway charters applied for by the Spokane Falls & Northern Railway Company would be greatly to the advantage of the province if the following provisions are inserted in the charters:

1st. That the line from Pend d'Oreille junction to Nelson be extended by the Dominion charter from Nelson to the south end of Kootenay lake to connect with the western terminus of the Crow's Nest line.

2nd. That clauses be inserted to ensure both lines being built simultaneously, and that both charters be forfeited if both lines are not completed in the specified time.

Without these provisions, the enterprise will not be acceptable. JOHN ROBSON.

COPY OF A REPORT OF A COMMITTEE OF THE HONORABLE THE EXECUTIVE COUNCIL, APPROVED BY HIS HONOR THE LIEUTENANT-GOVERNOR ON THE 27TH DAY OF FEBRUARY, 1890.

The executive council having had under consideration the following resolution passed by

the legislative assembly this 27th day of February, 1890, viz:

"Whereas a company known as the 'Spokane Falls & Northern Railway Company' has applied to the parliament of Canada for charters for railways from the following points: From the boundary line at the point of intersection of Pend d'Oreille river to the town of Nelson, and thence to the western terminus of the Crow's Nest railway; from the boundary line at the point of intersection of the Kettle river; thence to the coast of the province:

"And whereas the construction of such lines would make a through line of railway communication from the Crow's Nest pass to the coast of the province, to be known as the 'British Columbia Southern Railway,' and would, by reason of the great navigable waterways which intersect the said line of railway at right angles at four different points, be the means of developing the vast natural resources of the whole southern portion of the province, and thereby would be a great benefit to trade:

"And whereas it is understood that strenuous opposition, not in the interest of the province, is being offered in order to defeat the passing of said bills through the Dominion house:

"Therefore be it resolved, that an humble address be presented to his honor the lieutenant-governor, praying that his honor will, without prejudice to provincial rights, immediately move the Dominion government, that the charters applied for by the 'Spokane Falls & Northern Railway Company' may be granted. Provided always, that clauses be inserted compelling the company to commence work this year on both lines, that is to say: From Pend d'Oreille towards Nelson; from Kettle river to the west; and from the coast of the province to the east; that work should be continued concurrently from all these points; that the railway to the western terminus of the Crow's Nest line should be completed in four years, and the railway to the west in six years, from the granting of the charters; and that in default of these terms being complied with, both charters, together with the rights appertaining thereto, shall be forfeited; and that a copy of this resolution be at once transmitted by telegraph to the Dominion government." Respectfully recommend its approval.

Certified. A. CAMPBELL REDDIE,  
Deputy clerk executive council.

#### TELEGRAMS BETWEEN GOVERNOR NELSON AND SECRETARY OF STATE CHAPLEAU.

VICTORIA, 27th February, 1890.

The honorable secretary of state, Ottawa: Whereas a company known as the "Spokane Falls & Northern Railway Company" has applied to the parliament of Canada for charters for railways from the following points: From the boundary line at the point of intersection of Pend d'Oreille river to the town of Nelson, and thence to the western terminus of the Crow's Nest railway; from the boundary line at the point of intersection of the Kettle river; thence to the coast of the province:

And whereas the construction of such lines would make a through line of railway communication from the Crow's Nest pass to the coast of the province, to be known as the "British Columbia Southern Railway," and would, by reason of the great navigable waterways which intersect the said line of railway at right angles at four different points, be the means of developing the vast natural resources of the whole southern portion of the province, and thereby would be a great benefit to trade:

And whereas it is understood that strenuous opposition, not in the interest of the province, is being offered in order to defeat the passing of the said bills through the Dominion house.

Therefore be it resolved, that an humble address be presented to his honor the lieutenant-governor, praying that his honor will, without prejudice to provincial rights, immediately move the Dominion government, that the charters applied for by the "Spokane Falls & Northern Railway Company" may be granted: Provided always that clauses be inserted compelling the company to commence work this year on both lines, that is to say: From Pend d'Oreille towards Nelson; from Kettle river to the west; and from the coast of the province to the east; that work should be continued concurrently from all these points; that the railway to the western terminus of the Crow's Nest line should be completed in four years, and the railway to the west in six years from the granting

of the charters; and that in default of these terms being complied with, both charters, together with the rights appertaining thereto, shall be forfeited; and that a copy of this resolution be at once transmitted by telegraph to the Dominion government. Submitted in report of my executive council approved by me.

HUGH NELSON, lieutenant-governor.

OTTAWA, 28th February, 1890.

To his honor Hugh Nelson, lieutenant-governor, Victoria: Your message re Spokane Falls & Northern railway received and referred to minister of railways.

J. A. CHAPLEAU.

#### Californians Seeking a Better Climate.

TO THE EDITOR OF THE MINER: Would you be kind enough to send me a copy of your paper as I am desirous of obtaining all the information I can of the Kootenay district. All being well, I expect to take up a government grant of land there the coming fall, and five of my neighbors will probably join me.

G. O. MASON.

Wheatland, California, May 1st.

