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LEGISLATIVE LIBRARY JUN 21 1894 VICTORIA, B.C.

The Mines in Kootenay are Among the Richest in America.

THE MINER

The Ores are High-Grade in Gold, Silver, Copper, and Lead.

WHOLE NUMBER 198. Nelson, British Columbia, Saturday, June 2, 1894. SUBSCRIPTION PRICE $2 PER YEAR

THE WEEK'S MINING NEWS.

PRICES OF METALS.

SILVER.

Closing price last week 61½.

NEW YORK, June 1st.—(Special)—Silver opened this morning at 62.

NELSON.

By an advertisement in another column it will be seen that the Gold Commissioner has, in consequence of the floods, further extended the time during which placer claims in the West Kootenay District may be held over until the 1st July.

Some prospecting work has been done this week on Hamber & Kirk's claims at Bird Creek, which is just beyond Forty-nine Creek and heads up to the same ridge. The high water has prevented any examination of the bed of the creek, but enough has been seen to encourage further prospecting when the water falls.

LARDEAU.

A. J. Murphy, of the Alamo mine, is said to be washing out gold on the Lardeau to the tune of ten or twelve dollars a day.

A Victoria company has taken up a mile and a half of hydraulic ground on the Lardeau and is putting in a flume.

NEW DENVER.

Between Kaslo and New Denver the wagon road is passable as far as Three Forks. There are some slides and in places the mud is very deep, but 10 men are at work on the worst parts and they will soon have it in order again. Between Three Forks and New Denver the wagon road in many places is quite gone and four bridges have been washed out. But communication can still be made by the old trail.

TROUT LAKE.

Mr. E. E. Penzer, one of the directors of the Cariboo and Kootenay Mining and Prospecting Co., Ltd. accompanied by O. D. Hoar, has just completed examining the Company's placer property on the Lardeau River and is very highly pleased with the way it tested. Work will soon be started on the dam and flume.

At present there are about twenty men working and opening up new placer claims with encouraging success and it is safe to say this year will be the banner year of gold production of the Lardeau River.

Mr. W. T. Edwards has just started work on the Snow Shoe quartz claim.

Mr. Greenlee, of the Black Prince Mining Co., has just arrived and he will outfit in a day or so for the mine when work will be started and ore shipped.

Mr. Campbell has arrived and will clear and open up the Bad Shot and ship ore. It is an extension of the famous Black Prince and has opened about as well.

Mr. H. A. Brown & Co. have secured their lease on Lardeau River and work will be started in a few days.

The Riverside Quartz Claim has opened up well and it now has the most development done of any quartz claim in camp. They are now cross cutting the vein, which looks very rich.

Travel has opened up very brisk this spring and every day brings new men who have come to the conclusion that Trout Lake Mining District is all right.

The men working on the Riverside Mining Claim were treated to a visit of an extra large silver tip, who did not stay long as he did not like the noise made by giant powder.

We have two good hotels here. The Queens, owned by Hamilton & Cook, and the Trout Lake City House by Mr. Geo. Bourke, who are doing all they can for the comfort of their guests.

Mr. Andrew Craig, our popular recorder and general manager for C. B. Hume & Co.'s branch store, has just arrived and informs us that we will soon have plenty of supplies.

Trout Lake is now clear of ice and the snow is going slow but sure.

The pack train expects to start in two weeks.

The Steamer Arrow makes two trips a week to Thompsons whence the trail starts for Trout Lake and where information can be had from Beaton & Thompson, who own the pack train and Prospectors Exchange Hotel.

There are now four quartz properties being worked here and more will start as soon as the snow goes.

W. H. Bainbridge of Victoria intends to put in an hydraulic plant on the placer ground at China Creek. He says he is convinced there is good ground there.

A meeting of the shareholders of the new Vancouver Coal Mining and Land Company was held in London on May 22nd, and adopted the annual report which declares a dividend of 3 per cent. The chairman said that the dividend would have been smaller but for the fact that the miners had accepted a reduction of wages and the agents a smaller commission.

LOCAL NEWS.

Every one in town is speculating how high the floods will reach but it is generally agreed that the Nelson and Fort Sheppard depot is safe for the present.

The Hon. Theodore Davie will, if the floods permit, be in Nelson about the 11th inst, and will probably visit all the towns in the Kootenay.

We are glad to learn that Mr. Frank Fletcher, who has been suffering for some days from an attack of bronchitis, is better.

The time table of the S.S. Nelson between here and Kaslo has been changed to suit the new times of the departure of trains on the N. & F. S. Ry. The closing time of the mails is also altered. Both alterations will be found in the advertisements.

Through railway traffic between Nelson and Spokane is now interrupted, passengers are transferred on the Columbia River, between Waneta and Little Dalles. An alteration in the time table will be seen by reference to our advertising columns.

A letter has been received in town from Capt. Fitzstubbs, from which we are glad to hear that he is rallying from his illness, and hopes yet again to resume his post and duties amongst us. For days the Captain lingered between life and death, but thanks to his strong constitution he has pulled round. His recovery, however, cannot but be a very slow one. Captain Fitzstubbs concludes by saying that he has asked the Premier that a full enquiry may be made into all the charges that have been brought against him.

PROVINCIAL NEWS.

Mr. Kito, Japanese Consul at Vancouver, is dead.

"Jim" Hill, President of the Great Northern Railway, is expected to visit B. C. shortly.

The Dominion Government is about to light the harbour at Victoria by electricity.

W. H. Phipps, of the Victoria Lumber Co., has been appointed land commissioner of the Northern Pacific Railroad.

In the shooting match between Vancouver and New Westminster the latter was victorious, winning by 9 points. 480 to 471.

W. P. C. Adams, the organizer of the American Railway Union, is travelling along the C. P. R. organizing lodges as he goes.

Mrs. Mary Hargreaves sued the Tramway Co. in Vancouver for $10,000 damages for injuries caused in a tramway accident last July, and got a verdict for $6,000.

The State Department at Washington has granted permission to the militia of British Columbia to cross the border with arms and equipments and participate in the Fourth of July celebration in Seattle, Wash.

At Carmanah point, on Vancouver Island, the rainfall from 1st May, 1893, to 1st May, 1994. was 117¾ inches. Rain and melted snow made 10 inches more and there were 26 inches of dry snow.

Burglaries are rife in Victoria. During the regatta at the Gorge on the Queen's Birthday no less than seven houses on Quebec street were entered, presumably during the absence of their occupiers at the sports.

Harvey Haddon, an Englishmen, is building a handsome block on the corner of Hastings and Cambie streets, Vancouver. An arcade, 18 feet wide, will run through the structure. There will be fourteen stores on either side, while four more stores will front on the two streets.

Mr. M. S. Douglas has been chosen as the government Candidate for Richmond. A telegram to the Colonist says: He was a member of the Manitoba legislature during the Norquay administration and will bring to the Legislative Assembly the strength of parliamentary experience, a decided individuality and good debating powers. Mr. Douglas was for some years the editor and proprietor of a Manitoba newspaper and will thus add journalistic training to his other qualifications. He came to Vancouver about four years ago and has conducted a very successful and very large real estate business ever since, being a man of excellent business qualities. Mr. Douglas is thoroughly well acquainted throughout the riding of Richmond, and besides having considerable interest in the constituency has identified himself with public affairs there, taking an active part in promoting local enterprises. He has been for two years a member of the council of South Vancouver, and was a prominent mover in the formation of that municipality. Personally, the Government nominee is popular and commands the respect of all who know him. His personal influence, therefore, will be a strong factor in his candidature and that together with his more than ordinary abilities in a public capacity will ensure his election by a good majority.

CANADIAN NEWS.

The Queens Hotel at Winnipeg has closed owing to financial difficulties.

