



## In and About the Slocan

### HANDSOME RETURNS.

Three Car Loads of Vancouver Ore Yield \$3,739.25.

A few weeks since three car loads of sorted ore were shipped from the Vancouver Group Company's claims, Four Mile, to the Puget Sound Reduction works, Everett. The smelting company's returns give the following particulars: One car load, dry weight, 33,175 pounds, yielded silver 160 ounces, lead 57.2 per cent. per ton, returning a net value of \$99.70 per ton or \$1,952.89 for the car load. Two car loads, dry weight 78,350 pounds, yielded silver 154.7 ounces and lead 44.5 per cent. per ton, returning a net value of \$95.45 per ton or \$3,739.25 for the two car loads. The quotation for silver was 55¢ and for lead 3.55. It is learned that the company now has six more car loads on the road to the smelter.

The Vancouver group is owned by a Vancouver organization, of which Edward Mahon, of Mahon, McFarland & Mahon, is president. The company owns a group of seven adjoining claims, four of which are on the lead from which the ore shipped as above was taken. The ore occurs in chutes in a vein that varies from three to six feet in width. Mining on this group is by tunneling. The tunnel on the Vancouver claim is already in about 400 feet, and it is being extended right along.

### A KUSKANOOK TRAGEDY.

Kuskanook is a hot railroad town at the head of Kootenay lake and had its first killing on the evening of Feb. 13. A party of men consisting of Dennis Connors, Tom Smith, Wm. Kyle and Alex. Clare, from a Crow's Nest Pass railway construction camp, were spending the night in town drinking and visiting the saloons. During the evening they fell in with Doyle, with whom they had several drinks. About 11:30 Connors, Kyle and Clare were sitting in the Alexander hotel, when Doyle came in and called them up to the bar to have a drink. Connors went up to the bar saying: "I'll have a drink with you even if I don't like you." Doyle then said: "You can't get any the best of me," and walked out without the drinks having been served. Connors then went back and sat down. About 15 minutes later Doyle came to the hotel again and on seeing Connors drew a revolver, and walked up to within a few feet of him. After applying a vile epithet he said: "Dig up or I'll shoot you." Connors with a smile said, "Fire away." Doyle immediately fired, the bullet entering Connors' left breast an inch above the nipple. After firing the fatal shot Doyle coolly put the revolver in his pocket, walked out of the hotel and made his escape. On seeing Doyle draw his gun, Ericson, the keeper of the hotel, at once sent Clare for the police and in about five minutes after the shooting took place, Constable Forbes, who was acting during Constable Jarvis' temporary absence, arrived on the scene. Connors never spoke nor moved after being shot and died in a few minutes. Constable Forbes and Ryan brought the body to Nelson and notified the provincial police department of the occurrence. They also brought in Ericson and Kyle, who were in the bar room at the time of the shooting and Tom Smith who was supposed to be a chum of Doyle, but who swore he had not seen him since 1893, in Spokane, at which time they were working together on the Great Northern railway.

Two days after the murder Doyle was captured by Livingstone and Aspidin of the Mounted Police and Special Constable Miller, about 30 miles from Kuskanook. His capture was easy as he made no resistance and did not have a weapon of any kind. He was landed in Nelson jail last Thursday and seemed pleased to get there. At the preliminary examination he was committed to stand his trial next June.

### REVELSTOKE AND TROUT LAKE.

The Waverley Mine, limited, which at present has quarters at Revelstoke in a temporary office in the Cowan block, intends to put up a building in the summer containing offices for the engineer and manager and a board room.

Arrangements have been concluded by which the Great Western, limited, have acquired the Nettie L. claim in well known Pool group, 1 1/2 miles from Ferguson. The claim has a great showing of galena and carbonates, rich both in gold and silver, and very similar in character to the Silver Cup ore. In fact, the Pool group is considered by miners

as being on the same lead as the Silver Cup group. The promoters of the company have purchased the property for the benefit of the company, which now possess in the Great Western and Nettie L. both a silver and gold proposition. Active work will be started on both as soon as the season opens. Holders of treasury stock get the full advantage of the new purchase.

The Revelstoke Herald is the authority for the statement that a project is on foot to build a railway from Revelstoke to Albert Canyon, traversing the valley of the north fork of the Illecillewaet and Downie creek, and it is not improbable that the grading of this line will be commenced this summer. The road would open up a magnificent mineral country and would be of incalculable benefit to Revelstoke. It would be the first link of railroad connecting between Revelstoke and the Big Bend and Canoe River country. Not the least satisfactory feature of this scheme is the fact that it promises to be carried out without the charter-mongering that has lately been too much in evidence in western Canadian transportation projects.

### THE ENTERPRISE.

The Nelson Tribune last week stated that the Enterprise mine, on Ten Mile creek, had been bonded to the London & B. C. Gold Fields Co. for \$450,000. This is not so, as up to date this company has not entered into any negotiations for the property, although they may do so in the future. The present owners of the property have never offered it for less than half a million dollars.

### A SNOWSLIDE TRAGEDY.

John Trewicke, followed railroading for many years but abandoned it a year ago to go into mining on the north fork of Carpenter creek. A few days ago a snow slide buried him up just as he came out of the tunnel. His partner proceeded to Three Forks and wired the sad intelligence to Trewicke's relatives in the state of Washington, and a brother of the deceased arrived at the Forks on Sunday evening to recover the body if possible from its snowy grave.

### Failed To Pay Their Debts.

The Spokane-Kaslo mining company has come to grief through their inability to pay its debts, and the available assets are to be sold to cover the indebtedness. H. Giegerich is the mover of the sale, to satisfy a debt of \$491.66, exclusive of legal expenses. The property of the company consists of four claims—the Spokane-Kaslo No. 2, Acme and American, being situated on Lyle creek, Ainsworth division. Deputy Sheriff Robinson will conduct the sale at the Nelson court house on March 4.

### On Sheep Creek.

The time has arrived when property on the west slope of Sophie mountain and Sheep creek is considered a good investment. Scarcely a day goes by but that sales are reported in this district. In the latest budget of news from there comes word that Otto Jonson has given a \$30,000 option on four claims which are located about two miles south of the Staples cabin on the west side of Sheep creek and not very far from the international boundary. On one of these, the Sadie, there is a 22-foot quartz lead, giving assay values as high as \$28 in gold and an average surface assay of \$8. The Eastern Star, another of this group, is said to be a promising claim.

### WATER RIGHTS GRANTED.

A water right of 50 inches out of Emily creek, a tributary of Four Mile, has been granted Chas. E. Hope, for the use of concentrator, ore washing, ground sluicing, etc. Also a grant of 100 inches out of the North Fork of Bartlett creek, a tributary of Four Mile, and of 50 inches out of Bartlett creek, and 100 inches out of Grady creek, for the same purpose.

### MAILS AGAIN REGULAR.

Inspector McLeod of the post office department was in this section last Friday and Saturday, and seeing the lack of mail service the Slocan was getting in having the mail sent around by Kaslo, ordered it sent in via Nakusp. Since the change there has been no delay, while last week there was no mail at all received from the States.

### AROUND ROSSLAND.

Two shifts of men set out yesterday to commence operations on the Lone Star on the east slope of Sophie mountain, on which a strike was recently made, returning an assay of \$53.

A meeting of the Diamond Dust company has been called for Monday, Feb. 28, at the office of Edward Baillie, to discuss plans for the reorganization of the company. The Diamond Dust lies just east of the city and adjoining the Commander.

The Rathmullen group of mineral claims, consisting of 11 claims situated in Summit camp, is about to be transferred to an English company now being incorporated in London. As soon as the deal has been completed development work will be prosecuted on the property. This company has £100,000 in the treasury, \$5,000 of which has been subscribed. The vendor company will receive stock in this new company, which will net them 20 cents per share on the amount of their present holdings. This will be distributed among the shareholders of the Rathmullen company as a dividend.

Rossland's ore shipments for the week ending February 5th were as follows: Le Roi mine, 1,000 tons; War Eagle mine, 135 tons; Centre Star mine, 75 tons; Iron Mask mine, 80 tons. Total, 1,290 tons. The shipments for the same period last year were 1,209 tons. The shipments since January 1st, 1897, amount to 78,836 tons. The Le Roi still continues to be by far the largest shipper, but the War Eagle mine is considerably increasing its output. Evidently a period of greater activity is commencing at the latter mine, which is moreover about to be more fully tested when the 2,000-foot level is reached.

