

The Mines in Kootenay are Among the Richest in America.

# THE MINER

There are High Yields in Gold, Silver, Copper, and Lead.

WHOLE NUMBER 169

Nelson, British Columbia, Saturday, November 11, 1893.

SUBSCRIPTION PRICE \$2 PER YEAR.

Ready Cash is the . . .  
Best Introduction . . .  
To Present to . . . . .

**R. E. LEMON,**  
*Should you wish to Secure any of the Bargains which his Big Stock of Groceries, Liquors, Hardware, and Miners' supplies afford.*

**G. A. BIGELOW & CO.,**  
East Baker Street.

Carry Complete Stocks of all lines of General Merchandise, except Hardware.

Liquors and Cigars handled to the Trade only.

Agents for Anheuser-Bush (St. Louis) Beer, the best Made in America.

 **NELSON.**

**HAVE YOU SEEN THE TEMPTING DISPLAY OF**

**Watches, Clocks, Jewellery, and Silverware, shown in the Warerooms of**

**HUNT & DOVER**  
**The Jewellers.**

*Great Bargain can be had for Cash.*

BAKER STREET,

NELSON. B. C.

## BY THE 1ST OF DECEMBER

**N. & FT. S. WHISTLES WILL TOOT IN THE TOWN OF NELSON.**

The Track Laying Would Occupy Only a Week but There are Four Bridges to be Built—An All-Winter Route Will be Hailed with Delight.

If there is no change in the present programme laid out by president Corbin of the Nelson & Fort Sheppard railroad the first train will be run to Nelson on December 1st. The track laying would not occupy so much of the time, in fact could be finished in a week, but there are four bridges yet to be built, and these cannot be finished much before the first of the month.

The N. & F. S. road will connect with the Spokane & Northern at Marcus. The usual service will be continued between Spokane and Marcus during the winter, but the train over this end of the road will probably be up one day and back the next, at least until spring when a daily service will be put on.

The road will reduce the run from Nelson to Spokane to eight hours. Close connections will be made with the boats and Kaslo should be reached in about eleven hours from Spokane. The winter terminus of the road will be at five mile point, and not until next spring will the road reach the level of the town.

The entire road is about 200 miles long, and the heaviest grades are a few miles out from Nelson on the Salmon river summit. The greatest elevation reached by the road is about 3600 feet above the sea level.

The road is bonded for \$20,000 per mile, its cost of construction being about the average for such routes through the mountains. A considerable amount of traffic is expected by the owners of the road for the winter, as most of the Slo-can business men have laid in short stocks instead of the heavy ones of last winter, as they now depend on the road.

It is not alone as a means of all the year round communication with the outside world that the N. & F. S. will be valuable to Nelson. This road will run through some of the most promising placer and hydraulic ground in the province. Those "diggings" were known to be good many years ago, but were abandoned owing to the fact that being far removed from any base of supplies, and difficult of access, expenses of working them were brought up to such a high point as to eat up the margin of profit.

Lately these grounds have been opened again with most encouraging results, and now that provisions and all kinds of tools and supplies can be landed at their doors, those who have claims in this part should be able to do well. This region is naturally tributary to Nelson, and its prosperity would materially advance our own.

## THRIVING THREE FORKS

The Central Point of the Slo-can is Growing Very Rapidly.

Among the various progressive points in the Slo-can, the Three Forks appears to be easily holding its own. A gentleman recently from that point reports that some 35 houses have been built in the Forks during the past month.

The Galena Bay Trading Company have erected a large store in which they will carry a general stock. Mr. Pitts is running a gent's furnishings store, and R. E. Lemon a general merchandise establishment fully stocked, so that the Three Forks should not lack for supplies during the winter.

This point is especially convenient to most of the leading Slo-can mines, and the business men of the place should do a good trade with the miners and construction gangs, as a number of men will be kept busy in the neighborhood all winter.

## KASLO CITY SOLONS

Are now Settling Down in the Harness in Good Shape.

The Kaslo city council are settling down to business in good shape, although no very extensive conflagration has as yet been reported. At the last meeting the selection of a city seal was

discussed. A design of a miner waiting to load up a steamer with sacks of ore was submitted by the committee, talked over and tabled.

