THE YMIR HERALD.

VOL. 2—No. 35 YMIR, B. C., SATURDAY, SEPT. 2, 1905 PRICE FIVE CENTS.

Library, Legislative Assembly
SEP 5 1905
VICTORIA

LOCAL ITEMS

BORN.—On Monday 28th inst, to the wife of James Ruddy, at Ymir, a daughter.

Mrs. Newitt and family removed to Nelson on Wednesday last, and will reside there permanently.

Stephen Bywater, president of the Broken Hill Co., has been rusticating for a few days at Hall Siding.

Nels Chisholm, is back in Ymir, and is doing development work on the Goodenough Group near the Ymir mine.

For the third time this year the town of Fernie has been visited by a disastrous fire. In the last instance the damage done amounted to over $35,000.

The versatile R. T. Lowery has returned to Nelson, and is starting up that mine of humor and wit which is known throughout the province as Lowery's Claim.

Nurse Secord, of the Ymir General Hospital, left that institution on Wednesday last. She goes east to be married and carries with her the good wishes of many Ymir friends.

The president of the Citizens' Association is calling a special public meeting of all the citizens of Ymir, to consider the election of a new fire chief. The meeting will be held in the Union Hall rooms on Thursday next at 8 p. m.

The visitors list at Hall Siding included a lot of picnickers this week. Amongst others were Mrs. Nesbit of Northport, Mrs. McGinty and daughter of Los Angeles, the Misses Klavena and Mrs. Captain Duncan of Nelson, Stephen Bywater of Spokane, Mr. and Mrs. A. H. Tuttle, and Mr. and Mrs. Percy Gleazer of Ymir.

On Sunday last a number of Ymirites went down to Salmo to attend the funeral of little Miss Isabel Cawley, whose sad death was recorded in in our last week's issue. The funeral service was held in the school room at Salmo, the Rev. Mr. Elmhurst of Ymir officiating. The schoolroom and the graveyard were profusely and tastefully decked with flowers, and nearly all the residents of Salmo, showed their sympathy with the bereaved parents by following the body to the grave.

Hotel Arrivals

McLEOD HOTEL:—

Louis Cook, San Francisco;
E. Richardson, Vancouver;
G. A. McIntyre, Vancouver;
H. J. Moore, Nelson;
N. Chisholm, Spokane;
A. B. Sloan, Erie;

COSMOPOLITAN HOTEL:—

R. Rennie Lake View Idaho.
J. C. Clark, Phoenix.
Margaret Reith, Champion,
John Reith, Waneta;

WALDORF HOTEL:—

W. G. Ross, Vancover;
H. Kobel; Hall
W. Swanell; Nelson
F. Nunn, Nelson,

CHURCH NOTICE.

PRESBYTERIAN CHURCH—Sunday School and Bible Class, 10 a. m. Evening service, 7:30. Young Peoples' Society meets on Friday evening at 8 o'clock. All are welcome. Rev H. Young, M. A., Pastor

CORRESPONDENCE.

A Chance for Ymir Babies

Editor Ymir Herald.

Dear Sir:—Upon the second day of Nelson's Annual Fair this year, there will be held one of the greatest baby shows ever held in Canada. Having been appointed manager of this interesting feature of Nelson's Fair, I am very desirous of making it a remarkable success, and I am anxious to have your town well represented with beautiful babies, double or single. We have collected several hundred dollars worth of prizes, and will be pleased to have the name and age of any babies Ymir wishes to enter. Kindly get your towns people interested in Nelson's baby Show. Later a full list of the prizes will be published.

Thanking you for a reply,

Very Respectfully,
Mrs. Jennie E. Harris

Card of Thanks.

Salmo, B. C. Aug., 30th, 1905.
Editor,

Dear Sir:—We wish to convey through the columns of your paper, our sincere thanks to the many friends in Ymir and Salmo who assisted us and showed us such very great kindness in our late sad bereavement.

W. H. Cawley,
Sarah J. Cawley.

The Cry for Help.

Favorable crop reports are received from all western points. Wheat cutting is now becoming general in the northern and central portion of Manitoba

An Oxbow, N. W. T., despatch reads: "Harvesting in full swing. Send up 200 harvesters immediately out of that Montreal excursion."

From all points of the west comes the cry for help.

MINING NEWS

Ed Peters has a force of men doing assessment work on the Telegraph Group at the head of Hall Creek.

The Ark Mining and Milling Co., has been incorporated to operate the Ark Group on Clearwater Creek. The capital is $100,000 divided into 100,000 shares of 25 cents each. J. J. Budd is the local manager.