The village of Norquay, Manitoba, has been almost destroyed by fire.

Preparations are being made to explore the bars in the Saskatchewan and Red Deer rivers for gold this year.

Mr. Frank Smith, Canadian Senator, and Judge L. E. N. Casault, of the Superior Court of Quebec, have been knighted.

Joe. Capron of Galt has won the billiard championship of Canada, defeating Max Thomas of Montreal by 85 points.

It is rumored in Montreal that the vacancy in the Senate caused by the death of Sir John Abbott will be filled by Mr. E. B. Eddy, of Hull, Que.

Five hundred Newfoundlanders are emigrating to the North-West. Why do they not come to British Columbia? Probably because no one asked them to.

The Canadian oarsmen, Ryan and Wright, who have gone to England to take part in the Henley Regetta, are said to be in good condition.

John Sheppard, who, last May, at Edmonton, murdered his mistress, May Buchanan, has been found guilty of manslaughter and sentenced to life imprisonment.

In the House of Commons at Ottawa last week the premier, Sir John Thompson, gave notice of motion for the appointment of a judge for the Kootenay District, but afterwards withdrew it.

Mrs. James Vanderburg, of Dunville, Ont., who has been missing for over a week, was found drowned in the Grand river. It was no doubt a case of suicide, as she had threatened to drown herself before.

Capt. John McCullough, drowned off the Cummings in Milwaukee harbor, belonged to Kingston. He is a native of Wolfe island. Thomas Turcotte, another of the missing, belonged to Kingston also.

Mr. W. C. Van Horne, president of the C. P. R., has been made a Knight Commander of the Order of St. Michael and St. George. Mr. C. E. De Boucherville, Canadian Senator, has been made a companion of the same order.

The Provincial Government of Manitoba to-day formally refused to grant the request of the promoters of the South-Eastern Railway for a bonus of $12,000 per mile. The projected road was to run from Winnipeg to the Rainy Lake district. Land inspectors sent out by the Government reported that the land through which the line would pass was comparatively valueless. The promoters say they will now appeal to the Winnipeg Board of Trade and City Council for the necessary aid.

An intercolonial conference to arrange for closer trade relations among the various British Colonies is shortly to be held at Ottawa. Cape Colony will be represented by Sir John de Villiers, its Chief Justice, and Sir Charles Mills, its Agent General in London. All the other colonies are sending delegates. Interest in the coming conference is greatly on the increase in London, owing to the intention of the Australian delegates to discuss the Samoan difficulty. The conference will commence its sittings about the 21st June.

At the meeting of the public accounts committee last week the Curran bridge investigation was opened by the examination of J. P. B. Casgrain, C. E., of Montreal, who along with Joseph Royn, C. E., had examined into and made a special report on the work for the Montreal Herald Co. He showed that their estimate of the cost, including everything in the bridge and the full cost of all kinds of work was $201,000, while the accounts submitted so far were $490,000. Their conclusions were that giving big profits to the contractors, there was $290,000 too much charged.

NEWS OF THE WORLD.

The trial of Erastus Wiman in New York was fixed for May 28th.

Slight shocks of earthquake have been felt in the county of Dumfries, Scotland.

Lord Rosebery's horse Ladas won the Newmarket stakes last week.

Eight thousand tons of gold have been mined throughout the world during the present century.

The appointment of Sir Charles Russell as Baron Russell of Killowen has been gazetted.

Lasker 9, Steinitz 5, drawn 3, adjourned 1, is the score in the great chess-match at present.

The Queen has knighted Isaac Pitman the inventor of the Pitman system of phonetic shorthand.

It is proposed to build an electric railway between New York and Washington that will travel at the rate of 200 miles an hour.

Emil Henry, the anarchist who threw the bomb which created such destruction at the Hotel Terminus, in Paris, was guillotined last week.

The International Congress of Miners at Berlin approved the principle of an eight-hour working day. The German delegates urged the members of the congress not to drink boycotted beer.

The Secretary of State for India, replying to recent Parliamentary questions, said that the statement that the Government intended to re-open the India mints is entirely unfounded.

Cramp, the Philadelphia ship-builder, has asked the English Government's permission to bid on the construction of the new British war cruisers, and old England is aghast at Yankee impudence.

While practicing on an aerial fire ladder at Spokane, the ladder broke and Capt. G. T. Chapman of Fire Station No. 2, fell sixty-five feet and was instantly killed.

The Standard Oil Company and the Government of Russia, who together control the trade of the world in kerosene oil (known here as coal oil) have combined to raise the price.

It is claimed that more than fifty new gold placers have been discovered in Colorado since the 1st of January, and it is estimated that the gold output of the State for the year will exceed $20,000.

Six families of Esquimaux, under contract to the United States, arrived in New York from Norway on their way to Alaska, where they are to breed and train reindeer for three years.

Al, Ari, Bac, Bar, Bet, Bob, Bud, Cap, Eye, Fi, Fly, Gas, Gag, Guy, Ham, Ink, Joe, Man, Nat, Rat, Sac, Sim, Sip, Wax, Witt, Yell, Zif! No, these are not college yells; they are names of some of the post offices in the United States.

It is stated in Paris that the several million francs which Dr. Cornelius Herz, M. Eiffel and the trustees of the estate of Baron Reinach agree to pay to the liquidators of the Panama Canal Company will be used toward the completion of the canal.

A nugget of tin has been discovered in the mines of North Dundas, Tasmania, estimated to weigh 5,400 pounds. The assay of a small piece shows that the large mass of ore contains 67 per cent of metallic tin.

The World's Fair buildings have been offered for sale at the following prices: Manufacturers, $23,350; Machinery Hall, $12,650; Horticulture, $7,500; Agricultural, $5,000; Mines, $4,000; Fisheries, $1,500.

The new Kansas ballot law requires that "the lower limbs of the voter as high up as the knees shall be visible from the outside while the voter is in the booth preparing his ticket, the lower part of the booth having been left open for that purpose.

Enquiries in Berlin in connection with claims for the property of the late Emin Pasha reveal the fact that the great explorer had three wives, and that there are now three children living, a daughter each by two of his wives, and a son by the third.

The London Morning Chronicle's correspondent at St. Petersburg says: It is reported in official circles that the Grand Duke Paul, the youngest brother of the Czar, will shortly be betrothed to Princess Maud, the youngest daughter of the Prince of Wales.

The cholera is spreading with alarming rapidity in the districts of Warsaw, Kovno, Plotzk, Radom, Podolia and Kieff. Although exceptionally careful preventive measures have been taken, it is generally feared that the epidemic will be as serious as in 1893.

The Pan-Amercian Bimetallic League convened in Washington on the 22 May when about 50 delegates were present. In his opening address President Fiske attributed the existing depression in business to the demonetization of silver, and predicted a revolution if relief were not granted in the line of free coinage.

Prendergast, the assassin of Mayor Harrison of Chicago, though tried, convicted and sentenced to death many months ago, is still alive. By keeping open the question of whether he is sane or insane he has managed to save his neck so far. It is easy to understand lynching in a country where such miscarriages of justice are possible.

Griffiths, who started from London at 11 o'clock on the morning of March 12th, to circumnavigate the world and beat the record of 74 days held by Nelly Bly, of New York, arrived back at 10 o'clock on the evening of May 16th, having accomplished his feat in 64 days 11 hours and 20 minutes. Griffiths expected to cover the distance in sixty days.

The police of Chicago have arrived at the conclusion that W. A. Simsrott, grand secretary-treasurer of the Switchmen's Mutual Aid Association, has been murdered and a reward is offered for the missing man's body. Simsrotts books have been audited and found to be straight, and no reason for his voluntary disappearance is known.