The "Scotty" affair, noted elsewhere, was then temporarily disposed of by being referred to the city's legal light.

O. T. Stone and G. T. Kane were named as a licensing board, and Mr. Stone was duly selected for treasurer, and will henceforth look out for the city funds.

The council extended a pressing invitation to A. Fletcher and J. Walmsley to take the organization of a fire brigade, pledging their support.

## SILVER NOT SHELVED

It Will Come up Again at the Regular Session of Congress.

WASHINGTON, Nov. 8.—There are rumors that Voorhees will introduce a free coinage silver bill at the opening of the regular session. Voorhees declines to talk about the matter, but it is pointed out that he has always been an alleged silver man, and has declared during the debate on the repeal bill, that he was no less the friend of silver than before.

At any rate it is thoroughly understood that the silver question is not shelved by the passage of the repeal bill. On the contrary, the silver men say the fight has only begun. When congress assembles they propose to keep it well to the front in connection with every great issue between the parties, from the tariff to the repeal of the federal election laws.

Every page of the tariff discussed will be punctuated by pertinent queries by the silver men tending to prove that it was the demonization of silver, and not the McKinley tariff, which caused the financial depression.

Indeed it is intended that the silver men shall act as a body of obstructionists, as did the Parnellites in parliament till silver shall receive a hearing.

## FROM THE DARDANELLES

Further Shipments of First Class Ore From This Property.

Late information from the Slo-can is to the effect that two shipments of ore amounting to 40 tons, have just been made from the Dardanelles mine. The ore went out by way of Bonner's Ferry route for Great Falls, Montana. In all this makes about six carloads of ore shipped by this property. The returns on the various shipments have ranged from 248 ounces to 500 ounces per ton in silver.

There is now about three feet of snow at the Dardanelles, and the weather is growing colder every day. A solid and lasting freeze is expected and anxiously looked for just now. The roads are in very bad condition owing to the recent rains, and a cold snap would be of great benefit to the mines. The Dardanelles is at present employing 25 men, and this force may be increased as the winter advances.

## "MINER NOTWITHSTANDING."

Strangely Enough the Deputy Attorney-General Says the Same.

When the Nelson authorities refused to take one of Kaslo's vags under their tender care, and promptly handed him back the Examiner grew very warm in the collar, and hinted that the mayor knew what he was about, "the MINER to the contrary" notwithstanding. Now the city council of that great and only burg have received a communication from A. G. Smith, Deputy Attorney-General, saying "that he could not see what other course was open to the government agent at Nelson than to send the prisoner back to Kaslo."

The council promptly resolved to "sass back" and the matter will be placed in the hands of their solicitor "the Deputy Attorney-General notwithstanding."

## AUCTION SALE

Of Valuable Freehold Property in the Town of Nelson.

There will be sold on Monday the 13th day of November, A. D. 1893, at the office of Edward Applewhite, Esquire, Victoria St., Nelson, at 11 o'clock in the forenoon, by virtue of the power of sale contained in a certain mortgage which will be produced at the sale, Lot No. 9 in Block 11 in the government townsite of Nelson according to the official plan of survey.

Terms: one third cash, balance in three and six months, with interest on deferred payments at eight per cent. For further particulars apply to J. H. Bowes, Solicitor, Nelson.

## CRASHING ON THE CLIFFS

THE ILL-FATED STEAMER IDAHO IS A TOTAL WRECK.

Only a Most Fortunate Chance Saved All on Board from a Watery Grave. The Cargo Was Light and Part of It Will Probably Be Saved.

The steamer State of Idaho is a total wreck.

Ever since this vessel was welcomed in Kaslo by the booming of anvils and the wail of brass bands, Fate has had it would appear, a spite against her. Sheriffs, receivers and officials, semi and full fledged, have laid hands upon her. Successfully slipping through their fingers one after another the Idaho was just settling down to a good trade when hard luck dealt her a knock-out blow.

About six o'clock yesterday morning those on board the steamer were aroused by a splintering crash, followed by the sound of water rushing into the hold of the vessel. Springing from their bunks they tried to get out of their staterooms, but the wrenching of the vessel had so jammed the doors that they refused to open. When the doors were battered in by the deck hands, the sight that met the eyes of the bewildered passengers was far from reassuring.