In this part of Kootenay district there is but little land suitable for ranching purposes, and the little there is has already been taken up by speculators or reserved for the benefit of the Canadian Pacific railway. There is a large area of land in the valley of the Kootenay river, between the international boundary line and the lower end of Kootenay lake, but it is subject to overflow. Yet, a sturdy settler in that valley might overcome all the difficulties incident to too much water, but he would surely make a failure in the end, owing to the swarms of mosquitos that infest it during the summer months. There is good ranching land in the section known as "Upper Kootenay," which extends from Tobacco Plains at the boundary line to the Columbia lakes, a distance of over 100 miles. It is accessible from the Northern Pacific at Kootenai, Idaho, and from the Canadian Pacific at Golden, B. C. At present it is a good stock country, and will be a fine general ranching district, when tapped by the branch of the Canadian Pacific now building eastward from the Columbia river at Sproat, the mining camps on Kootenay lake furnishing a market.

JOHN HOUSTON.

CHARLES H. INK.

W. GESNER ALLAN (a Notary Public).

Houston, Ink & Allan,

## REALESTATE

AND

## CONVEYANCING.

Will purchase and sell mining claims and town lots; collect rents; write bills of sale, bonds, agreements, mortgages, deeds, certificates of incorporation; etc, etc.

Aid in procuring crown deeds for lands, Nelson town lots, and mineral claims.

Office in The Miner building, Baker Street, Nelson.

**HENRY ANDERSON,**

NOTARY PUBLIC,

Mining Broker, Conveyancer, Etc.

Agent for mineral claims; crown grants obtained for mineral claims, and abstracts of title for same furnished. Office at Ainsworth (Hot Springs), B. C.

#### ANOTHER SMELTER FOR NORTHERN KOOTENAY.

The erection of the smelting furnace at Golden is progressing favorably, and the work of excavating for the buildings is being carried forward very rapidly by the Hayes & Cochrane company, who have received the contract for that work.

The Kicking Horse is bridged, in order that the output of the ore of the upper country may be transported from the steamboat landing directly to the works, without passing through the thoroughfares of primitive Golden. The bridge will also furnish communication between the works and the company's new townsite.

In conversation lately with Mr. Fowler, the smelting syndicate's superintendent, we gained the following facts relative to the above mentioned works.

The dimensions of the buildings and style and make of plant are as follows: One building for offices and analytical laboratory, 20 x 30; one for roaster furnace, 70 x 80; one for 2 calcining furnaces and ore crusher, 53 x 53, with an additional shed for coke, 53 x 13; one ore house 40 x 40; also a receiving platform, 90 x 76, close to a spur of the C.P.R., capable of accommodating 12 box cars. There will also be a shed for coal fuel, 20 x 40.

These buildings will be composed of square timbers with shingled roofing, and the usual precautionary measures in case of fire.

The most of the plant was manufactured by Fraser & Chalmers of Chicago, Ill., and consists of one water jacket furnace, 7 x 10, with No. 4 blower, 33 x 72; and one Blake crusher, 14 x 24. The belt rolls and sample grinder, 5 feet 6 inches; power elevator and all casting for the calcining furnaces were also furnished by the American firm.

The motive power will consist of one 30-horsepower slide valve engine and tubular boiler, 12 feet long by 42 inches in diameter; these were manufactured in Toronto.

The supply of water will be taken from the Kicking Horse, by means of a No. 6½ Knowels pump, capable of a volume of 150 gallons per minute.

The brick will probably be taken from Calgary as a suitable clay is not found, so far, around Golden.

Mr. Fowler expects to have these works ready for blowing in by the middle of July and not later than the first of August; but the company will be prepared to purchase and receive ores before that date. This plant is intended or adapted to treat ores of the sulphurous or argentiferous galena class, but will also reduce ores carrying a limited percentage of copper. These works are intended to treat about 40 tons of ore in 24 hours and will employ a minimum of about 30 actual working men, exclusive of supernumeraries, if kept running in full blast. This will give this growing burgh an established revenue to draw from, but the success will materially depend on the action so-called miners take in the matter. We have heard the want of a smelter at this point advocated for some years back, and now that the dreams of some of our prophets are about to be realized in this respect, it behooves them to get a rustle on them and start taking out and sacking for shipment some of the product of their young Comstocks.

It will add a further incentive to development, as prospectors whose claims are not too isolated from the navigable waters of the Columbia, may be able to develop their claims for the worth of the ore excavated.

In Mr. Fowler's opinion the ores in general, submitted to his inspection so far, are very desirable smelting ores; but many—nearly all—are adapted to concentration before smelting; they are also of a refractory nature.

Golden, May 13th. NEIL L. MORRISON.

#### Will Celebrate Dominion Day.

The people of Donald have subscribed about \$400 prize money, to be distributed on July 1st to the owners of fast nags, long-winded foot racers, athletic acrobats, supple little boys, and agile little girls. J. C. Steen, George Sutherland, and Jack Matheson are head pushers, which is a guarantee that the celebration will be a success. Steen will see to it that the money is paid in and disbursed; George that the boys will have all the sport they want; and Jack that everything is on the dead square.