The Superior Council of War at Madrid has confirmed the sentences of death imposed upon the five anarchists who were convicted of complicity in the plot to murder Captain-General Martinez Campos, and in the Liceo theatre bomb outrage. The condemned men will be shot in front of the citadel of Mont Juica, Barcelona.

Gilbert and Sullivan, the joint producers of so many favorite operettas, are quarrelling again. This time it appears a lady is at the bottom of affairs. Mr. Gilbert "takes a deep interest," as a London paper puts it, in one of the leading ladies in "Utopia Limited," while Sir Arthur is not quite sure that her voice is good enough for her part. So the Savoy Theatre is hardly big enough to hold them both.

The president of the Currency Association at Calcutta has telegraphed to the Imperial Government asking that the intentions of Sir Henry Hartley Fowler, Secretary of State for India, be ascertained and communicated immediately. Further forced sales of India Council bonds, the telegram says, will only add to the panic which is paralyzing trade in India. The present position is unbearable, and measures must be promptly taken to relieve it.

One of the largest nuggets in the history of mining is reported to have been hoisted out of the Smuggler mine, at Aspen, Col., a few days ago. Workmen encountered a high body of ore, and in digging round it found that it was a monster nugget, and after considerable work, got it to the surface intact. The chunk weighed 3,300 pounds, and contained silver to the value of $25,000. It is pronounced to be the largest silver nuggett ever known, and, what is more peculiar, it is almost pure. This beats the record made in Gibson a few years ago, when a nugget weighing 300 pounds was removed.

Seignioraage may be defined as the profit, exclusive of cost of manufacturing, between the cost of bullion used and the price at which the coin is issued, after deducting the loss of bullion in the process of coinage. Thus, 1000 ounces of silver at say 64 cents per ounce in gold, would be $640. This will coin 1292 pieces, upon which the seignorage will be $652, less the loss of bullion in the manufacture, say about $6, making $646. The cost of manufacturing 1292 pieces is $39, thus making a net seignorage of $607, upon an expenditure of $640 in gold for 1292 silver dollars.

The New York Herald's Caracas despatch says: A terrible earthquake took place in Venezuela on April 28. The cities of Merida, Lagunillas, Chiguara and San Juan, situated in the northwest of the republic, in the region of the Andes, are reported as having been totally destroyed by a fierce shock at 11 o'clock on the night of the 28th. The full details of the catastrophe will be learned slowly, but it is probable that 10,000 people have perished, and it is certain that the greatest suffering prevails in the places visited by the earthquake.

FIRE IN NEW WESTMINSTER.

LUMBER MILLS BURNT.

The biggest fire in New Westminster since the great clean out in 1891 took place on the evening of 25 May in the Royal City planing mills, the largest employers of labor on the mainland of British Columbia. The whole premises cover twenty acres, on which were buildings and stock to the value of $500,000. At 7.30 p.m. fire suddenly burst from the shingle mill in the very centre of the works, and before the brigade could be summoned the building was a mass of flames. The firemen responded promptly, but before they arrived the fire had spread to the box factory and the dry kilns, and ten minutes later the machine shop, shingle ware-house, planing mill and great rows of lumber piles were in a blaze. Streams were turned in on all sides from land and the fire steamer Surrey fought the flames from the river. The firemen held the conflagration within a space covering five acres. Nothing within this was saved, however. The weather has been excessively hot for several days, and everything was as dry as tinder and burned with a roar that could be heard a mile away. By 8.40 the remainder of the premises were out of danger and twenty streams of water were turned on the burning buildings, and slowly the fire subsided. At 10 p. m. the firemen were still working hard and at 11 all danger had passed.

The loss cannot be fully estimated yet, but it will amount to about $100,000. The machinery destroyed was nearly new and of the most modern description. The loss is covered by two-thirds insurance. The saw mill, sash and door factories, principal warehouses, offices and workman's cottages were saved, as was also the larger part of the stock in the yard. No casualties occurred.

PUBLIC MEETING AT KASLO.

Pursuant to public notice a meeting for the discussion of the political situation was held in the Theatre building at Kaslo on the evening of Tuesday, the 29th inst.

A large audience was present, the floor of the building being crowded and many people were in the boxes. Several ladies were present.

Mr. John Keen occupied the chair, Mr. B. R. Atkins was secretary.

The chairman stated that he had sent an invitation to Mr. Hume through Mr. Tuck, asking him to be present at the meeting. He read a letter, which he had received from Mr. Tuck, saying that Mr. Hume would not be at the meeting.

The chairman announced that Mr. Buchanan would speak and at the close of his speech would answer any questions that might be asked.

Mr. Buchanan on coming forward, said that he would be glad to hear any question relating to political matters, and if not prepared to give an off hand answer, would ask time for consideration.

He then began his speech, expressing regret for the absence of Mr. Hume, more especially as the tone of the letter read by the chairman did not seem to leave much room for hope that the opposition desired to arrange for joint discussion.

The speaker then referred to a number of items which had appeared in the local papers, viz.: the employment of men on the wagon road, the removal of names from the voters' list, the expected interference of the Catholic priest, and the suggestion that it might be better for him to sell shingles than to engage in politics. His comments upon these reports were received with hearty applause. Taking up the general question he related the circumstances that led to a change of government in 1883, and claimed that the party since led by Smithe, A. E. B. Davie, Robson and T. Davie had been obedient to the mandate of the people, which was that a policy of progress and development should be followed.

They had been especially liberal in their dealing with the outlying portions of the province, and in no district more so than in West Kootenay.

The three railways built into our but partially developed mining camps during the last five years being monuments of enterprise.

The speaker dwelt upon the Nakusp and Slocan Railway deal, showing that it had not been opposed by any member of the House. Nor had it been opposed in the interest of Kootenay Lake, because at the time the Kaslo-Slocan Railway Co. had apparently the means for the immediate construction of their road in sight. The opposition had simply made a show of themselves before the Royal Commission where they had been given every opportunity, and it must be held either that they had no case or that they are utterly incompetent as public men. The speaker touched upon the Convention platform, which he said contained some good points. The proposed amendments to the Land Act and the Mineral Act could and would be obtained by any competent representative, more readily, probably, by a supporter of the government than by an oppositionist, because grievances were the stock in trade of an oppositionist. With the clause in the platform that public aid should not be given to railways he most emphatically disagreed. He had heard this song "that the country would be bankrupted by building railways" ever since the days of his childhood, when in Nova Scotia Joseph Howe undertook to build a railway 40 miles long from Halifax to Windsor. The credit of B. C. was high, our debt insignificant. Money could be borrowed on such terms that 4½ per cent. for 50 years extinguished principal and interest, and he believed it would pay to open up the interior of the province on these terms. During the next four years the Crow's Nest Pass Railway and all rail connection with Revelstoke should be secured, these were of vital importance to Kootenay Lake and he was in favor if necessary of extending some provincial aid to these undertakings. There had been a proposal for the re-organization of the London agency for B. C. with a view to having our attractions more efficiently represented there. He had heard this proposal greeted with snorts of rage as another attempt to supply a soft billet for a dude Englishman. He had no prejudice against the introduction of a few millions of good sterling money into West Kootenay and he believed in doing what all other new countries on the face of the earth were doing, which was to employ, even at the cost of a few thousands of dollars per annum, the best man that could be got to seek to direct a portion of the stream of wealth which was flowing from London into this district.

Mr. Buchanan said that he believed in seeing Canadian born men holding the different offices of state, but he thought that they ought to win these positions, like the late Mr. Robson, not simply by the combination of their friends, but by sheer merit. He had come to Kaslo as one of its earliest inhabitants at considerable risk and trouble to himself. Having once established himself there he had done everything in his power to build up the place and he still believed in its future and would stick to it through thick and thin.

At the conclusion of his speech the candidate was liberally applauded.