The bow of the steamer had crashed into the cliffs on the shore of the lake. That they lived to learn this was due to a mere chance. When the vessel struck her bow ran up on a narrow shelf which held the hull fast. The stern was banging over 300 feet of water, and if the Idaho had struck ten feet to either side of the exact spot where she went on, in all probability she would have rebounded and settled immediately with all on board. As it was the rocks held the stem fast and everyone succeeded in making their escape.

Beyond a severe shaking up no one was seriously injured, except Mrs. Oakes, who had her shoulder badly bruised, and it is thought may have a broken collar bone.

The scene of the accident is a high bluff of rocks about one half a mile south of Ainsworth. Capt. Shaw had charge of the vessel, and was at the wheel when she struck. Though the Idaho was provided with an electric search light, this was only used on the river, and in making landings. The light was not in use at the time the wreck occurred and the captain was steering by the compass.

At the hour, 6 in the morning, day must have been just breaking. It is not yet known just how it came about that the pilot made his fatal blunder.

The greater part of the cargo had been landed at Kaslo. There was on board at the time of the accident a carload of flour, and feed for Mr. Farley. Some butter for R. E. Lemon, and fruit for Coffman. If the hull hangs on to the rock for a day or two the flour can be recovered, as only a thin shell will be damaged. The tug Kaslo and some barges will be put to work on the wreck to-day, and a portion of the cargo may be saved.

## MORE ORE SACKS

R. E. Lemon Will Place Another 20,000 or so Within a Month.

That this country is not dead, or even sleeping, is proven by the movement in ore sacks at the present time. R. E. Lemon, who is doing the greater part of this business at the present time, reports that the demand is still brisk. He has made such arrangements with the Canada Jute Company as will enable him to keep this part of the mining country fully supplied with ore sacks from now on.

A car load of 20,000 sacks has been ordered, and will arrive about the 15th of December. Of these one half have already been spoken for, and new orders are coming in almost daily. The delay in the receipt of the sacks was caused by a scarcity of raw material, which comes from Dundee, Scotland.

When it is remembered that these 20,000 sacks will be placed in addition to 18,500 already recently delivered to his various customers by Mr. Lemon alone, it will be seen that the mine owners are confident that they can still continue to produce notwithstanding low prices.

A BROKEN LEDGE

"Turns them to shape, and gives to airy nothing a local habitation and a name.—Shake's

To anyone with an orderly turn of mind there is no more interesting occupation than classifying, or attempting to classify the various specimens of humanity with which one is brought into daily contact. For myself I have one general heading under which the majority of people come, namely cranks. For ordinary purposes a crank may be defined as a person whose views and opinions materially differ from your own. Having by the application of this simple rule discovered that the world is full of cranks, and being of the aforesaid orderly turn of mind, it has naturally followed that something like classification has resulted.

Broadly speaking cranks may be divided into three classes the "Has Beens" the "I Ams" and the "Sure to Bes." Of course if one approaches the subject in a purely scientific spirit many subdivisions will be discovered, and branching out into species and variety enough to stock a florists hand-book. It is sufficient however, for a general paper like this, where scientific accuracy is not vital to consider the three divisions noted above.

The first of these is the "Has Been." He is generally somewhat along in years, and to his more or less shabby clothing there clings a musty smell which reminds one of an old coffin. He admits that judging from the present standpoint his life is a failure, "but then" flee for your life, for he is about to pour forth a weary screed about his brilliant youth; his wonderful business career; the money he has made, and lost; the successes he has achieved in that dim past wherein alone his memory dwells.

The world is going to wreck morally and physically. If some man has achieved a recent success, he remembers him when he was poor, and not very honest. No new mining country is quite equal to those he tramped around in when a young man. He knows a much better way to run any certain business than the man who runs it. He describes with infinite relish how he once managed just such a venture. He may not be very flush with ready cash but good advice is always on tap, backed by an example from his own life. His days were all "better days," better than his own are now and better than anyone else can hope to be blessed with. Poor old, "Has Been." Hasten the day when he will join the great majority of other "Has Beens" on the other side.