Mr. E. W. Lijegren, who is looking after the development of the Syphon Fraction, between the Big Trout and the Blue Elephant, on the south slope of Red Mountain, near Blue's sawmill, reports that an assay has returned values of \$712 per ton in gold and three per cent. copper. The sample was a brown iron oxide, of which a streak from two to six inches wide was uncovered by a surface cutting. The outcrop has been uncovered for a width of 30 feet, and the ledge matter gives assays as high as \$8. The assay is unusually interesting, says the Miner, since it comes from a vicinity which had produced no extraordinary values, although iron oxides giving fair returns are met with frequently in the vicinity of the Syphon. The discovery has considerably encouraged the holders of property in that vicinity, which, for the most part, has been little worked. Tellurides from the Jumbo have given assays ranging into the thousands, but values above \$500 in any other ore found in the camp are unusual, although quartz and iron from the Le Roi have returned \$1,200.

### DEVELOPING LOOKOUT MOUNTAIN.

Trail has already begun to feel the effects of the development work but just begun on Lookout mountain. On Monday last the men in charge of the various workings came to Trail and left with our merchants orders for the supplies necessary for their use during the present week, thus placing in circulation in our town new money that all comes from the outside world.

So far as developed, there are promising prospects on Lookout mountain. To the present time, it has been hard to interest capitalists to the extent of developing the properties, as the mines of Rossland are so close to Trail as to overshadow all our claims. Now that it is proven that British Columbia is one vast storehouse of mineral wealth, capital is coming forward as rapidly as needed, and for the next six months Trail's mountain will have every opportunity given it to demonstrate its worth.

The benefit this development work will bring to Trail is well understood, and our citizens are correspondingly jubilant. No Le Roi may be discovered—yet the Trail Creek News thinks such things are possible.

### TO TUNNEL RED MOUNTAIN.

Messrs. Daly & Hamilton, of Rossland, solicitors for the applicants, give notice that they will apply to the legislature for an act to incorporate a company to run a tunnel through Red mountain from a point on the Columbia river between the mouth of Murphy creek and the town of Trail to a point near the California mineral claim, on the western slope of the mountain. The company will run exploring tunnels from the main tunnel and will operate tramways for the carriage of ore; supply electric light and power; erect crushing, concentrating and smelting works and do many things in the way of developing the underground resources of Red mountain mining properties. It is a big scheme, but not an impossible one if the capital subscribed is sufficiently large.

### AT THE RED POINT.

The Red Point Gold Mining Company, Rossland, is about to resume operations on its property; the Red Point, on Look-

out mountain. A contract has been let for the extension of the tunnel a distance of 100 feet. The tunnel is now in a distance of 418 feet, and it is expected that by the time the tunnel will have been driven 100 feet further the ledge will have been reached. The vein will be tapped at a depth of 450 feet from the surface, which will give ample ground for stopping. The cropping is 35 feet wide on the surface, and assays as high as \$74. The ore is iron, carrying gold. Up to the present the sum of \$15,000 has been expended on the property.

### TRAIL BREWERY SOLD.

On Tuesday last, says the Trail Creek News, the Sheriff sold the Trail Brewery to John R. Myers of Rouse's Point, N. Y., for \$25,000. Mr. Myers made the purchase for the protection of the eastern stockholders, whom he represents.

C. S. C. Fraser and his lawyer, representing the Bank of Montreal, were present at the sale. Lawyer Cronyn represented Mrs. Myers, Lawyer Galt, of Rossland, represented an eastern liquor house, and put in a protest to the sale. Lewis Blue, the Rossland brewer, contested the bidding, but quit after offering \$24,000.

What will be done with the property is not known, but it is believed it will start up again soon.

### CHAMBER OF MINES.

The British Columbia Chamber of Mines was duly organized in Vancouver last week. The meeting was held in the Hotel Vancouver. Among those present were Mr. Harry Abbott, Major-General Kinchant, Dr. Selwyn, Messrs. W. Pellow Harvey, O. Plunkett, G. W. De Beck, F. S. Taggart, A. Plunkett, P. R. Ryan, J. C. Ferguson, F. W. Alexander, Hugh Keefe, J. M. Buxton, Barclay Bonthron, W. J. Anderson, J. W. Macfarlane, Major Vaughan, Major C. C. Bennett, C. F. Law, Ben. Douglas, New Westminster, and R. Hamilton. The fee for representative members was fixed at \$25 per annum, while associated members will pay \$5 a year.

### A WAR OF RATES.

Montreal, Que., Feb. 18.—The dispute between the transcontinental lines has resulted in the open declaration of war on the part of the C.P.R. It announces from the head offices to-day that the rates from points east to the coast have been cut in two for second class tickets. The second class was \$80 and the cut rate is \$40; first class was \$70 and the cut rate is \$35. The reduction of almost 50 per cent. The C.P.R. has now thrown down the gauntlet to the American lines and the greatest passenger rate war on business to Pacific coast points is in full swing.

### BIG NELSON SALE.

The Canadian Pacific Exploration Syndicate, which last week purchased the Big Four, near Nelson, for \$50,000, is now reported to have secured the Apex group of claims, situated at the head of Clearwater creek on Salmon river. The group consists of the Apex, Silver Reef, Curlew, and Acme fractions, which are free milling, running about \$28 in gold. Not a little money has already been spent on development work. The owners were Messrs. Malone, Roy and Stimley, of Nelson. The terms of the sale are withheld.

### The B. A. C. Gets the Black Eagle.

The British America corporation, it seems, is not yet through buying mining properties in this section. says the Rossland Miner, for yesterday it bought the Black Eagle claim from Hector McRae and J. McAtee for the sum of \$10,000. The property adjoins the Copper Jack of the Columbia & Kootenay group. Although not a full claim it contains 46 acres. It has the same ledge as the Eldorado and is considered to be a promising property. The intention of the purchasers is said to be to develop it in connection with the Columbia & Kootenay group.

### Will Smelt Ore For \$7 a Ton.

One feature in connection with the C.P.R.'s purchase of the Heinze interests in West Kootenay will be regarded with the utmost satisfaction by the people of Rossland. It is learned that as regards the operation of the purchased smelter at Trail, the great Canadian company means to charge only actual expenses to mines sending thither their ore. Smelting facilities will, in fact, be provided at cost, and a smelting rate of \$7 a ton and freight rate of 50 cents a ton being declared in respect of Rossland ore consignments.

N. C. Dingman has taken the contract for doing the work started by Alan McDonald and partner, on the Mollie Hughes. McDonald and partner had to give up the work owing to sickness.

## In North Mining Camps

### DOUBLE MURDER AND LYNCHING.

A Klondike Party Planted 'Neath Ice and Snow in the Cold End of Sheol.

A double murder and lynching have occurred at Port Valdes, the doorway to the Copper River country. The story was brought to Seattle on Wednesday, by the steamer Alliance, which arrived from the north. Three new graves have been scooped in the ice and snow on the sill of the pass. In two are the bodies of William A. Lee, of Lowell, Mass., and N. A. Call, of Worthington, Minn. In the third a shallow bed apart, is the body of the murderer, Millard F. Tanner, a cowboy from Montana, and around the neck is the tell-tale brand of a rope. Two simple stones mark the resting places of the victims. Over the grave of the assassin a gnarled tree holds out a giant and threatening arm, from whose twisted trunk dangles a stub of rope.

The murderer and murdered were members of a party of 12 Klondikers who came from Massachusetts in November, and outfitted at Seattle. While in Seattle they picked up "Doc" M. F. Tanner, a Montana cowboy, who, from his fine physique and "experience," would likely, it was thought, be a valuable acquisition to the party. Dissensions, however, broke out from the start, and the party was divided under rival leaders. Tanner was obliged to do much of the packing, and the bulk of the camp work, resenting which, he became troublesome. Finally, there was trouble in the camp at Port Valdes, on January 2nd, and the heads of the rival parties held a council of war, and discussed measures for getting rid of the obnoxious cowboy. The consultation was held in a tent, Call, Lee, Pierce and Haines being seated round a candle; but it was unfortunately overheard by Tanner, who was standing in the snow outside. Angered at the plot, he hastened to his cabin, and, procuring a revolver, returned to the tent, and announced his determination to "settle the business."

Without a word Tanner fired at Call, who was nearest the door, killing him instantly. The cowboy's next shot pierced the breast of Lee, with equally fatal effect. The concussion extinguished the candle, and in the darkness, Haines dropped to the ground and escaped the third bullet. Pierce hid behind some boxes, and the cowboy walked calmly to a tree to wait the re-appearance of Pierce, who he believed alone survived.