Shortly after the beginning of the speech a gentleman somewhat overcome by—well, say the flood, got up and wanted to know about the 25 foot lot system. He said the government had made the lots at Nelson only 25 feet wide and he would vote against them.

The chairman asked any one present to ask any questions, but none were presented.

Mr. Carney made a short speech and the meeting closed by the passing of a resolution proposed by Mr. Retallack and seconded by Mr. McGregor, expressing approval of the views of the candidate as set forth in the speech they had just listened to.

A STRING OF CRIMES.

A special to The Empire, says: Quebec, May 18th.—In the action now being tried here of Odell v. Gregory for separation de corps et de biens, some of the most sensational evidence so far adduced is that of a sewing girl named Eugenie Touchette, whose admissions, outside of her testimony bearing upon the case in which she was called, disclose a long line of criminal practices, and may furnish a clue to the detection of more than one supposed murder. She admitted on her own part all sorts of criminal acts, swore that she had set fire to her house in St. Saveur and had committed several robberies, for all of which she had escaped arrest on account of influence in police circles. Once she attempted suicide, but was prevented by a detective. She has furnished a police official with a description of some of her dealings with an American highway robber named Napoleon Dulac, who has been driven from many of the important centres of the United States, and whom she believes to be now at Lewiston, Maine, and this recital reads like a romance. More important still is the story of this new Gabriel Bompart relative to her relations with one Fournier, formerly a Montreal detective, but now a professional thief, who used the girl for some time as his instrument. She declares that in July, 1893, the two of them persuaded a young man named Legare, who was possessed of several hundred dollars, to accompany them to Montreal. Legare was never heard of again, and the girl Touchette swore in court that Fournier had told her that he had put him out of the way after poisoning and robbing him. The mysterious disappearance of Legare was the subject at the time of much newspaper comment. The girl further relates that Fournier claims to have carried off a child, whose disappearance has never yet been accounted for. More sensational developments are awaited.

OPENING OF THE MANCHESTER SHIP CANAL.

Manchester, May 21.—The formal opening of the Manchester ship canal was accomplished to-day amid the greatest enthusiasm. When the Queen arrived at the station the cheering of the crowd was deafening. Her Majesty at once entered one of the royal carriages, which had been sent to the city in advance, and was driven to the town hall, where she was presented with an address. From the town hall the Queen and party were driven to Traffold wharf. All along the eight miles of streets the course was driven, the greatest enthusiasm prevailed. Hundreds of thousand of people lined the way. Banners, flags, floral arches, Venetian masts were visible everywhere, and the air resounded with cheers. The Queen was escorted from the station to the town hall and thence to Traffold wharf by a guard of honor consisting of a field officers escort of the 14th Hussars. The guard comprised Major Hamilton (in command) two captains, four subalterns and 100 non commissioned officers and men. As the procession left the station a troop of yeomanry fell in the rear and accompanied the royal carriage to Albert Square. Four guards of honour were stationed at the town hall, All Saints' church, Salford; and St. George's church, Chester road, Hulme. The various guards of honour comprised about 1,000 men and 5,000 troops guarded the streets through which the royal procession passed. Arriving at the Traffold wharf, the Queen embarked on board the royal yacht Enchantress which at once steamed up the channel in the vicinity of the Salford docks, where she formally declared the Manchester ship canal open to commerce. Returning to Traffold wharf, Her Majesty re-entered her carriage and was driven to Salford, where she was presented with an address by the mayor and other authorities of the corporation. The enthusiasm of Salford was manifested in quite as marked a manner as that of the people of Manchester. The streets and buildings were magnificently decorated and the inhabitants turned out en masse to take part in the celebration of the occasion. After leaving Salford Her Majesty was escorted to the station, and at 7:30 o'clock started for Balmoral. During the exercises the Queen conferred the honour of knighthood upon the lord mayor of Manchester, the mayor of Salford, and Mr. Joseph Leigh, M. P., son-in-law of Mr. David Adamson, chief promoter and first chairman of the Manchester Ship Canal company.

THREE FORKS

THE TERMINUS OF THE NAKUSP AND SLOCAN RAILWAY.

THE SUPPLY POINT AND CENTRE OF THE SLOCAN, WITHIN EASY DISTANCE OF ALL THE MINES. SITUATED AT THE FORKS OF CARPENTER CREEK.

—FOR PRICES AND PARTICULARS APPLY TO—

CHARLES J. LOEWEN, REAL ESTATE AND MINING BROKER.

605 HASTINGS STREET, VANCOUVER, B. C.

NOTICE is hereby given that the under-mentioned tracts of land, situated in West Kootenay District, have been surveyed, and that plans of the same can be seen at the Lands and Works Department, Victoria, and at the office of N. Fitzstubbs, Esq., Assistant Commissioner of Lands and Works, Nelson:

Lot 472.—"Idaho" Mineral Claim.
Lot 473.—"St. John" Mineral claim.
Lot 482.—"Blue Jay" Mineral Claim.
Lot 698.—"Britomarte" Mineral Claim.
Lot 699.—"Chamblet" Mineral Claim.

W. S. GORE,
Deputy Commissioner of Lands & Works.
Lands and Works Department,
Victoria, B. C., 5th April, 1894.

ARMIT & RASHDALL,

Mining Brokers.

Conveyancing, Notaries Public
Mining Abstracts.

Complete lists of existing Mining locations

NEW DENVER, B. C.

HIS HONOUR The Lieutenant-Governor has been pleased to depute WILLIAM JOHN GOEPEL of the Town of Nelson, Esquire, to perform the duties of Gold Commissioner and Government Agent, for the West Kootenay Electoral District, during the absence of NAPOLEON FITZSTUBBS, Esquire, S. M., invalided.

TABLE

Showing the Dates and Places of Courts of Assize, Nisi Prius, and Oyer and Terminer, and General Gaol Delivery for the year 1894.

SPRING ASSIZES.

Nanaimo	Tuesday	1st May.
New Westminster	Tuesday	8th May.
Vancouver	Tuesday	15th May.
Clinton	Monday	28th May.
Victoria	Tuesday	29th May.
Kamloops	Monday	4th June.
Vernon	Monday	15th June.
*Donald	Friday	15th June.
*Nelson	Tuesday	19th June.

*Special Assize.

Spokane Falls & Northern R'y.

Nelson & Fort Sheppard R'y.

All Rail to Spokane, Wash.

Leave 6.00 a.m. NELSON Arrive 5.40 p.m

Trains will now leave Nelson every WEDNESDAY and SATURDAY at 6 a. m., returning the same day and making close connection by S.S. Nelson with all Kootenay Lake points.

TAX NOTICE.

NOTICE is hereby given, in accordance with the Statutes, that Provincial Revenue Tax, and all taxes levied under the "Assessment Act," are now due for the year 1894. All of the above named taxes collectable within the Nelson Division of the West Kootenay District are payable at my office, Kaslo, B. C.

Assessed Taxes are collectable at the following rates, viz:

If paid on or before June 30th, 1894:—Provincial Revenue, $3.00 per capita; one-half of one per cent on real property.
Two per cent on wild land.
One-third of one per cent on personal property.
One-half of one per cent on income.

If paid after June 30th, 1894:—Two-thirds of one per cent on real property.
Two and one-half per cent on wild land.
One-half of one per cent on personal property.
Three-fourths of one per cent on income.

O. G. DENNIS,
Assessor and Collector

Jan, 2nd 1894.

WAKEFIELD MINERAL CLAIM.

TAKE NOTICE that I, as agent for the Canadian Pacific Mining and Milling Company (Foreign) Free Miner's Certificate No. 51730, intend, 60 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.

A. D. WESTBY.

Dated this 24th day of April, 1894.

MINING.