Fewer by far in numbers but vastly more important, in their own estimation, are the "I Ams." The almighty I Am is usually a man who started out in life with nothing but his gall and a very limited cargo of conscience. With a light draught he has steered through the troubled waters of life and made the haven of success when many a nobler craft has gone down on the ragged reefs of adversity. Now swinging lazily at anchor, he deems his scow a clipper. What he has accomplished is a theme of which he never tires.

"Self Made" is written on every line of his smug visage. "No one helped him, why should he lend a hand to others?" If men did not crush him when he was in a tight place it was because they feared him too much. He can crush now, and he does at every opportunity. He wonders why people will persist in remaining poor. There is no need for it, with such shining examples as himself constantly before their eyes. How he swells with importance at every little public gathering. How he likes to figure in small anecdotes, with the moral of "He stands before you" tacked to them. Oh mighty, self-made I Am would that the job had been sub letted to a more competent man or never taken out of the hands that furnished the original estimates.

The third division on the list is the "Sure to Be" class. Rather more entertaining and generally less harmful, this class have a "scheme" constantly on hand. Continually dabbling into things they little understand. Capital is all they require. Under the magic touch of their fertile genius the most commonplace ventures team with millions. They are always discovering wide ledges of

# NELSON LOTS

Also Lots for Sale in NAKUSP DAWSON and ROBSON.

solid ore of inconceivable richness, and only need a lift to open it up. Failures cannot daunt them, they only come up more serene and confident than ever. Sure to win this time they plunge in again. If fortune favors the Sure to Be changes into an I Am in the course of time. If reverses continue, as the years creep on, a Has Been is the result, so, all in all, the Sure to Be is perhaps preferable as he is.

GOING FURTHER NORTH

Next Spring Prospectors Will try the Peace River Country.

According to the Spokane Chronicle, a new era in northwestern exploration will begin next spring. So say the prospectors who are returning from the Lardo, the Slokan and the St. Mary's districts. Next year, they say, the army of prospectors will cross the Canadian Pacific, and begin exploring the great country which lies beyond it, from the Canoe river and the head waters of the Fraser, as far north as the great Peace river, which lies almost on the Sitka parallel.

Those who are planning to seek Peace river gold are, as a rule, organizing little parties of three to six men, and planning to take a big stock of condensed provisions and ammunition. Their purpose is to set out for the river as early as possible next spring, prospect until snow falls and go into camp for the winter, returning to the United States in the fall of 1895. A few of the poorer ones are only planning for one season's work and will return next autumn.

WINTER SUPPLIES.

The Rain may Assist in Getting Them In on Time Yet.

At least one class of people will not be put out by the recent rains. The merchants are noting the fact that the water here has gained some depth lately, and are in hopes that the upper Columbia will do likewise. This would greatly facilitate the getting down of winter shipments from Revelstoke. Only a portion of the winter stocks have been received, and unless the water, now reported to be five feet lower than at this time last year, comes up some of the goods will have to go around.

In conversation with an employee of the Hudson Bay company a few days ago it was learned that this company have about five carloads yet to come in addition to several already received. The shipment includes a carload of assorted delicacies in the fish trade such as Oolachans and Salmon bellies from their northern posts.

The butter famine is now at an end, this company having received a large shipment of excellent dairy and creamery butter a few days ago.

Transvaal Gold Fields.

The gold fields of the Transvaal Republic in South Africa yielded over 136,000 ounces in August, which is the largest product yet recorded in any one month. In round figures a year's product at the same rate would be worth \$32,500,000 which is about equal to the annual production of gold in either the United States or Australia. If the Transvaal mines produce \$30,000,000 in 1893, there will be nearly \$40,000,000 worth of gold mined in 1894 in all probability. It is impossible to tell where the top limit will be reached, but it is probably not many years off.

A Financial Appeal.

The following from a contemporary is the most complete financial appeal we have seen: "All persons knowing themselves indebted to this office are requested to call and settle. All persons indebted to this office and not knowing it are requested to call and find it out. All those knowing themselves indebted and not wishing to call are requested to stay in one place long enough for us to catch them. All those not indebted are requested to call and become indebted."