Recent shipments from the Hunter V. mine run as high as twenty five ounces in silver and $9 in gold. Considering the nominal treatment charges on this ore, the shipments must be making a goodly profit.

During the month of June 118.8 tons of ore were shipped from the Arlington mine, producing a net return from the smelter of $4,701.12 or nearly $40 per ton. In July 63.18 tons were shipped producing $2,997.35 net or over $47 per ton.

The Goodenough Group adjoining the Ymir mine, which is now being worked by Nels Chisholm and O. Lovell, has developed a very promising showing. The vein itself is exposed with a width of twelve feet, and carries galena throughout that width. The ore is precisely similar in character to that in the Ymir ore shoot on the upper levels, and it is remarkable that where the Ymir ore shoot ceases on the one side of a little creek, the Goodenough vein commences on the other side, only further down the hill.

The Hastings, British Columbia, Exploration Syndicate.

Arlington Mine.

The following is from the directors' report:

"During the year 1,688 feet of development work was done, consisting of drifts, crosscuts, raises and winzes, the total cost of which for labor was $10,324.11, equal to $6.12 per foot, which compares favorably with previous years.

"During the year 1903-4 I followed up a small streak of high grade ore which had been exposed above the No. 1 or main tunnel, and which assayed well, but was considered too small to work. This streak enlarged and spread, and finally developed most of the ore which was shipped during this year. This new ore body extended to within 5 ft of the ore previously mined in the large stope known as the 'Bull pen,' and was only separated from it by a thin layer of barren slate. The development of this ore body necessitated the continuance of the old 770-ft. north level, and afterwards of the No. 2 prospect adit. The 770-ft. north level has been continued, with the bends, for a distance of 550 ft., which places the present face 280 ft. in a straight line to the north-east of the former workings. Ore was found a short distance from the face of the old workings, and has continued, with occasional interruptions, to the present face. I continued the No. 2 prospect adit in order to further develop the mine in the direction of this new ore body, and to drain the water from the workings which follow the ore to the west, and below the 770-ft. north level. This adit has been continued a distance of 176 ft., and is now connected for air by means of a raise to No. 1 tunnel, a distance of 68 ft. Some small bunches and stringers of high-grade ore were met with in driving this level, but so far no regular ore shoot has been exposed. The adit will have to be driven another 100 or 150 ft. to come under the ore body on the 770-ft. north level, and will give about 100 ft. on the vein between the two levels.

"Freighting by wagon was commenced on June 2, 1904, and continued with some interruptions until November 22, during which period 581.4 tons of ore were hauled to Erie. Hauling was resumed on sleighs on December 27, and continued to the end of February, and 525.7 tons were hauled to Erie. This year hauling by wagon commenced on May 10, and 70.7 tons were shipped by May 31. Hauling by wagon was commenced earlier than usual this year, but rain has kept the road soft and in bad condition, and the government has not done any repair work at all on the government road, which has caused delay and extra expense to the company.

"During the year returns were received from the smelter on 1,128.75 tons of ore, the gross value of the contents being $66,140, and the net smelter returns, after deducting the cost of freight and treatment, and the usual smelter deductions, $53,700.57. The average gross value was $58.60 per ton, and the average net smelter value $47.70. Of this ore, 112 tons shipped were taken from the Head Arlington workings, the average net smelter value of this ore being $59.33 per ton, and 1,016 tons were from the Arlington workings, the average net smelter value of which was $45.30. These values were slightly higher than those obtained last year.

"In addition, a sum of $1,200.42 was received from the Dominion government as a bounty on the lead contents of the ore, making a total received from ore of $53,900.69.

"The total cost of mining and hauling to Erie was $34,746.08, leaving a gross profit of $19,154.61, equal to 26.34 per cent. of the net smelter returns.

"The detailed mining costs per ton of sorted ore were as follows:—

	Per ton.
Development (labor)	$9.15
Stoping (labor)	9.04
Sorting and tramming	3.98
Timbering	.40
Supplies	2.25
Surface and general expenses, including assaying and surveys	1.93
Hauling to Erie and loading on cars	2.77
Ore tax	.87
Insurance	.40
	$30.79

The cost per ton for development has been increased, owing to the greater amount of development necessitated by the opening up of fresh ground, and the cost per ton for stoping is greater than that for the previous year, caused chiefly by the extra expense of stoping small high grade sheets of ore in the Head Arlington. The total cost per ton of sorted ore is 20 cents higher that in the previous year; the average net smelter value, however, was greater by $2.38 per ton, which is further increased by $1.06 per ton lead bounty, making a total increase of value per ton of $3.44.