Haines, however, escaped, and notifying the main camp, a hurried parley was held, and Tanner, on being summoned to do so, surrendered his revolver. He was at once bound hand and foot, and a general meeting of prospectors being called, 38 answered to the call. In the still watches of an almost Arctic winter night, the crime of Tanner was weighed, with the result that immediate execution was resolved upon by a vote of 29 to 9, instead of sending the murderer to Sitka for trial. By the same vote, it was decided the rope should be used, instead of the bullet, and at daylight next morning Tanner was strung up to the limb of a tree, 24 men taking an active part in the proceedings.

Before the fatal rope was pulled, the doomed cowboy said: "Gentlemen, I guess you are doing what is right," and: "Remember, gentlemen, you are stringing up the best man with a six-shooter that ever came to Alaska or any other country."

### AWFUL IF TRUE.

London, Feb. 9.—The Star, under the head of "Raid on the Klondike," quoted an anonymous American correspondent who recently arrived in England, as saying with reference to the relief expeditions to the Klondike, that those who are familiar with the facts "knew that this excuse is as flimsy as Jameson's desire to relieve the women and children at Johannesburg." Continuing the anonymous correspondent says: "Every American knows this is another of Jameson's raid and that the Americans intend to keep control of the Klondike. The Klondikers have already announced that the stars and stripes will be flying at Dawson City by July 4. It would please a large body of Americans if the Klondike could be made a pretext for war between England and the United States, which would result in the annexation of Canada."

There is much in this same strain. Washington, Feb. 18.—Secretary Bliss is in receipt of a letter from Governor Brady, of Alaska, descriptive of the lawless condition of affairs at Skagway and Dyea. It was referred to at a Cabinet meeting to-day, when Alaskan affairs were under discussion, and was considered sufficient justification by the members for the despatch of the additional military forces already authorized to be sent to Alaskan territory.

The following is a copy of the letter: "The news from Skagway by the steamer now in port is serious. The United States Deputy Marshal has been shot dead in the discharge of his duties. Another man was killed at the same time, and at the same place. Recently the steamers have been carrying great lists of passengers; many of these are gamblers, thugs and lewd women, from the west centres and from the cities of the coast. They have taken in the situation at Skagway and Dyea, and appear to have combined to carry things with a high hand. The best people at these places are powerless, because they have no municipal form of government. The United States Marshal is powerless, because he can appoint only a few deputies, and, when they undertake to act they are singled out as targets by this rough element."

### KOOTENAY NEEDS.

Mr. Hume expressed the hope that the members of the House would do justice to Kootenay when the estimates were before them. He predicted that if the Government adopted a liberal policy in dealing with the district, that the present revenue of the district would be more than doubled. Already the district contributed about one-half of the revenue collected throughout the Province. He cited figures which showed that the revenue from Kootenay was \$310,000, as compared with \$254,000 for the Island, and \$175,000 for the balance of the Mainland. The claims of the district should also be recognized when the Redistribution Bill was reached. Kootenay already had one-fifth of the population of the Province, and was entitled to at least six members. He also called attention to the manner in which the cities of Kootenay were being harassed by the Provincial Board of Health, in regard to the disposal of their sewage. There were several incorporated cities in the district which had gone to the expense of putting in expensive sewer systems, and after completing the same, the cities had been warned that they could not use the sewer systems, because the Board of Health would not permit them to drain into the rivers. He urged the Government to look into the matter and relieve the cities from the interference of the Provincial Board of Health. The common-sense method of dealing with the sewage question was to drain the sewage into the large lakes and rivers. He spoke strongly against the tax imposed by the Government upon working miners, and asked the Government to explain why exceptional treatment was meted out to the quartz miners as compared with coal miners.

### IS NOT WORRIED.

Wm. McKenzie is Satisfied With His Yukon Scheme.

Montreal, Que., Feb. 16.—William McKenzie, who is associated with Mr. Mann in the new Canadian route to the Klondike, is here on his way to England in connection with the franchise of the Birmingham tramway, which is to be converted into an electric railway. Referring to the reports of Mr. Mann's inability to charter steamers on the Pacific coast, the threatened hostile American bonding regulations at Wrangell, and the opposition contract, he said: "We have no occasion to worry over any over any of these affairs. My contract is signed and I see no reason to doubt that it will be ratified by parliament."


"Too much is being made of unfriendly American legislation. I believe everything will be arranged amicably. In any event Canadians have the right to build entirely in Canadian territory." McKenzie repeated that the contract was more or less a speculation, as the value of the land grant is problematical.

### ALLEN NOT KILLED.

The report that Ed. Allen was fatally stabbed at Whitewater on Sunday night is incorrect. Allen was not hurt at all. Boozero, and a trifling scrap, gave a few first-class lars an opportunity to display their talent in truth twisting.

Capt. Wardroper has sold the Denver to the C.P.R. It will be used on Kootenay lake.





# THE SELKIRK HOTEL

SILVERTON, B.C.

Is a new three-story hotel situated near the wharf. The house is plastered and the rooms are furnished in a manner calculated to make travelers call again. Mining and Commercial men will appreciate the home comforts of this hotel.

## The Prospectors' Assay Office

Brandon, B. C.

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### Assay Price List :

Gold, Silver, or Lead, each.....	\$1.50
Gold, Silver and Lead, combined.....	3 00
Gold and Silver.....	2 00
Silver and Lead.....	2 00
Copper (by Electrolysis).....	2 00
Gold, Silver, Copper and Lead.....	4 00
Gold and Copper.....	2 50
Silver and Copper.....	2 50
Gold, Silver and Copper.....	3 00
Platinum.....	6 00
Mercury.....	2 00
Iron or Manganese.....	2 00
Lime, Magnesium, Barium, Silica, Sulphur, each.....	2 00
Bismuth, Tin, Cobalt, Nickel, Antimony, Zinc, or Arsenic, each.....	4 00
Coal (Fixed Carbon, Volatile Matter, Ash, and percentage of Coke, if Coking Coal).....	0

Terms: Cash With Sample.

June 20th, 1895.

## FRANK DICK,

Assayer and Analysts

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## WANTED—

### Industrious Men of Character.

THE LINSOTT COMPANY  
TORONTO.

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## MINING MACHINERY IN THE SLOCAN.

By HOWARD WEST, A. R. S. M., New Denver, B.C.

(Read before the January meeting of the British Columbia Association of Mining Engineers. Discussion March meeting Federated Canadian Mining Institute.)

The Slocan mining division of West Kootenay has been well and fittingly described as a poor man's country, which assertion does not necessarily indicate that a man without means can come in and develop his claim from the proceeds of ore obtained direct on the surface, for such instances are few and far between even here; but because in comparison with other camps, the minimum amount of working capital is required as a rule before commensurate returns are shown. The Slocan of yesterday is not, however, identical with that of to-day, such rapid progress is the district making, and the designation which was applicable when the country was first opened up by no means holds good literally at the present time. Originally the surmised extent of the mineral belt was limited to the galena bearing argillites stretching from Kaslo on the east to Silverton on the west, but later discoveries have proved that this supposition was far too restricted in its character. Flanking the slates to the south is a mass of more recent granite, which penetrates the older strata, and protrudes in places through the argillites, forming knobs, and occasionally basins of granite, where denudation has done its work effectively.

This granite, at first boycotted, so to speak, by prospectors and others, for no apparent reason beyond insane prejudice, includes within its borders many now well known mines and prospects. The ore-character, however, is not the same, although in places galenas predominate as in the slates; consequently mining in the dry-ore belt, as it is termed, assumes new and somewhat different phases from that which obtains in the Sandon district. The major portion of the granite area has been recently severed from the Slocan proper, and included in what is now known as the Slocan City Mining Division. As, however, the two regions are largely operated by the same men, and moreover present at least some points of similarity, it may be as well for general purposes to summarize the whole as the Slocan, more especially in view of the fact that by reason of past association they are indissolubly connected in the public and professional mind.

I commenced by saying that the Slocan has been known as eminently a poor man's country from its earliest discovery, and one of the determining factors to this distinction, omitting for the present the question of the proximity of high grade ores to the surface, has been the extreme ease and facility (I am referring now to the area covered by the sedimentaries) with which the ground could be mined by indigent prospectors themselves, with the aid frequently of merely a pick and shovel, in marked contrast to the Rossland camp, where the country rock is abnormally hard. Such a condition of affairs naturally, and in one sense fortunately, militates against the introduction of heavy and expensive machinery. This results not alone from the fact of machinery being deemed superfluous, but the conditions tend to keep the locators from seeking the assistance of outside capital, without which it is impossible to go to any great expense in the matter. The favorable nature of the country, however, is only one of a number of advantages which this section of Kootenay possesses in common with others. The general topography and natural contour of the ground admits of the most economical exploitation and development by a system of horizontal tunnelling, consequently each opening serves not only to remove the ore, but acts also in the capacity of an adit, so that the necessity for introducing elaborate hoisting and pumping machinery is obviated at the start.