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## SMALL NUGGETS OF NEWS.

G. O. Buchanan has received a new carriage for his saw-mill, and now cuts lumber as smooth as a politician's promises.

Dan O'Ray has two contracts on his hands. One is supplying the Galena with wood; the other, the mosquitoes with blood.

Somehow some people who have more notoriety than reputation hanker after conspicuous locations for their shanties. Suppose they be compelled to take a back seat behind the rocky bluffs.

Bonner's Ferry is the place where the boys go out to have a little social game of "stud" or "draw." Some of them come back wishing they hadn't made the trip.

Railway contractors may have soft snaps once and awhile; but that old-time contractor who was herding a gang of Chinese shovelers on a one-by-one slope back of Sproat the other day, with the sun 105 in the shade, hadn't that kind of a snap. We'll gamble that he wished he was back in Manitoba raising Jersey-Ayrshire bulls.

A. D. Wheeler of Ainsworth, a man who has done much to help develop and attract attention to the Hot Springs mining district since his arrival there in 1884, was married to Miss Sutton at Tacoma, Washington, on the 11th. The bride is a sister to Mrs. G. B. Wright. Mr. and Mrs. Wheeler arrived home on the Galena Thursday, and were welcomed by a salute of 20 giant powder guns.

A. J. Marks returned Thursday, via Revelstoke and Sproat, from a month's trip to the coast. He reports purchasing furniture for a 40-foot addition to the Nelson house, of which he and Mr. Van Ness are owners.

Hume & Co. are having their building plastered. The lime was brought in from Spokane and the sand from near "Bogustown." C. J. Branch of Revelstoke is doing the work. It might be worth the while of some man to prospect around for lime-rock and a site for a kiln.

A watchmaker and jeweler might make a living in one of the towns in this district, provided he did not want the earth all at once.

Of all Nelson's many palatial business houses but 3 are adorned with signs—Harris's shoe shop, the Kootenay hotel, and the Nelson house. This is a pointer for some enterprising sign painter.

Thursday Joe Wilson's pack train cleaned up all the Nelson freight at Sproat and brought it up the north side of the river, crossing it at the falls instead of at Ward's ferry.

George Bigelow is out at Spokane Falls and Victoria purchasing goods for his Nelson store. He will probably take in Olympia, Washington, on the trip, as that is said to be a good place in which to buy umbrellas and type writers.

Two of the 3 owners of THE MINER owe their lives to Henry Blair. Late one night last March when footsore and weary from trudging over the rocks and boulders that line the north bank of the Kootenay river between Bob Yuill's

camp and the point opposite Nelson, they were met by Mr. Blair and rescued. It was a timely rescue, for one of the two has been "tired" ever since.

R. E. Lemon is in Victoria purchasing stock for his Nelson house. The goods will be shipped in via Kootenai station and Bonner's Ferry.

The shares in the Citizens' wharf at Nelson would be above par if the same rate of wharfage was charged for landing goods on it as is charged by the Canadian Pacific for landings made at the wharf at Sproat.

C. S. F. Hamber came in Thursday from New Westminster, and will engage in the real estate business. He was accompanied by a fishing rod only.

"Captain" Davies intends docking the Midge for repairs. The machinery will be sent out to Portland, Oregon, for a thorough overhauling. The hull will be recalked and repainted. These improvements will make the Midge the smartest craft of her size on any water in inland British Columbia.

Jim Gilker, Nelson's genial postmaster, requests THE MINER to publish broadcast that her majesty's mail arrives at his office every Monday at 4 o'clock and departs every Tuesday morning at 7:30 o'clock. Letters for registry should be handed in at least 30 minutes before the time for departure.

Nelson undoubtedly can boast of a larger number of buildings than any other town in the district, but it cannot hold a candle to Ainsworth for boats. At the latter place can be found sail boats, punts, row boats, canoes of canvass and of bark, bateaux, etc., etc., finished in all styles and painted in all colors.

An engine and flat car for the Sproat to Nelson railway was brought down by the Kootenai on Thursday.

Ed Atherton is seriously thinking of writing a novel. It will be founded on his narrow escape from drowning the last time the Slokan ferry went out, and will be entitled, "Saved—Without Wetting a Hair."

William Cowen of the Victoria hotel, Revelstoke, put in a couple of days at Nelson and Ainsworth this week. He reports the Victoria, as well as the other Revelstoke hotels, doing a rushing business. He left on Thursday with a good impression of what he saw in the 2 towns.

E. E. Alexander of Spokane Falls is in Nelson looking after his mining interests. He also intends purchasing lots at the auction sale on the 25th.

## Better Mail Facilities Promised:

E. H. Fletcher, postoffice inspector for the district of British Columbia, was in Nelson last week, merely to see if better postal facilities were needed. He took a trip to Ainsworth, and on his return said that he would try and get the mail route extended from Nelson, via Ainsworth, to the boundary. He also promised to make arrangements so that Nelson would have 2 mails a week. Small favors thankfully received.

C. S. F. HAMBER,  
Notary Public, Nelson.

A. G. THYNNE,  
Vancouver.

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AND  
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