R. C. CAMPBELL-JOHNSTON
(of Swansea, India, and the United States.)
METALLURGIST, ASSAYER,
AND MINING ENGINEER

Properties reported on. All assays undertaken. Furnaces and concentrating plants planned and erected. Treatment for ores given. Ores bought and sold. Box 40, Vancouver, B. C.

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 GEO. McL. BROWN,
District Passenger, Agent, VANCOUVER.

COLUMBIA & KOOTENAY STEAM NAV. CO.

(LIMITED)

TIME TABLE NO. 3.
In Effect Tuesday, May 1st, 1894.

REVELSTOKE ROUTE, STEAMER COLUMBIA.
Connecting with Canadian Pacific Railway (Main Line) for points East and West.
Leaves Revelstoke on Tuesdays and Fridays at 3 a.m.
Leaves Robson on Wednesdays and Saturdays at 8 p. m,

NORTHPORT ROUTE, STEAMER COLUMBIA.
Connecting at Northport for points North and South on the Spokane Falls and Northern Railway.
Leaves Robson Wednesdays and Saturdays at 5 a. m.
Leaves Northport Wednesdays and Saturdays at 1 p. m.

KASLO ROUTE, STEAMER NELSON.

LEAVES NELSON.	LEAVES KASLO.
Thursdays 9 a. m.	Sundays 8 a. m.
Wednesdays 5.40 p. m.	*Wednesdays 2. 30 a. m.
Fridays 9 a. m.	Thursdays 8 a. m.
Saturdays 5.40 p. m.	*Saturdays 2.30 a. m.

* Connecting with Nelson and Fort Sheppard Railway for Spokane and points East and West.

BONNER'S FERRY ROUTE, STEAMER SPOKANE.
Connecting with Great Northern Railway for all Eastern Points, Spokane and the Coast.
Leaves Kaslo at 3 a. m. and Nelson at 7.15 a. m. on Tuesdays and Fridays.
Leaves Bonner's Ferry at 2 a. m. on Wednesdays and Saturdays

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.

T. ALLAN, Secretary. J. W. TROUP, Manager.

Great Northern Railway.

A Short, Fast, Scenic Route
TO
Seattle, and all Pacific Coast Points.
St. Paul, Chicago, and Points Beyond.

Modern Equipment. Rock-Ballast Roadbed.
Over the Cascade and Rocky Mountains by Daylight.
Direct Connection via Nelson & Fort Sheppard Railway, at Spokane; and via C. & K. S. N. C. at Bonner's Ferry.

For maps, tickets, and complete information call on or address:

C. G. Dixon, C. P. & T. A. Spokane, Wash. P. Casey, Agent, Bonners Ferry, I.
F. I. Whitney, G. P. & T. A., St. Paul, Min.

Sich's Corner

VANCOUVER, B. C.

BUXTON & RODNEY

—WHOLESALE AND RETAIL—

TOBACCONISTS

Agents for the celebrated **L. & CO.** (Loewe & Co.) B. B. B., and other best English Briar Root Pipes.

A large stock of "OWN MAKE" Pipes, Tobaccos of all kinds and all smoker's requisites kept on hand.

COUNTRY ORDERS BY POST PROMPTLY ATTENDED TO.

THE TRADE SUPPLIED

The Miner.

THE MINER is printed on Saturdays and will be mailed to any address in Canada or the United States, for one year on receipt of two dollars. Single copies ten cents.

CONTRACT ADVERTISEMENTS inserted at the rate of $3 per column inch, per month.

TRANSIENT ADVERTISEMENTS inserted at the rate of 15 cents per nonpareil line first insertion, and 10 cents per line for each subsequent insertion. Advertisements running for shorter periods than three months are classed transient.

ALL COMMUNICATIONS to the Editor must be accompanied by the name and address of the writer.

JOB PRINTING turned out in first-rate style at the shortest notice.

ADDRESS
THE MINER PRINTING & PUBLISHING CO.
NELSON, B.C.

PUBLIC DRILLS.

Mr. Reid, the Minister of Defence for the Colony of Victoria, made a speech the other day at Vancouver, where he was stopping on his way back to Melbourne. Mr. Reid is justly proud of what his government has done for the country and one of his remarks seemed to point to a direction in which our government might very materially assist us here. Although Mr. Reid only mentioned his own colony of Victoria, we think we are correct in saying that in every colony in Australasia, the governments provide diamond drills for the use of the miners. We do not of course mean that every miner who may want one can have it for the asking, but in every mining district there are one or more drills which are at the service of the public if the circumstances seem in the opinion of the warden, who answers to our commissioner, to warrant it. In the Kootenay the government might establish one or two drills, under the care of the Gold Commissioner, to be let out to individuals at a rate of hire sufficient to pay interest on the cost of the investment, proper security being given for its safe return. It is possible that it might be advisable for a man skilled in its use to accompany the drill and his wages would have to be paid by the borrower. Under an arrangement of this kind the government, though it would be put to some little expense at first would find it a good investment, and to the public it would be of the greatest advantage. Prospects could be proved and the direction of future development on claims determined. Several objections have been mentioned to us against the scheme. One man said that the country was so broken and upended that if lodes did not show it was no use boring for them, and he added that if a drill was lent by the government to individuals, it might be broken or destroyed or abandoned in some remote claim. These objections are easily answered. We hope and believe that all Kootenay riches do not lie on the surface, but that her solid hills still contain treasures to reward the industrious miner. Nor do we believe that the inhabitants of Kootenay would illtreat a drill lent them by the government, but apart from that nothing would be easier than to take proper care of it. A more difficult objection to get over is as to who should have the drill first, and for how long. Applicants would have to get it in the order in which their applications were received. And if these applications became very numerous, it would be easy to get one or two more drills. We think a scheme of this kind would materially help the development of the country without being a pecuniary burden to the rest of the province and we recommend it to the consideration of the government. We shall also be very glad to receive any correspondence on the subject from our readers, from whom valuable hints may be obtained. There are in the country many Australian miners, who may be able to give us some information as to the practical working of the scheme in the Antipodes.

INCREDIBLE.

It is freely stated that the good people of Kaslo have avowed their intention of deserting Mr. Buchanan and voting for the opposition candidate, Mr. Hume, unless the Kaslo-Slocan Railway is begun at once. It is possible that there may be unthinking people among our neighbours who might make reckless statements of the kind. But it is a little hard on the rest of the community who possibly have as much common sense as other people, to be classed with these scatter brained idiots. Neither Mr. Buchanan nor the government whom he will support has any power whatever over the making of the much desired railway. As well might the government or its candidate be blamed for the extra high flood that is inundating the banks of the Kootenay Lake this year. The Kaslo-Slocan Railway is the enterprise of a company, which asked for a charter from the government and got it. The charter not being to their taste they asked for further concessions in the matter of the land grant, and got them. The government has hitherto done everything it has been asked to do. It cannot take the work out of the company's hands and do it for them. And while the government has thus been doing all in its power to help on the railway, what has the opposition been doing? It did its very best to hinder the construction of the Nakusp and Slocan Railway and if it had not been beaten into a cocked hat it would have fought tooth and nail against the Kaslo-Slocan line. And yet these short sighted people want to return a man to parliament who will join the party that vote against every attempt of the government to develope the country.

A GIGANTIC RAILWAY.

It is to be hoped that the present Czar of Russia has better notions of railway building than his father. That old gentleman wanted a railway from St. Petersburg to Moscow, so he took a map and ruled a straight line on it from one town to another and told his engineers to put it right there or as near as he could say it in Russian. So the unfortunate men had to do as they were told and the railroad is there to-day. The present Czar wants to build a railway across Siberia from St. Petersburg to Vladivostock, a great fortified harbour on the coast of Siberia, opposite the Islands of Japan. The length of the proposed line is about 4,694 miles and it is estimated to cost $175,105,141, or $37,304 per mile. The construction of this line was officially decided on in March, 1891, and in that year the Czarewitch laid the foundation stone of the mighty work at Vladivostock.