In these important respects Kootenay is to be warmly congratulated, and it would be well for intending investors to bear this in mind when considering the relative merits of other localities.

Coming to the consideration of the original subject, namely, the machinery now in use, we will divide it roughly, for convenience, into four classes: 1. That used in breaking ground. 2. For hoisting, pumping and ventilation purposes. 3. In transportation. 4. In preparation of the ore for the market.

1. As previously observed, the slate wherein most of the shipping mines are found is extremely soft and easy of working, and therefore it is not surprising to find that rock drills are in a little demand; in addition, the veins usually contain small but rich chutes of ore, and the object is to extract these with as little breakage as possible. In the granite area, where drills would be an unquestionable advantage, more especially in driving long cross-cuts, few mines are as yet sufficiently advanced to warrant their introduction, but doubtless in the future we shall hear of many properties, in the working and development of which they are destined to play an important part. The only instance of the contemplated use of rock-drills in the Slocan which have come under my notice are at the Galena Farm and the Slocan Star. Each of these mines is equipped with a four-drill compressor, but in the former instance no drills have so far been connected, although the ground is fairly hard, while at the Star they have, I understand, only been employed intermittently, more as an experiment than anything else.

2. Hoisting and pumping.—These two are considered together, because conditions which effect the one almost invariably effect the other also. On account of the sloping nature of the ground, neither hoisting nor pumping is necessary. In some few instances where winzes are sunk, having no connection with the surface except at the upper end, a bucket attached to an ordinary hand windlass is sufficient to cope with the water, and also to raise the ore and waste. True shafts are, generally speaking, conspicuous by their absence, but may be observed at the Arlington, Galena Farm and the Dardenelles. A boiler has been recently conveyed to the former, which it is proposed to use for hoisting and pumping purposes, but as yet the plant has not been fully installed.

The work at the Galena Farm, however, presents many features of interest, which are certainly deserving of more than passing mention.

Whatever may be said or thought about the merits of the mine, or the action of the promoters in floating the property with such an enormous capital, there can be no doubt that, given opportunities, the company is prepared to operate on a liberal scale. They intend evidently to mine in the true acceptance of the word, therefore do not hesitate as so many do about necessary preliminary expenses. Their splendidly timbered double compartment shaft, now down to a depth of 230 feet, would be hard to beat in any district, and a visit to the shaft house, which is unique in the Slocan as regards equipment, well repays the trouble involved in making the trip. Until quite recently buckets only were used in raising the stuff to the surface, but the limit having been reached where these could be economically employed, a single deck cage of the usual platform type for vertical shafts has been installed, on which the car is raised, being held in position during the operation by two hooks, one of which is caught in a loop hole on each side of the car. The cage is supported by a round wire rope of medium size, which passes over a five-foot groove pulley at an elevation of 42 feet above the shaft head to a drum four feet in diameter. This latter, on which the rope is wound, is of the flat type, having a flange at each end. Power is imparted by means of two water wheels, a Pelton and a Flisdon, which correspond in measurement, being six feet across, and are both connected on the same shaft with the drum. The power house also contains a boiler and a four-drill compressor, for use when occasion demands. Water is brought from the creek underground in an 18-inch pipe, which tapers to 16 where it enters the shaft-head, 200 feet distant from the shaft. From here it is conducted in nine-inch pipes to where it impinges on the wheel through inch and a half nozzles. With a head of 320 feet, 150 H.P. can be readily generated, which is ample, not only for hoisting and pumping, but will suffice to run the concentrator when erected.

I regret that I have had no opportunity of personally visiting the Dardenelles, but I am informed that a Knowles pump is also in operation there. The shaft exceeds 200 feet in depth.

I inadvertently omitted to mention before this, that water raising appliances at the Farm consist of two small force pumps, one a Cameron and the other a Knowles, which furnish a continuous discharge through a two-inch pipe. It is probable, however, that machinery of greater capacity will be required as work progresses.

2. Ventilation.—Natural ventilation is relied on almost exclusively, and in present stage of development, and the levels mostly reach daylight is all that can be desired. In one instance which came under my notice at the Enterprise mine, a small fan stationed at the foot of an upraise is propelled by power obtained from water which is conducted direct from the surface. This furnishes quite a current of air, and being inexpensive and extremely simple of construction, might, I should imagine, be copied with advantage at other mines.

3. Transportation. The ore is hand sorted as it comes to the mouth of each tunnel, and there being no necessity to concentrate it all at one point on the surface, shoots are generally employed to conduct the material from the slopes to the level below, and very rarely is local hoisting gear of any description required. For clearing out the tunnels wheelbarrows are mostly used in the initial stages, but as the workings become more advanced, and the necessity arises, rails are put down. Sometimes these consist merely of strap iron laid flat on the runner, but more frequently perhaps of rectangular steel rails standing on edge. The common gauge is 20 inches, to suit the wagons, which are made of steel, and hold something less than a ton, depending on the specific gravity of the material trammed. Some slope to the front, and are so arranged that they can be tipped at both ends and sides; others again are almost square in longitudinal section, the front being designed to open on hinges, while when closed it is kept in position by a vertical bolt. Human power only is used for underground transport, and can hardly be improved upon under present conditions. To convey the ore down the mountain side to the railway, packing on mules' backs was the primitive method originally employed, and is still used to some extent. An exception was made in the winter, when raw-hiding was permissible if the trail was in sufficiently good condition. With the construction of wagon roads to the mines this was improved upon to hauling in wagons in the summer and in sleighs in the winter. As the mines developed and became capable of larger and more regular production, a new and enlightened era began to dawn on the industry, which gradually burst from its cloud of obscurity, and invoked the aid of machinery in lessening the expenses incident to these old-fashioned methods. It is but natural that any developments should take place along the line of the utilization of gravity, and the arrangement which has found most general acceptance so far is the three-rail gravity tramway, which in the eyes of mine owners would appear to present marked advantages over others, judging by the frequency of its adoption. Those already constructed may be seen at the following mines: The Slocan Star, Payne, Washington, Alamo and Alpha. The arrangement differs in no particular from that ordinarily employed elsewhere. A wire rope, to which the cars are attached, passes over a drum at the upper end, being supported on the ground by wooden rollers. Switches are made at suitable intervals for the cars to pass, and the weight of the descending car filled with ore suffices to pull up the empty on the other end, which may be loaded up to a certain limit with materials for the mine. A brake is of course attached to the drum above, and the speed can be regulated at will by the operator. It is sometimes found inconvenient to have the rope too long, and for that reason the line at the Alamo is divided into two portions, each about 8,500 feet in length, the ore being dumped down a shoot into the car below, at the junction of the sections.

Another method of transportation which is gaining favor, owing to its adoption and successful operation by the Noble Five Co. at Cody, is the bucket system or aerial ropeway. There, as everybody is aware, many types of wire tramways, but the time at my disposal will permit of no more than a hurried reference to the one here mentioned. It is built on what is known as the Finlayson plan, and consists of two stationary ropes, on which the bucket carriers run, and an endless rope below directing the motion, attached to which are the buckets themselves. The total length of the tramway is, roughly, 6,000 feet, the supporting towers being erected at suitable intervals, varying of course with the nature of the ground passed over, amounting, in one exceptional case, to as much as 900 feet. The usual height of the towers is from 50 to 75 feet. The buckets carry from five to six hundred pounds weight, and are suspended at intervals of 250 feet. The whole action is automatic, from the loading to the unloading of the ore, the rate of speed being controlled by powerful brakes on the drums. When run to its full capacity, over 400 tons can be handled in a day of 24 hours, at an approximate expense, exclusive of wear and tear, of considerably less than 25 cents per ton, which contrasted with the old style is an enormous reduction.