Have You Seen, The New

ISSUED BY—

## CONFEDERATION LIFE ASSOCIATION.

TORONTO, ONTARIO.

It is a simple promise to pay the sum insured, in the event of death. It is absolutely free from all restrictions as to residence, travel and occupation. It is entirely void of all conditions save the payment of the premiums. It provides for the payment of the claim immediately upon proof of death. It offers six modes of settlement at the end of the Dividend Period. It is absolutely and automatically non-forfeitable after two years. The insured being entitled to:  
 (a) Extended insurance without application for the full amount of the policy, for the further period of time definitely set forth in the policy, or on surrender to a  
 (b) Paid up Policy, the amount of which is written in the policy, or after five years to a  
 (c) Cash Value, as guaranteed in the policy.  
 Full information furnished upon application to the Head Office, or to any of the company's Agents. See this policy before insuring.  
**W. A. JOWETT,** Agent for Nelson.  
**J. D. BREEZE** General Agent for B. C.  
 411 Cordova Street, Vancouver.



### PANTS, PANTS, PANTS,

To make room for Fall Stock I will sell fifty pairs of Pants at \$7; \$8; and \$9 each, or three for \$20, \$23 and \$25, also suits from \$30, up. Now is the time to save money.

**F. J. SQUIRE,**  
 Corner Ward and Baker Streets.

### Building Materials.

Lumber, Brick, Sand.

Get quotations on these Materials from

**Geo. H. Keefer.**

NOTICE

Notice of Application for Certificate of Improvements.

Wellington Mineral Claim.  
**TAKE NOTICE THAT I, AS AGENT FOR** the Kootenay & Columbia Prospecting and Mining Company Limited, free miner's certificate No. 44,298, intend sixty days from the date hereof, to apply to the Gold Commissioner for a certificate of improvements, for the purpose of obtaining a Crown grant of the above claim.  
 And further take notice that adverse claims must be sent to the Mining Recorder, and action commenced before the issuance of such certificate of improvements.  
**EDWARD WATT'S**  
 Dated this first day of August, 1893. Aug 5

NOTICE.

**NOTICE** is hereby given that Frank Fitch, as agent for Maxwell Stevenson, has filed the necessary papers, and made application for a Crown Grant in favor of the "Highlander" mineral claim.

The "Highlander" is situated about half a mile south of Ainsworth, and one-quarter of a mile from Kootenay Lake.  
 Adverse claimants will forward their objections within sixty days from the date of this publication.  
**N. FITZSTUBBS,**  
 Gold Commissioner.  
 Nelson, B. C., Aug. 23, 1893. Aug 26

If your eyes trouble you, especially at night, call on Hunt & Dover who have the instruments to properly gauge the eyes and fit glasses. Spectacles from 25 cents up.

UNCONDITIONAL NONFORFEITABLE ACCUMULATIVE POLICY.

**NOTICE.**  
**NOTICE IS HEREBY GIVEN THAT A. S. FARWELL,** as agent for Oliver Durant and Alex H. Tarbet, has filed the necessary papers, and made application for Crown grants in favor of the "Centre Star" and "Idaho" mineral claims, situated about five miles west from the Town of Trail. Adverse claimants will forward their objections within 60 days from the date of this publication.  
**N. FITZSTUBBS,**  
 Gold Commissioner.  
 Nelson, B. C., Sept. 6th, 1893.

**TRANSPORTATION TIME TABLES**

**CANADIAN PACIFIC RAILWAY**

The Cheapest and Most Direct Route, From NELSON, KASLO and all Kootenay Points To the PACIFIC COAST and to the EAST.

**TRAINS TO AND FROM NELSON DAILY.**

Direct Connection at Robson every Tuesday, Thursday and Saturday Evening, with Steamer for REVELSTOKE, where connection is made with Canadian Pacific Eastbound and Westbound through trains.  
 THROUGH TICKETS ISSUED.  
 BAGGAGE CHECKED TO DESTINATION, NO CUSTOMS DIFFICULTIES.  
 Equipment unsurpassed, combining Palatial Dining and Sleeping Cars, Luxurious Day Coaches, Tourist Sleeping Cars and Free Colonist Sleeping Cars.  
 For information as to rates, time, etc., apply to nearest agent.  
**J. HAMILTON,** Agent, NELSON,  
 Or to **GEORGE McEL BROWN,**  
 District Passenger Agent, VANCOUVER.