The country which it would open up is said to be not unlike British North America. It has been customary to look upon Siberia as a bleak and barren desert and our readers can probably call up many a wild and rugged mountain pass or desolate tract of stony land that has been nicknamed "Siberia." But in actual truth not only is Siberia very rich in minerals but her soil is capable of producing wheat and other cereals of excellent quality. In 1888 there was a production of gold valued at $52,000,000, of 5,950 pounds of platinum and 33,300 pounds of silver. In 1888 the production of the mining industries of Russia was 21.65 per cent. of the world, Siberia furnishing almost the whole. The United States figure for 30.19, and Australia 25.27 per cent., all other countries of the world producing only a total of 22.39 per cent. We believe we are correct in saying that mining is a government monoply in Russia. Such a thing as a "free miner," or a free anything else for that matter, is unknown in that country, but if the Czar has sense and wants his country developed he will hold out inducements to attract miners and prospectors from this side.

The International conference about to be held at Ottawa is likely to produce some very important results. Recent conferences in London and in Australia have scarcely had any practical questions before them. They have dealt almost entirely with Imperial Federation, a subject no doubt of great importance, but one in which the British public, and we use British in its widest sense, takes no interest whatever. There are three subjects to be discussed at Ottawa of great and practical importance. Telegraphic and Steamship Communication between Canada and Australia. The Annexation of Samoa, and an Imperial Customs Union. The first affects us but slightly. The second we have nothing whatever to do with, but the third is meat and drink and dollars in the pocket to us. An Imperial Customs Union, writ large, means Free Trade between Great Britain and her Colonies. We do not intend to enter here into the merits of the Free Trade question generally, but we just want to say that it means a great deal to West Kootenay. Free trade all over our Empire would probably soon bring other countries into its train, and at any rate it would send down prices of manufactures, it would give trade a shove off, set her afloat again und make things brisk all round. However, we have not got it yet. It will take more than one meeting of Colonial delegates at Ottawa or anywhere else to do it, but everywhere there are signs of its advent. The now defunct Imperial Federation Scheme would probably have arrived at the same result, in a more round about way, but we do not think it matters much how it is arrived at as long as we get it as speedily as possible.

The International Miners Conference which has lately been held in Berlin and at which over a million miners were represented, has, so far as the British men are concerned, come to an end. A motion approving of the eight hours day was carried amicably, but later on the question of socialism crept in. The English delegates at once repudiated all connection with matters of that kind and were joined by a few of the Germans. The number of English miners represented was far in advance of any other nationalty and their delegates considered in consequence that they should have an equivalent voting power. The Germans and French disputed this point and the English delegates left the meeting in a body. The anarchist and socialistic section will now probably have things all their own way and any good that the conference might have done is out of the question.

The fame of West Kootenay has reached far Australia and the Director of the Technological Museum at Sydney is anxious to obtain a collection of samples of ores from this District. With this object in view Mr. J. R. Anderson, of the Department of Agriculture, has an advertisement in another column asking for small specimens from the different mines, which being duly labelled may be sent to the Editor of THE MINER, who will see that they are forwarded to their destination. We hope that Mr. Anderson's appeal will meet with a ready response because we have goods to sell here of such excellent quality that they have only to be displayed to attract purchasers.

We have received a communication from Mr. R. E. Gosnell, Librarian of the Legislature of British Columbia, informing us that it has been determined to put the Assembly Library on a permanent and satisfactory basis. The circular appeals to editors, publishers and the public generally to assist the scheme by donations of books, pamphlets, old papers or other objects of literary interest, and we are glad to give it publicity. It is time that a library of this kind was formed, as the early history of this province is already beyond the memory of living man and books dealing with it are becoming rarer and more expensive every year.

UnionSteamship Co., B. C., Ltd.

HEAD OFFICE AND WHARF:
VANCOUVER, B. C.

VANCOUVER TO NANAIMO.—S.S. "Cutch" leaves C. P. R. Wharf daily (Sundays excepted) at 1:15 p. m. Cargo at Union S.S. Co.'s wharf until 11 a. m.

NANAIMO TO VANCOUVER.—S.S. "Cutch" leaves daily (Monday excepted) at 8 a.m.

Vancouver and Northern Settlements.

S.S. Comox leaves U. S.S. Wharf every Monday at 11 a.m., for Port Neville, calling at all way ports, returning Wednesday, and on Thursday at 11 a.m. for all points as far as Shoal Bay, returning Saturday. Cargo at Company's Wharf until 9 a.m.

MOODYVILLE FERRY.

Leave Moodyville—7, 9, 11:45 a. m., 2:30, 4:30 p.m.

Leave Vancouver—8, 10:15 a.m., 1:15, 3:30, 5:30 p.m.

☞ Steamers and Scows always available for Excursion, Towing and Freighting Business. Storage Accommodation on Co.'s Wharf.

W. F. TOPPING, Manager.
Telephone 94. P. O. Box 771.

JOHN BARNSLEY & CO.

119 GOVERNMENT ST., VICTORIA, B. C.

GUNSMITHS AND MACHINISTS

Importers of all kinds of ENGLISH AND AMERICAN FIRE ARMS AND AMMUNITION. BASE BALL GOODS, FISHING TACKLE, RODS, RIFLES, REVOLVERS, MINERS' GLASSES, COMPASSES, MAGNETS, ETC. - - - -

ORDERS BY MAIL PROMPTLY ATTENDED TO.

TO MINE OWNERS AND OTHERS.

Mr. J. R. Anderson, of the Agricultural Department of B. C., has been requested to send a collection of *small samples* of ores from the West Kootenay mines to the Technological Museum of Sydney, New South Wales.

All mine owners and others interested in attracting mining men and capital to this District are asked to send small specimens (labelled) from their properties to THE EDITOR OF THE MINER, who will forward them to Mr. Anderson.

—TO THE—

Electors of the South Riding

—OF—

WEST KOOTENAY.

GENTLEMEN,—Having been requested at a large and influential meeting of the electors of Nelson, and also by a requisition signed by a large number of the citizens of Kaslo, to stand as a candidate in the Government interest at the forthcoming Provincial Election, I desire to signify my acceptance of the nomination and to thank those who have proffered me the honour. To them and to the electors generally I wish to say that, if elected, I will give careful attention to all matters coming within the sphere of legislation and to the best of my ability protect and promote the interests of the district and the province.

I am, gentlemen,
Very respectfully yours,
G. O. BUCHANAN.

MAIL NOTICES.

Until further notice mails will close at Nelson as follows:

For Canada (including Vancouver Island and Vancouver City) via Revelstoke, on Wednesdays and Saturdays at.... 3.30 p. m.
Money Orders and Registered Matter 3 p. m.

For the United States, Vancouver Island and Vancouver City, via Spokane, Tuesdays and Fridays at..... 8 p. m.

For Kaslo, Watson, Three Forks and Kootenay Lake Points:
Tuesdays and Fridays at.....8.30 a. m.
Wednesdays and Saturdays at.....5 p. m.

WEST KOOTENAY DISTRICT.

ALL PLACER CLAIMS in this District legally held may be laid over from the 15th day of October, 1893, until the 1st day of July, 1894.

W. J. GOEPEL,
Gold Commissioner.
Nelson, 10th October, 1893.

M. S. DAVYS.
MINING ENGINEER,
AND ASSAYER.
Offices Victoria Street.
NELSON, B. C.

MEDICAL.

E. C. ARTHUR, A.M., M.D.,
PHYSICIAN, ETC.
CORONER FOR WEST KOOTENAY,
Office over Nelson Drug Store,
West Baker street,
Nelson, B.C.