4. Preparation of the ore for the market.—Rough sorting is carried on underground to the extent usually of sacking the likely looking material, and keeping it distinct from what is undeniably waste. At the entrance to the tunnels as before said ore sorters are stationed, who effect a more complete separation by means of an operation known in Cornwall as cobbing, which consists merely of breaking the ore on rock bed with a small hammer, which is held in the right hand, and picking out the valuable material, which in this case is immediately sacked ready for shipment. While this arrangement has its advantages in a small mine, where sufficient ore is not available to warrant the erection of a concentrating plant, and serves to prevent what might otherwise be absolute loss on a shipment, the tedious and wasteful nature of the performance is at once apparent, and it is therefore natural to find the richer mines and those having large reserves of low grade ore which it is impossible to convert into a shipping product by these means, have either already adopted, or intend to do so at no distant date, some form of mechanical concentrator. Four such plants are now in operation in the Slocan, namely, at the Slocan Star, Noble Five, Alamo and Washington mines, and if half those who have already announced their intention of so doing really erect concentrators, at least six more will have to be added to the number before the end of this year. Those above mentioned have all been designed and built by the same man, Mr. Thomas L. Mitchell, and consequently we shall not be surprised to find in each a degree of similarity in details of construction. Power is supplied in each case from a Pelton water-wheel, although the water supply is occasionally found insufficient, and at rare intervals freezes, necessitating a temporary closure. At the Star a 40 H.P. engine and boiler provide against any such contingency. The heads of water obtainable at the different works are as follows: Alamo, 224 feet; Star, 471 feet; Noble Five, 562 feet; the Washington measurement I have been unable to obtain.

The ore is delivered to the mill by means of a wire ropeway at the Noble Five, while at each of the other a three-rail gravity tramway is employed. Bins from 150 tons capacity at the Star and Noble Five, to 1,500 at the Alamo, receive the ore, which then passes over a grizzly direct to the crusher. This consists of a nine by fifteen Blake (Reliance pattern) at the Star and Noble Five, of a four by ten Blake at the Washington, and a small Comet at the Alamo. As it would be tedious to describe each mill in detail, I will give a general description of that at the Star, which I recently had the honor of inspecting thoroughly, and explain wherein the others differ. After passing through the crusher into a receiving bin below, the ore is supplied to two sets of coarse rolls by means of an automatic cam feeder; from here it is raised through an endless elevator to a revolving screen, which separates it into four products. That passing through the smallest mesh of three m.m. is conveyed at once to hydraulic classifiers, which effect a separation into three parts. The material from here is sent direct to six Collum jigs, the overflow being

carried to V shaped settling vats, which supply two double-decked slime tables of the circular type, being each 18 feet in diameter. The other three sizes from the trommalls pass respectively to two Hartz jigs. The middlings from the four coarser jigs are then put through middling rolls, and pass again to the elevator, while those from the other two go to fine rolls, and thence to elevator No. 2, from which it is delivered to the classifiers. The middlings from the Collum jigs are passed through the finest rolls, and thence to elevator No. 2 on their way to the classifiers again. The finished material is taken to bins, where it is allowed to drain thoroughly before being sacked, preparatory to shipment.

The Noble Five mill differs little in general principles from that at the Star. The one at the Washington, which gained distinction from being the first built in the Slocan, is also of somewhat the same pattern. At the Alamo a Comet crusher is employed in lieu of the Blake at the others. Another difference consists in the fact that the middlings from the jigs pass to a Huntington mill for further comminution instead of rolls. Lake Superior classifiers are used and three are four double decked slime tables as against two in the newer mills. The introduction of Collum jigs as auxiliaries to the Hartz, is only to be observed in the later patterns. The Star and Noble Five mills have a daily capacity of 150 tons of crude ore for the 24 hours, but the other two being smaller, are only designed to put through one-third of this amount.

One feature worthy of mention in view of recent controversy on the subject, is that all are situated on side hills and are carefully arranged so as to obtain the maximum assistance from gravity in transporting the ore from one operation to another.

All of the concentrators work satisfactorily on the class of ore for which they are intended. There is unfortunately sometimes a lamentable though unavoidable loss of silver in the tailings, due to the fine state of subdivision and the friable nature of the associated minerals particularly certain varieties of copper and antimony. At one time the tailings from the Star were reported in the local papers to assay up to 22 ounces in silver, but this was doubtless exaggerated, as much of the original ore is of lower grade than this. The loss of lead is trifling and the separation from zinc-blende leaves little to be desired. The degree of perfection obtained necessarily depends largely on economic considerations, and there seems little prospect in the near future of effecting a more thorough saving in values than is done at present. The zinc in most cases would not pay for shipment even if it were in sufficient quantity, and the mills could be adapted to retain it. The flooring of the grey copper and antimonial combinations can hardly be avoided and there is a consequent loss, to recover which is next to impossible.

In order to omit nothing of interest I wish to refer incidentally in closing to the sluicing operations at the Wonderful and also to the use made of a small gasoline engine at one of the mines.

In the former instance as many are aware, regular sluicing operations have been carried on, with the result that a large amount of galena in the shape of rocks and small boulders has been recovered from the loose overlying deposit and shipped to the smelter.

At the Payne which is now by far the largest producer in the Slocan, a gasoline engine is regularly employed to work a small crusher which renders rough ore sampling comparatively easy. That engines of this type will receive more general attention from mine owners when the large number of uses to which they can be put are thoroughly understood, goes, I think, without saying.

I should not be doing my duty if I allowed this opportunity to pass without some reference to the demands of the Slocan Lake section of the country. Here is found a large variety of ores the majority of which are palpitably adapted to local treatment in preference to smelting. The introduction of properly designed mills, the suitability of which for the purpose having been fully established beforehand, would give a tremendous impetus to the mining industry and largely increase the present output. Here is an opportunity for

eastern manufacturers to come to the front, and demonstrate beyond a doubt that these ores can be economically handled right at the mines; great caution is necessary more especially in the details of design and construction to insure success, but I am confident that no difficulties are of an insurmountable nature, and I therefore respectfully submit this for the consideration of all interested in the future welfare of the country, whether financially or professionally.

In concluding, I hardly feel it incumbent upon me to apologize for the manifold shortcomings and possible errors which may have crept into my paper unobserved. I have tried to avoid doubtful statements as much as possible; but our worthy Secretary will bear me out when I say that I have contributed this under difficulties and was only persuaded to make the effort on the assurance that any minor slips would be pardoned.

That the Slocan is destined to become a marvellous producer of the precious metals under more favorable conditions, greater even than present returns appear to warrant, no one who has thoroughly examined the district will venture to deny. The responsibility which devolves upon the engineer in the matter, is manifestly proportional to the greatness of the industry and it therefore behooves investors to use the greatest care in the selection of them who are to help build up and control the staple industry of our western province.

Just received, a large consignment of Men's, Youth's and Boys' Ready Made Clothing. Prices compatible with the present financial depression.

BOURNE BROS.

## CERTIFICATE OF IMPROVEMENTS

## Kaslo Mineral Claim.

Situate in the Slocan Mining Division of West Kootenay District. Where located: About one mile east of Cody on the south fork of Carpenter Creek.

TAKE NOTICE that I, W. D. McKay, acting as agent for D. E. Sprague, free miner's certificate No. 97531 and John S. Parker, free miner's certificate No. 77739, intend sixty days from the date hereof to apply to the Mining Recorder for a certificate of improvements for the purpose of obtaining a Crown grant of the above claim.

And further take notice that action under section 37 must be commenced before the issuance of such certificate of improvements.

Dated this 15th day of January, 1898.

## Oro Mineral Claim.

Situate in the Slocan Mining Division of West Kootenay District. Where located: About one mile east of Cody on the south fork of Carpenter Creek.

TAKE NOTICE that I, W. D. McKay, acting as agent for D. E. Sprague, free miner's certificate No. 97531 and John S. Parker, free miner's certificate No. 77739, intend sixty days from the date hereof to apply to the Mining Recorder for a certificate of improvements for the purpose of obtaining a Crown grant of the above claim.

And further take notice that action under section 37 must be commenced before the issuance of such certificate of improvements.

Dated this 15th day of January, 1898.

## Alma No. 2 Mineral Claim.

Situate in the Slocan Mining Division of West Kootenay District. Where located: About one mile east of Cody on the south fork of Carpenter Creek.

TAKE NOTICE that I, W. D. McKay, acting as agent for D. E. Sprague, free miner's certificate No. 97531 and John S. Parker, free miner's certificate No. 77739, intend sixty days from the date hereof to apply to the Mining Recorder for a certificate of improvements for the purpose of obtaining a Crown grant of the above claim.

And further take notice that action under section 37 must be commenced before the issuance of such certificate of improvements.

Dated this 15th day of January, 1898.

## Comiskey Mineral Claim.

Situate in the Slocan Mining Division of West Kootenay District. Where located: On the Slocan River, adjoining the Pelee's mineral claim on the north.

TAKE NOTICE that I, Francis J. O'Reilly of Silverton, B.C., as agent for the Galena Mining Association, free miner's certificate No. 72953 A, intend sixty days from the date hereof to apply to the Mining Recorder for a certificate of improvements for the purpose of obtaining a Crown grant of the above claim.

And further take notice that action under section 37 must be commenced before the issuance of such certificate of improvements.