**COLUMBIA & KOOTENAY STEAM NAV. CO. (LIMITED)**

**TIME CARD NO. 9.**

**TAKING EFFECT SUNDAY, NOV. 5, 1893**

**REVELSTOKE ROUTE**  
**ST. COLUMBIA** connecting with Canadian Pacific Railway at Revelstoke for all Eastern and Coast points Leaves Robson—Tuesdays, and Fridays at 7 p.m.  
 Leaves Revelstoke—Mondays and Thursdays at 5 a.m.  
 Passengers from Nelson should take the C. & K. train leaving at 3 p.m. Tuesdays and Fridays.

**NORTHPORT ROUTE**  
**STEAMER COLUMBIA**, running in connection with the C. & K. Railway and the S. F. & N. Railway between Nelson and Spokane, making close connection at Spokane with Northern Pacific, Great Northern and Union Pacific for all points east and west.  
 Leaves Robson—Tuesdays and Fridays at 5 a.m.  
 Leaves Northport—Tuesdays and Fridays at 1 p.m. Passengers for Spokane should take C. & K. trains leaving Nelson at 3 p.m., on Mondays and Thursdays.  
 Tourists from Spokane for Glacier, Banff and other C.P.R. resorts make close connection at Robson with boats for Revelstoke.

**KASLO ROUTE**  
**STEAMER NELSON**  
 Sunday—Nelson to Kaslo.  
 Monday—Kaslo to Nelson  
 Tuesday—Nelson to Kaslo.  
 Wednesday—Kaslo to Nelson and return.  
 Thursday—Kaslo to Nelson.  
 Friday—Nelson to Kaslo.  
 Saturday—Kaslo to Nelson.

Boat from Kaslo on Monday and Thursday connects with C. and K. trains for points North and South.  
 Steamer leaves Nelson on Sunday and Wednesday at 3 p.m., on Tuesday and Friday at 9 a.m. Steamer leaves Kaslo at 9 a.m.  
 The Company reserves the right to change this schedule at any time without notice.  
 For full information as to tickets, rates, etc., apply at the  
 Company's offices, Nelson, B.C.  
**J. W. TROUP,** Manager.

CROWN GRANT APPLICATION.

**NOTICE.**  
 MINERAL ACT, 1893.  
 Notice of application for Certificate of Improvements.

"Bobtail" Mineral Claim.  
**TAKE** notice that I, as agent for the Shafer Gold and Silver Mining Company, free miner's certificate No. 43,640, intend sixty days from date hereof, to apply to the Gold Commissioner for a certificate of improvements, for the purpose of obtaining a Crown Grant of the above claim.  
 And further take notice that adverse claims must be sent to the Mining Recorder, and action commenced before the issuance of such certificate of improvements.  
**THOMAS JOHNSON**  
 Dated this 18th day of August, 1893. Aug 26  
 Ainsworth, B. C.

**NOTICE.**  
 MINERAL ACT, 1893.  
 Notice of Application for Certificate of Improvements.

"Jay Gould" Mineral Claim.  
**TAKE** notice that I, as agent for the Shafer Gold and Silver Mining Company, free miner's certificate No. 43,640, intend sixty days from date hereof, to apply to the Gold Commissioner for a certificate of improvements, for the purpose of obtaining a Crown Grant of the above claim.  
 And further take notice that adverse claims must be sent to the Mining Recorder, and action commenced before the issuance of such certificate of improvements.  
**THOMAS JOHNSON.**  
 Dated this 18th day of August, 1893. Aug 26  
 Ainsworth, B. C.

**NOTICE.**  
**NOTICE IS HEREBY GIVEN THAT SIXTY** days from date hereof I intend to apply for a Crown grant to the "Elna" mineral claim situated on Tond Mountain, West Kootenay District. This application will be made under clause 35, "Mineral Act, 1891."

Copies of the field notes and plat can be seen at the office of the Government agent, Nelson.  
**CHARLES VAN NESS.**  
 Nelson, B.C., July 10th, 1893. 158-8