D. LABAU, M. D.,
PHYSICIAN AND SURGEON,
Rooms 3 and 4, Houston Block,
NELSON, B.C.
Telephone 42.

Qualification and Registration

—OF—

PROVINCIAL VOTERS.

SOUTH RIDING WEST KOOTENAY ELECTORAL DISTRICT.

NOTICE IS HEREBY GIVEN that in accordance with the provisions of Section 16 of the "Legislative Electorates and Elections Act, 1894," I shall hold a Court of Revision at Court House, Nelson, on the eleventh day of June, 1894, for the purpose of hearing the claims of any persons who allege that their names have been improperly struck off or omitted from the List of Voter's for the South Riding of the Electoral District of West Kootenay.

W. J. GOEPEL,
Collecter.

Bank of Montreal

CAPITAL (all paid up), $12,000,000
REST, ... 6,000,000

Sir DONALD A. SMITH,.....President
Hon. GEO. A. DRUMMOND,.....Vice President
E. S. CLOUSTON,.....General Manager

Nelson Branch: N. W. Corner Baker and Stanley Streets.

Branches in London (England), New York and Chicago and in the principal cities in Canada.

Buy and sell Sterling Exchange and Cable Transfers.

Grant commerical and traveller's credits, available in any part of the world;

Drafts issued; Collections made; Etc.

SAVINGS BANK BRANCH
Rate of interest at present 3½ per cent.

BANK OF
BRITISH COLUMBIA

(Incorporated by Royal Charter, 1862.)

CAPITAL (paid up), £600,000 . $2,920,000
(With power to increase.)
RESERVE FUND, £260,000 . . 1,265,333

NELSON BRANCH.
Corner of Baker and Stanley streets.

BRANCHES:-
CANADA—Victoria, Vancouver, New Westminster, Nanaimo and Kamloops.
UNITED STATES—San Francisco, Portland, Tacoma, and Seattle.
HEAD OFFICE: 60 Lombard street, LONDON, England.

AGENTS AND CORRESPONDENTS:
CANADA—Canadian Bank of Commerce and branches; Merchants' Bank of Canada and branches; Imperial Bank of Canada and branches; Molson's Bank and branches; Bank of Nova Scotia.
UNITED STATES—Agents Canadian Bank of Commerce, New York;
Bank of Nova Scotia, Chicago.
Traders' National Bank, Spokane.

SAVINGS DEPARTMENT—
DEPOSITS received at $1 and upwards, and interest allowed (present rate) at 3½ per cent. per annum.

GRANGE V. HOLT,
Nelson, July 17, 1893. Agent.

CUSTOMS BLANKS
- FOR SALE AT THE -
MINER OFFICE.

THE FLOODS.

Last week the weather reached summer pitch, the thermometer touching 91 degrees in the shade. The heat has had the effect of sending down the snow in one great rush. At the end of last week Bonner's Ferry was under water, the flood being several feet deep on the Great Northern track and entirely stopping traffic on that line. On Monday last the lake reached the highest point of last years rise. The various creeks running down the valleys into the lake are worth a visit. The Cottonwood overflowing its dam at every point plunges madly into its narrow canyon, but it is nothing compared to its opposite neighbour, Grohman Creek. Here a much larger body of water tumbles headlong into its gorge between perpendicular walls of rock, throwing up fountains of spray 60 or 100 feet high that sparkles like diamonds in the sun, while shimmering rainbows arch over the seething mass of waters below.

From all over the country news comes of damage and disaster from the quickly melting snow. Usually spring comes on more gradually, melting the snow off the lower hills first and taking perhaps some months to melt the winter's accumulation on the higher peaks. Now, however, tropical summer has burst on us all at once and snow and ice from gorge and canyon, spur and peak, is all melting at once under the sun's powerful rays, and sending such a flood down our rivers as will be memorable for many a day.

At Revelstoke the C. P. R. bridge was in danger at the beginning of the week, a log jam having formed against it, but later intelligence informs us that the trouble had been overcome. For 15 miles the line of the C. P. R. through the Selkirks is obstructed by slides caused by the rapidly melting snow on the heights above.

At Mount Vernon, Washington, the Skagit River is higher than ever known before. The levees have broken in several places and the low lying lands alongside are flooded, with much damage to crops. Several bridges on the Seattle and Northern Railroad have been washed out, and the Great Northern bridge at Vernon was in danger at the time the last report left.

At Portland, Oregon, the Columbia and Willamette have risen 23 feet above low water mark, and all the lower wharves in the city are abandoned. There time, however, is yet to come. The upper country water has not reached them.

THE SCENE AT SPOKANE

FOUR BRIDGES GONE.

From Spokane reports of the most serious damage continue to arrive. The river has risen to such an extent that it threatens to destroy all the bridges, many of which are already gone and also several of the works along the river.

On Sunday last the river was a foot higher than during the great flood of 1886 and the beginning of the disaster came in the destruction of the Ross Park Bridge, which was swept out early in the afternoon. The City Commissioner had previously taken care to secure all the bridges to trees and other hold fasts along the bank by strong steel hawsers so that if they gave way they could not go bodily down the river, destroying the other bridges as they went. This is what saved the Dennis & Bradley Bridge when the Ross Park Bridge went out.

The lower end of Dennis & Bradley's addition is under water. The cellar of the large building at Cincinnati street and Oliver avenue is even full of water. Contractor A. J. Clark's boarding house is full of water. The park along the river bank is transformed into a lake.

On Sunday 5000 people stood on the bank watching the raging river.

Early in the forenoon the Seattle, Lake Shore & Eastern bridge at the site of the first ferry ever built over the Spokane river began to totter. The water carried over the second pier from the south side, removing the support from two heavy sections, the first went to pieces as it fell. The second held together well, lodging against the south granite pier of the Division street bridge, where it resisted all efforts to move it until late in the afternoon. The crib work pier, ballast and all, swept down the stream without overturning. Beneath the Division street bridge runs the main that supplies the north side with water. The floating pier made short work of a 30-foot section of that water main. It finally lodged 150 feet below in midstream.

The private bridge between the main land and the pumping station was swept away early in the day. Portions of the Mission street bridge, that carried out the day before, were swept from their moorings but did no damage.

The Cowley bridge, 16 miles up the river, succumbed in the forenoon and broke up.

On Tuesday morning last the Front avenue bridge was swept away, and the great flume of the National Iron Works went out. The river is still rising and reports from the upper country show that still more and more water may be expected.

THE FLOODS AT NELSON.

THURSDAY, May 31st.—The sun is still shining and 85 degrees in the shade were registered to-day. The lake has risen nearly two feet since yesterday and even if the weather suddenly changes a rise of several more feet may be looked for. If the warm weather continues it is difficult to see where the flood will stop. The C. P. R. train which went out last night ploughed its way through two feet of water just outside the station and got down to Robson all right, although the curved trestle on this side of the Kootenay bridge was considered risky, but after crossing it was seen to be so bad that the train did not attempt to return. The passengers were brought back this morning on a hand car. Amongst them was Mr. Goepel.

The approaches to the Slocan bridge are not in a safe condition to admit of the passage of a train. At the C. P. R. depot the station is an island. There are two feet of water on the rails in front of the station. The water is up to the floor of the freight shed and will soon be in it. The floor of the depot itself is to-day a foot out of water. The first two trestles on the line are afloat and probably many others, and altogether it looks as if it will be some time before the whistle of the incoming train is heard again.