Dated this 1st day of February, 1898.

## Humboldt Mineral Claim.

Situate in the Slocan Mining Division of West Kootenay District. Where located: On Four Mile Creek, an extension of the Vancouver No. 2.

TAKE NOTICE that I, F. S. Andrews, agent for W. H. Hellyar, Free Miner's Certificate No. 4158 A, intend sixty days from the date hereof to apply to the Mining Recorder for a certificate of improvements for the purpose of obtaining a crown grant of the above claim.

And further take notice that action under section 37 must be commenced before the issuance of such certificate of improvements.

Dated this 5th day of November, 1897.

## F. S. ANDREWS, Agent for W. H. Hellyar.

## Mammoth Mineral Claim.

Situate in the Slocan Mining Division of West Kootenay District. Where located: Adjoining the Mountain Chief, Carpenter Creek, the town of Sandon.

TAKE NOTICE that I, Herbert T. Twigg, agent for John A. Finch, Free Miner's Certificate No. 1614 A, Alfred W. McCune, Free Miner's Certificate No. 6127 and George W. Hughes, Free Miner's Certificate No. 6879, intend sixty days from the date hereof to apply to the Mining Recorder for a certificate of improvements for the purpose of obtaining a Crown grant of the above claim.

And further take notice that action under section 37 must be commenced before the issuance of such certificate of improvements.

Dated this 15th day of January, 1898.

## HERBERT T. TWIGG.

## Badger State Mineral Claim.

Situate in the Slocan Mining Division of West Kootenay District. Where located: Near the town of Sandon.

TAKE NOTICE that I, George Alexander, free miner's certificate No. 7400, intend 60 days from the date hereof to apply to the Mining Recorder for a certificate of improvements for the purpose of obtaining a Crown grant of the above claim.

And further take notice that action under section 37 must be commenced before the issuance of such Certificate of Improvements.

Dated this 4th day of January, 1898.

## NOTICE.

NOTICE is hereby given that 90 days after date of this notice to apply to the Chief Commissioner of Lands and Works for permission to purchase the following parcel of land situated on the east side of Slocan Lake, Slocan Mining Division, West Kootenay District, commencing at the southwest post of A. M. Wilson's pre-emption, thence running north 40 chains, thence running west to the Nakusp & Slocan Railway, right of way, thence run south along the line of the Nakusp & Slocan Railway right of way to the northwest corner of the townsite of Rosebery, thence east to the point of commencement, containing 30 acres, more or less.

Dated, Nov. 25th, 1897.

## A. M. BEATTIE.

## NOTICE

PITTS BROS., of Silverton, Three Forks and Sandon, having assigned for the benefit of their creditors, all accounts due the estate and not paid forthwith will be proceeded against in the courts for recovery of same.

Signed—HOWARD CHAPMAN, Assignee.

## Rosebery

The northern connecting point of the C. P. R. on Slocan Lake.

## Rosebery

Has the only safe harbor north of Slocan City.

## Rosebery

It is at Rosebery where the beautiful Slocan steamer ties up over night and where the employees can bring their families.

## Rosebery

Lots were put on the market June 28 and are selling fast. You cannot afford to wait if you want a lot. They are going up.

## Rosebery

Men are now grading and clearing the townsite, and several buildings are about to be erected.

## Rosebery

Is destined to be the distributing centre for the Slocan.

## Rosebery

Will become the great Concentrating City of the Slocan, having abundance of water and being easy of access to the Mining Centre. Watch this.

## Rosebery

Terms, \$ cash; balance three and six months.

For full particulars apply to A. M. BEATTIE, General Agent.

## CANADIAN PACIFIC RAILWAY.

## The Quickest and Cheapest Route East or West.

Steamer leaves Nakusp every morning, making close connection at Revelstoke with trains or all points East or West.

Before you travel get information from C.P.R. Agents as to time and rates. It will save you money. Apply to nearest Railway Agent or to

H. DOUGLAS, Agent. H. M. MACGREGOR, Trav. Pass Agt, Nelson, or to E. J. Coyle, Dist. Pass. Agt, Vancouver, B. C.

## Spokane Falls &amp; Northern Nelson &amp; Ft. Sheppard

## Red Mountain RAILWAYS

The only all rail route without change of cars between Nelson and Rossland and Spokane and Rossland.

Only Route to Trail Creek and Mineral District of the Colville Reservation, Nelson, Kaslo, Kootenay Lake and Slocan Points.

Daily, Except Sunday.

LEAVE.	ARRIVE.
9:20 a.m. NELSON	5:35 p.m.
12:00 " ROSSLAND	2:50 "
8:00 a.m. SPOKANE	6:40 p.m.

Close connection with Steamers for Kaslo and all Kootenay lake points. Passengers for Kettle River and Boundary Creek connect at Marcus with stage daily.

## KASLO &amp; SLOCAN RY

## TIME CARD

Subject to change without notice

Trains run on Pacific Standard Time.

Leave	Arrive
8:00 A.M. Kaslo	3:50 P.M.
" 8:30 " South Fork	" 3:15 "
" 9:30 " Suttle's	" 2:15 "
" 9:51 " Windwater	" 2:00 "
" 10:03 " Bear Lake	" 1:45 "
" 10:18 " McGuigan	" 1:33 "
" 10:35 " Cody Junction	" 1:12 "
Arr. 10:50 " Sandon	Leave 1:00 "

ROBT. IRVING, Traffic Mgr.

GEO. F. COPELAND, Superintendent

For cheap railroad and steamship tickets to and from all points, apply to S. CAMPBELL, Agent, Sandon.

## COLUMBIA &amp; WESTERN RY

## SCHEDULE.

Effective Nov. 22, 1897.

WESTBOUND.	EASTBOUND.
P.M. P.M.	P.M. P.M.
No. 1 P.M. No. 1	No. 2 P.M. No. 2
8:45 " 8:00 " ROSSON	8:00 " 8:00 "
5:00 " 2:00 " TRAIL	7:00 " 12:55 " 1:15 "
3:15 " 11:15 " ROSSLAND	6:00 " 12:00 "

Nos. 1 and 2 connect with C.P.R. main line steamers, and trains to and from Nelson at Rossland.

Nos. 3 and 4 are local trains between Trail and Rossland.

Nos. 5 and 6 are local trains between Trail and Rossland. No. 6 connects with train No. 4 from Rossland. All trains daily.

F. F. GUTELIUS, Gen. Supt.

## The Windsor RESTAURANT

In NEW DENVER is always ready to do business. It has never closed its doors on account of the little financial breezes that blow adversely occasionally in the Silvery Slocan. The weary and hungry pilgrim has always been able to get his wants, and in consequence they call again when in town. Keep your eye on the

JACOBSON & CO.



## MINING RECORDS.

The following is a complete list of the mining transactions recorded during the week in the several mining divisions of the Slokan. Those of New Denver were as follows:—

**ASSESSMENTS.**  
 FEB 15—Hope.  
 FEB 18—B. D. Fractional, Pleasant View.  
**CERTIFICATE OF IMPROVEMENTS.**  
 FEB 21—Napier, Kelly, Silver Star, Vancouver Fraction, Ricardo.  
**TRANSFERS.**  
 FEB 13—Ingessoll, Chas. Tanks to Willis F. Coko and Wm. E. Coko, Jan. 22.  
 FEB 18—Emily Edith Fraction, Eagle, Eagle Fraction, Iron Clay, agreement to sell for \$4,500, Chas. McNichol, Percy Atwater, Albert Wilds, Percy Atwater to E. Rummelmeier, Feb. 12.  
 Paymaster J. J. J. Douglas to Fredrick Swaminell, Feb. 16, \$2.  
 Standard J. Angus Matheson to Palma An-Argison, Feb. 17.  
 Feb. 18—Sunday and Carley, Power of Attorney, W. G. Spencer to Chas. McNichol, July 27.

## SLOKAN CITY DIVISION.

**TRANSFERS.**  
 FEB 10—Bulko J. to Jas. Melly, \$200.  
 Empire No. 7, (Frank Sonst) to Andrew Pro-vest.  
 FEB 11—Speculator J. Thos. Kilpatrick to R. J. Kirkwood.  
 FEB 14—Dutthi J. W. R. Clement to Daniel Mowat.  
 FEB 15—Cattadin 227 John S. Thomas to H. C. Holden.

## AINSWORTH DIVISION.

**LOCATIONS.**  
 FEB 9—London, John Allan.  
 FEB 17—Vera, W. F. Traves.  
**ASSESSMENTS.**  
 FEB 14—Kootenay Star, Controller.  
 FEB 15—Pearl.  
 FEB 16—Mammoth.  
**CERTIFICATE OF IMPROVEMENTS.**  
 FEB 18—Mountain Goat No. 2.  
**TRANSFERS.**  
 FEB 9—Almeda and Sir Charles J. Pat J. Byrne, George Smith, D. L. Smith, J. C. Brown to George Alexander.  
 FEB 10—Romero, Thos. Tribby, Gineau and Buckingham, J. O. Kendall to H. G. Giegerich, \$75.  
 Gay Bird, James Rydard to W. A. Abbott and Thomas Farquhar.  
 FEB 11—Hillhouse J. Randall McLachlan to John McLachlan.  
 Tiger 14, David B. Gibson to Adolph Williams.  
 Defender, Revenue, Howard, Revenue, certificate of satisfaction of gold commissioner to Geo. Alexander.  
 FEB 14—Minnesota J. Howard Richardson to Robt J. Stenson.  
 FEB 15—The Olivia, The Viola, The Tipton, The Gant, Kamopolis 1/6, H. M. Zorn to S. T. Laird, \$100.  
 FEB 18—Deady's Head, A. P. Luston to Columbia Mining Co., Ltd. Ltd.  
 Deer Horn, J. Gus Lofsted to Andrew Norgren.

## NEWS IN PLACE

Charley Kauffman has opened an hotel in Moyea City.  
 Bartlett Bros. are operating their pack trains at Skagway.  
 Clement and McDougald are building an hotel at Cariboo City.  
 M. G. McLeod has gone to the Coast where he will reside in the future.  
 The Wakefield will likely start operations next week with a small force of men.  
 There is no truth in the newspaper report about the Enterprise, on Ten Mile, being sold.  
 The force on the Payne was laid off last week owing to the lack of shipping accommodation.  
 Billy Sanders, of Kaslo has opened an hotel at Kuskanook. There are now seven hotels in that mushroom town.  
 Services will be held in the Methodist church next Sunday, Feb. 27. Morning at 11 and evening 7:15. Preacher R. N. Powell.  
 Over 50 men are working on the Queen Bess, and this number will be increased as soon as more accommodations can be provided.  
 The Spokane Miner and Electrician is now published weekly. It is edited by Percy Godenrath, formerly of Kaslo and New Denver.  
 Divine service in the Presbyterian church on Sunday, Feb. 27, at 11 a. m. and 7:15 p. m. All are invited to attend. W. J. Booth, preacher.  
 H. O. Alexander will next week remove his law office from New Denver to Vancouver. A host of Slokan friends wish him success in the city of his birth.  
 A pleasant evening was spent Tuesday evening at the home of Mr. and Mrs. Frank Pyman by the Sunday school choir and the senior members of the school.  
 D. R. Young has purchased the plant of the deceased Slokan City Pioneer, and removed it to Moyea City where he will publish a paper. This will be sad news for the inhabitants of that young and beautiful town.  
 The Pioneer, of Slokan City, has gone up the flame, and its late editor, Richard Butler has gone to Spokane. Dick is a talented writer, a genial companion, and a man who will make friends wherever he elevates his headgear.  
 The office fixtures and electrical supplies of J. A. McDonald were seized this week by J. C. Bolander for rent. The electric light plant has been shut down for the past six weeks, owing to the lack of wood and various other causes.  
 Walter L. Crone, who has been with H. A. Nelson & Sons, of Montreal, for the past 23 years, was in Kootenay last week. Mr. Crone is heavily interested in the Texada Kirk Lake Gold Mines Co., now operating on Texada Island, and it is quite likely that he will strike it rich when development work shows up the property.  
 The New Denver Athletic Club will give an entertainment on the 17th of March in Clever's Hall. The program will consist of boxing, club and dumb bell swinging, fencing, comic singing and many other features that will be appreciated by the audience. The proceeds will be used for improving the gymnasium and no doubt the house will be filled from the footlights to the box office. A dance will follow the stage performance and an enjoyable time is promised all those who attend.  
 On Monday night a meeting was held in the school house to discuss ways and means of raising funds to pay off the balance owing on the school house property, and it was finally agreed to hold

an entertainment of the evening of March 5th. The program is not fully compiled at present, but it is understood the entertainment will be one of the best ever given in the Slokan by local talent, and the eating end of the evening's pleasures—but its unnecessary to mention this for the ladies of New Denver are far famed for putting up a good evening's grub stake.

## BEAT THE ROTHSCHILDS.

Montreal, Feb. 10. (Special in Toronto World).—For once the Rothschilds, the famous London bankers, have been beaten in a mighty struggle to secure a charter for a Yukon Railway enterprise. The experience for them is said to be novel. The humble individuals who seem to enjoy a bigger pull with the Laurier Government are none other than Messrs. Mann and McKenzie, who have secured the contract for building a narrow gauge road from Telegraph Creek to Teslin Lake, a distance of about 150 miles, at a subsidy of 25,000 acres of mineral land per mile. Members of Parliament, being aware that the contract was entered into without tender, will be somewhat startled to learn that the Rothschilds, while waiting all monopoly, offered to build a railway into the gold region for a subsidy of 5,000 acres of mineral land per mile, at least two months before the Mann-McKenzie syndicate was organized. Messrs. Hamilton Smith and Henry Bratton, the representatives of the Rothschilds, are in the city. Their principals proposed for the consideration mentioned above to construct a railway inland from Pyramid Harbor via the Dalton trail, a distance of 100 miles, to a point where there is open navigation down stream to Dawson City. The nominal objection that Pyramid Harbor is in Alaska, and that the road would traverse a short strip of the United States territory, is offset by the compensating advantages of the Dalton over the other route they claim. Pyramid Harbor, it seems, is open all the year, and possesses better harbor accommodation than Fort Wrangle (in American territory), where in any event future travelers to the Yukon gold fields via the Stikine River—Mann-McKenzie route—will be compelled to disembark on arrival from Seattle, Vancouver or Victoria. Access to the projected railway can only be had by traversing United States territory, unless the railway is extended a 100 miles further southward from the Stikine River to the nearest harbor in British territory. The mouth of that river, of course, is in American territory, but Canadians have an equal right to navigate it.

The Rothschilds, after a careful examination of every available route by their engineers and explorers last summer, came to the conclusion, all things considered, that the Dalton route was the best and shortest route, even if it did cross a short strip of American territory. The proposition to build a line starting from a point on the British Columbia seaboard was scarcely considered, as, owing to the international boundary, which for a long distance follows the sinuosities of the coast at a distance of 50 miles therefrom, the railways would have to start at a point several hundred miles south of the mouth of the Stikine River.

Any such railway in conjunction with the 150 miles to be built by the Mann-McKenzie syndicate, together with a link representing the distance approximately from the mouth of the Stikine River to Telegraph Creek, would represent over 600 miles of railway—an impossible scheme if the rapid and early development of the Klondike region is taken into consideration.

The Rothschilds, having reached the conclusion that the terminus of any projected railway would have to reach tidewater, gave Pyramid Harbor the preference. The engineers reported adversely on the navigability of the Stikine in summer, and its utter uselessness in winter. It is the only route by which the Mann-McKenzie Railway can be reached. The engineers of the Rothschilds report that the Stikine River is navigable for about two months in the year. There are enormous floods in the spring, with water so low in August that shallow steamboats have to wear "logs" to assist them over the sand bars. In canoes, while going up the stream, five days were occupied in going 90 miles. "Lining" and towing were resorted to at 20 places in one day.

## HELL OF SCIENCE.

Robert G. Ingersoll has written the following letter against vivisection:

Philip G. Peabody, Boston, Mass.—My Dear Friend: 'Vivisection is the inquisition—the hell—of science. All the cruelty which the human—or, rather, the inhuman—heart is capable of inflicting, is in this one word. Below this there is no depth. This word lies like a coiled serpent at the bottom of the abyss.

We can excuse, in part, the crimes of passion. We take into consideration the fact that man is liable to be caught by the whirlwind, and that from a brain on fire the soul rushes to a crime. But what excuse can ingenuit form for a man who deliberately—with an unaccelerated pulse—with the calmness of John Calvin at the murder of Servetus—seeks, with curious and cunning knives, in the living, quivering flesh of a dog, for all the throbbing nerves of pain? The wretches who commit these infamous crimes pretend that they are working for the good of man; that they are actuated by philanthropy; and that their pity for the sufferings of the human race drives out all pity for the animals they slowly torture to death. But those who are incapable of pitying animals are as a matter of fact, incapable of pitying men. A physician who would cut a live rabbit in pieces—laying bare the nerves, denuding them with knives, pulling them out with forceps—would not hesitate to try experiments with men and women for the gratification of his curiosity.