On the lake front all the lower houses are more or less submerged. At the brewery the water fills the ground floor to the depth of six or seven feet and bottles and casks galore are floating about. J. Macdonald's cottages, and R. E. Lemon's house have four feet of water in them. At Buchanan's lumber yard the water is up to the eaves of the shed and all the lumber is afloat, but it appears to be well boomed in. Both the wharves are of course entirely under water and all the boat houses that are usually secured to the city wharf are moored alongside the collection of little shacks that cluster on the knoll near the foot of the wharf. John Doray's little cabin stands with its feet in the water and his promising looking garden is fast being swallowed up by the all devouring flood. And the lake is steadily rising at the rate of about an inch per hour.

Meanwhile from all around comes news of disaster. At Kaslo the warehouses are flooded, and the fair denisens of certain houses in the lower part of the town have had to flee before five feet of water. At Balfour the Nelson steams right up to the store and delivers her mails through the windows.

Along the line of the Spokane and Northern the floods are out and passengers are transferred by steamer between Waneta and Little Dalles. Should this line fail us Nelson will be entirely cut off from the outside world.

On the line of the C. P. R. we hear on reliable authority that the Revelstoke bridge is gone and that five to eight miles of the line are washed away in the Kicking Horse Pass. The old suspension bridge that crosses the Fraser on the Cariboo road, over which so many thousand feet have tramped on the way to the Northern El Dorado, has at last succumbed to the highest flood that probably has ever been known on the great river. Everywhere the cry is, where is it going to stop? And when one thinks of the vast stores of snow and ice gathered up through many a long winter on the towering peaks of the Rockies, and now being sawn out and demolished by the hot wind and blazing sun, no man can answer where.

FRIDAY, June 1st.—At noon to-day the water had risen 10 inches since eight o'clock last night and is still rising. The water has reached the floor of the C. P. R. depot and the platform looks as if an earthquake had been playing about under it. It has assumed the appearance an ordinary sike walk presents when a man has tanked up a little too much. The staff have had to clear out and are now in the Lemon block. They will propably have a little leisure time now.

By the latest reports the trestle on this side of the Kootenay bridge has gone out.

AT CŒUR D'ALENE.

The Cœur d'Alene river has gone crazy, and is taking Union and Northern Pacific bridges wherever it finds them. Canyon creek is on a tear, too. The Union Pacific, which is laid on crib and earth work through the bed of the canyon in many places, is in a sad plight. It is practically useless to attempt preventive measures, and it will be several days before a through connection with Burke has been re-established.

TRAINS IN DANGER.

Trains on the Northern Pacific main line are moving both ways again, a temporary structure having been erected at the washed out bridge between Hope and Clark's Fork. The delayed train went through last week at 8.40 p. m. The Great Northern's east bound train is delayed by high water at Nason creek, on the east side of the Cascades. There has been no west bound train for 48 hours because of the same condition of affairs at Bonner's Ferry. The Cœur d Alenes are practically isolated, neither the Union nor Northern Pacific being able to communicate with that section, and no trains will move for several days. The main line of the Union Pacific has been clear all the time.

The total disapperance of a Great Northern passanger train was only averted by the application of man-power to the cars. Saturday morning at 1 o'clock the engine ran into a washout near the Wenatchee river, turning over completely and giving the engineer a good wetting. A couple of hours later the water began to rise and eat away the track until the passanger cars were threatened. The male passengers laboriously pushed the cars up the track, one at a time, untill they were apparently out of harm's way. Two hours later, however, the water again caught up and passengers again pushed the cars up grade until they were on solid ground.

The engine and baggage car are buried in the mud.

CROWN GRANT APPLICATION.

NOTICE IS HEREBY GIVEN, that Thomas McGovern has filed the necessary papers and made application for a Crown Grant in favor of the mineral claim "Little Phil," situated in Ainsworth Mining Division of West Kootenay.

Adverse claimants will forward their objections within sixty days from the date of this publication.

N. FITZSTUBBS,
Gold Commissioner.

Dated, Nelson, B. C.,
29th of March, 1894.

No. 130.

CERTIFICATE OF THE REGISTRATION OF A FOREIGN COMPANY.

THE KOOTENAY AND COLUMBIA PROSPECTING AND MINING COMPANY, LIMITED (FOREIGN)

Registered the 10th day of April, 1894.

I HEREBY CERTIFY that I have this day registered "The Kootenay and Columbia Prospecting and Mining Company, Limited (Foreign)," under the 'Companies' Act," Part IV., "Registration of Foreign Companies," and the "Companies' Act Amendment Act, 1889."

The head office of the said Company is situated at the City of Ottawa, in the Province of Ontario, Canada.

The objects for which the Company is established are.—To carry on a general mining business; to buy and sell and otherwise deal in mines, mining lands and minerals; to prospect and explore for, quarry, develop, work, extract and mine throughout the Province of the Dominion of Canada gold, silver, copper, precious metals, baser metals, coal, marble, minerals and ores of every kind; to crush smelt, reduce, treat and manufacture, forward, ship and sell the same, and for such purpose to construct, establish and operate works, wharves and warehouses, and acquire and own real estate, and for such purpose to construct, establish and operate works, wharves and warehouses, and purchase, lease, acquire, hold, own, sell, mortgage or dispose in any way all such real or personal property, mining locations, limits or rights, as may be requisite for the carrying on of the business of the Company; to acquire, construct, own or lease and operate such tramways, telegraph and telephone lines, roads, vessls and works as may be necessary for the carrying on of the business of the Company, and generally to do all such things as are incidental or conducive to the attainment of all or any of the objects of the Company throughout the Dominion of Canada.

The amount of the capital stock of said Company is forty thousand dollars, divided into four hundred shares of one hundred dollars each.

Given under my hand and seal of office, at Victoria, Province of British Columbia, this tenth day of April, one thousand eight hundred and ninety-four.

[L.S.] S. Y. WOOTTON,
ap12 *Registrar of Joint Stock Companies.*

DIEU ET MON DROIT

PROVINCIAL SECRETARY'S OFFICE
22nd March, 1894.

Pursuant to the powers conferred in that behalf by section 22 of the "Legislative Electorates and Elections Act, 1894." His Honor the Lieutenant-Governor in Council has been pleased to order, that it is hereby ordered, that the form of claim to vote hereto appended be substituted for Form A in the Schedule to the "Provincial Voters Act."

By Command.

JAMES BAKER,
Provincial Secretary.

REGISTRATION OF PROVINCIAL VOTERS.

NOTICE OF CLAIM TO BE GIVEN TO THE COLLECTOR

To the Collector of the Electoral District of

I, the undersigned, claim to have my name inserted in the Register of Voters for the Electoral District, in virtue of my being a British subject of the full age of twenty-one years, having resided in this Province for twelve months, and in the said Electoral district for two months immediately previous to the date hereof, and not being disqualified by any law in force in this Province.

Dated at in the Province of British Columbia, this day of 18 .

Signature, ...
(All Christian names and surnames to be given at full length.)

Residence, ...
(Full particulars to be given, such as number of house, if any, name of street, if any, etc., so that applicant's usual place of abode may be easily ascertained.)

Profession, trade or calling, ...

Interrogatories to be answered by claimants for enrolment as Provincial voters.

1. What is your Christian name, surname, place of residence and occupation?
2. Are you of the full age of twenty-one years?
3. Are you a natural born or naturalized subject, and which?
4. Have you ever taken the oath of allegiance to any foreign state or been naturalized as a snbject of a foreign state, and if so have you since been naturalized as a British subject, and when and where?
5. Have you resided in the Province of British Columbia for twelve months prior to the date of your application to be registered as a Provincial voter?
6. Have you resided or had your chief place of abode in this Electoral district for a continuous period of two months prior to this date? If not in this district, in what (if any) Electoral District?
7. Are you now registered as a Provincial voter in any Electoral District in British Columbia? (If the answer be yes.) In what District?
8. Do you now reside in the District for which you apply to be registered as a Provincial voter?

On what premises do you reside?

Signature, ...

Witness, ...

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