To settle some theory he would trifle with the life of any patient in his power. By the same reasoning he will justify the vivisection of animals and patients. He will say that it is better that a few animals should suffer than that one human being should die; and that it is far better that one patient should die, if through the sacrifice of that one, several may be saved.

Brain without heart is far more dangerous than heart without brain.

Have these scientific assassins discovered anything of value? They may have settled some disputes as to the action of

some organ, but have they added to the useful knowledge of the race?

It is not necessary for a man to be a specialist in order to have and express his opinion as to the right or wrong of vivisection. It is not necessary to be a scientist or a naturalist to detest cruelty and to love mercy. Above all the inventions of the ingenious, above all the victories won on fields of intellectual conflict, rise human sympathy and a sense of justice.

I know that good for the human race can never be accomplished by torture. I also know that all that has been ascertained by vivisection could have been ascertained by the dissection of the dead. I know that all the torture has been useless. All the agony inflicted has simply hardened the hearts of the criminals, without enlightening their minds.

It may be that the human race might be physically improved if all sickly and deformed babies were killed, and if all the paupers, liars, drunkards, thieves, villains, and vivisectionists were murdered. All this might, in a few ages, result in the production of a generation of physically perfect men and women; but what would such beings be worth? men and women healthy and heartless, muscular and cruel—that is to say, intelligent wild beasts?

Never can I be the friend of one who vivisects his fellow-creatures. I do not wish to touch his hand.

When the angel of pity is driven from the heart; when the fountain of tears is dry, the soul becomes a serpent crawling in the dust of a desert.

Thanking you for the good you are doing, and wishing you the greatest success, I remain, yours always,

—R. G. INGERSOLL.

## NOTICE.

Mr. H. L. Nicholson is no longer in our employ.

BOURNE BROS.

Nakusp, 12th Feb., 1898.

## An Open Letter.

CAMP, Feb. 1, 1898.

C. F. Nelson, Druggist, New Denver:

Dear Sir: Allow me to hereby express my sincere appreciation of your kindness in having recommended me to use FAX'S SARSAPARILLA.

I have used many blood purifiers, but never have I met with anything so beneficial as Fax's Sarsaparilla. I have only taken two bottles yet and already feel like a new man. By the time I have taken the six bottles I bought of you I will report again.

Wishing you all success, I remain, Yours truly, JOHN S. N.

**C.O.D. LAUNDRY**  
 Goods called for & Delivered

We are now in a position to give thoroughly satisfactory service and solicit your patronage. We make a specialty of the finer lines of Cambrics and Linens, etc. All business cash on delivery.

**Work Done on Short Notice.**  
 C. M. NESBITT, Prop.  
 Rates furnished Hotels, Steamboat Companies, etc. on application.  
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Advertise in the B. C. Review, The only representative B. C. Journal in Europe.  
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**IF YOU ARE ENERGETIC & STRONG**  
 If you are above foolish prejudice against castrating for a good look, write and get my proposition. The information will cost nothing. I have put hundreds of men in the way of making money; some of whom are now rich. I can do good things for you, if you are honorable and will work hard.  
 T. S. LINSCOTT, Toronto.

## NOTICE.

NOTICE is hereby given that, 30 days from date we will apply to the Stipendiary Magistrate of West Kootenay for a license to sell liquor at retail at our hotel in Cariboo City, West Kootenay, B. C. CLEMENS & McDUGGALD, Cariboo City, B. C., Feb. 5th, 1898.

**FRED J. SQUIRE**  
 Nelson, B. C.  
**Merchant Tailor.**

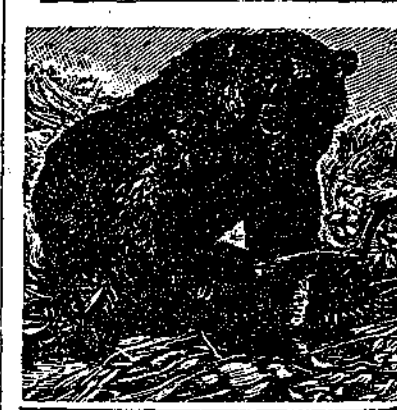
Full Line of Suitings and Trousings always on hand.

## Increase Your Business and Make Money

Full Prices. Correct Selection

HANDLING

Ropes and Tags Furnished Free



**FURS**  
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IMMEDIATE REMITTANCES.

JAS. McMILLAN & CO., Inc.

200-212 FIRST AVE. NORTH.  
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**The Ladies say**

That they will send no more to the T. Eaton Co. for Dry Goods and Furnishings; as the goods cost much more when landed in New Denver; besides, they are often old and shoddy and they seldom get what they order. But—

## Different Here

Our goods are new and of the best quality; the patterns are of the latest designs, and, above all, Our prices are right.

N. B.—We are offering a fine line of Ladies' Fickets, Boys' and Men's Overcoats and Peas, at below anything ever before offered in the Slokan. Call and examine our goods and satisfy yourselves.  
**McLachlan & McKay,**  
 New Denver.

**T. H. HOBEN**

Has an Immense Stock of

**READY-MADE CLOTHING, BOOTS & SHOES**

No necessity for freezing to death if you have a few dollars to invest in this kind of stock.

Call in. The prices will astonish you.

**P. BURNS & CO.**

Wholesale and Retail

**MEAT DEALERS**

NEW DENVER AND SILVERTON.

**Fresh and Salt Meats Poultry, Eggs, Etc**

SHOPS AT ALL IMPORTANT POINTS IN KOOTENAY.



ASSESSMENT ACT AND PROVINCIAL REVENUE TAX ACT.

Nelson Division of West Kootenay District.

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 1898. All the above named taxes collectible within the Division of Nelson, West Kootenay District, are as follows:—

Assessment taxes are collectible at the following rates, viz:—  
 If paid on or before June 30th, 1898—  
 Three-fifths of one per cent. on real property.  
 Two and one-half per cent. on assessed value of wild land.  
 One-half of one per cent. on personal property.

On so much of the income of any person as exceeds one thousand dollars the following rates, namely:— Upon such excess when the same is not more than ten thousand dollars, one and one-quarter of one per cent.; when such excess is over ten thousand dollars and less than twenty thousand dollars, one and one-quarter of one per cent.; when such excess is over twenty thousand dollars, one and one-half per cent.

If paid after 1st July, 1898—  
 Four-fifths of one per cent. on real property.  
 Three per cent. on the assessed value of wild land.  
 Three-fourths of one per cent. on personal property.

On so much of the income of any person as exceeds one thousand dollars the following rates, namely:— Upon such excess when the same is not more than ten thousand dollars, one and one-quarter of one per cent.; when such excess is over ten thousand dollars and less than twenty thousand dollars, one and one-quarter of one per cent.; when such excess is over twenty thousand dollars, one and one-half per cent.

Provincial Revenue Tax, \$3.00 per capita  
 JOHN KIRBY,  
 Assessor and Collector.

Kaslo, Feb. 5th, 1898.

**AGENTS** Sell "KLODKKE GOLD FIELDS" like a whirl—capital necessary. Big pay. RAILWAY-GARRISON COMPANY, Limited, Toronto.

## Port of Nakusp.

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SANDON, B. C.

## John Cholditch &amp; Co.,

**NAKUSP, B.C.**  
**WHOLESALE GROCERS**

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## M'CALLUM &amp; MILLSPAUGH

Dealers in

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 Miners' Supplies, Paints, Oils, Glass and Putty, Doors & Windows.

**SLOKAN CITY, B.C.**

## Silverton Drug Store

Drugs and Stationery, Toilet Articles, Sundries, Trail Blazer Cigars.

**R. O. Matheson, Proprietor, Silverton, B. C.**

## Slokan Hospital

NEW DENVER, B.C.

An office of the Slokan Hospital has been opened at Sandon under the medical superintendence of DR. P. H. POWERS. Subscribers on presentation of their orders or tickets at the Sandon office will receive medical or surgical treatment and the necessary medicines free of charge. All serious cases will be admitted to the Hospital for treatment. Miners in regular employ, subscribing through their payroll, can secure all the privileges of the above. For further information apply to—  
 J. E. BROUSE, M.D.,  
 New Denver, B.C.

## THE KASLO HOTEL

Family & Commercial.

**Large and Comfortable Rooms**

Fitted with every modern convenience. Special protection against fire. Rates \$2.50 and \$3 per day.  
**COCKLE & PAPWORTH, Proprietors.**

## The Leland House,

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Is a comfortable hotel for travellers to stop at.

**Mrs. McDougald.**