"Altogether 1,246 mine cars of ore and 13,283 mine cars of waste were trammed out of the mine during the year, and in addition the stopes were filled up solid with waste, so that, allowing for the difference in weight between a car of ore and a car of waste, there was mined ten tons of waste for every ton of ore shipped. The total quantities of rock mined and of ore shipped would therefore be in the proportions of eleven to one, and the cost of mining, tramming, sorting and timbering, including supplies, would be $2.25 per ton of rock mined.

"The above costs include all the expenses incurred at the mine, and in connection with mining and shipping, but do not include the expense of the Nelson office and of the general manager.

"The development of this new ground on the 77 ft. north level is of very great importance to the future of the mine, as it opens up large possibilities. There is a large block of ground belonging to the company lying to the north of the present workings, and if the vein carried ore throughout the ground lying between the present stopes and the old Micawber workings, it will be seen that there is a large area of the vein to be developed. The ore shoots now exposed are narrow, but more continuous than in the portion of the vein already stoped. It is impossible to give any estimate of the quantity of ore in sight; the shoots are only exposed on one side, and also they generally turn out more ore in stoping than the exposed side would indicate but there is more ore now exposed than at any previous time during my management, and there is a large block of ground in which it would be reasonable to expect development to find fresh ore shoots."

The directors' report and the statement of accounts and balance sheet were unanimously adopted, a dividend at the rate of one shilling (25 cents) per share on the share capital was declared; the sum of £500 ($2,500), as remuneration for their services, covering a period of nearly eight years, was voted to the directors, to be divided by them in such proportions as they shall agree upon.

NOTICE.

A cross marked in this space..... indicates that your subscription is in arrear and we would be glad to hear from you if you wish to have it continued.

The Ymir Mine.

Rich Strike on 500-foot Level.

One of the most important strikes made this year is that reported from the Ymir mine this week. The report has been amply confirmed and there is now little doubt but that in a short time the mine will be making profits comparable to those made in its dividend paying days.

The strike in question was made on the 500-foot level on the west drift. The ore was encountered first last Friday week, and showed at first as a narrow streak. Since then it has widened to six feet of solid ore. This ore is a straight shipping ore, and although its actual value has not been given out, there is little doubt but that it will run over $20.00 per ton. The fact that the strike was made in the west drift is somewhat of a surprise as it has always been maintained that the easterly workings were most likely to encounter other shoots of ore, Mr. Hand, the present manager, however on his first inspection of the property formed the conclusion that the indications in the western drifts were most favorable, a conclusion which has been amply sustained by the present strike. It is further reported that the west drift on the 1000-foot level now looks very promising.

A month ago the manager cabled as follows for the month of July:

"General condition of things better. Levels five and seven, ore payable. Twenty stamps ran 31 days and crushed 1,700 tons (2,000 lbs.) of ore, producing 321 ounces bullion. The estimated realizable value (gross) of the product is $3,150; 155 tons of concentrates, shipped, gross estimated value $3,700; cyanide plant treated 1,330 tons (2,000 pounds) of tailings producing bullion having estimated gross value of $1,325; sundry revenue $45; total $8,220; working expenses, $8,035; profit $185. There has been expended during the month on development $2,942."

From these returns it will be observed that the general average of ore treated was of a far better grade than for many months previous. The net recovery was nearly $5 per ton a figure approximating that of the years in which dividends were paid.

Fire Brigade Signals.

Fire chief Coffey has prepared the following signals for handling the fire alarm: Steady ringing means fire. One stroke (pause) two strokes (pause) three strokes, means a call for help to handle the hose when drying and reeling it up after use.

THE YMIR HERALD

Published every Saturday and mailed to any address, or delivered by carrier in town.

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Advertising rates, $1.50 per inch per month

THE HERALD can be had from all leading newsdealers in the district, or can be obtained direct from the office.

Commercial printing of every description done on the premises at standard prices.

PUBLISHED BY THE

HERALD PUBLISHING COMPANY

H. KEARNS, MANAGER.

SATURDAY, SEPT. 2, 1905.

The trouble has already commenced between the Federal Government and its protege the Grand Trunk Pacific Strained relations exist over the location of the Winnipeg terminal. While it was practically agreed at first that the Government should select the terminals, the Grand Trunk Pacific company appears to have become somewhat unruly of late and proposes to have terminals located where it desires.

In the meantime the Canadian Northern Railway, which has been waiting on the Government and Grand Trunk Pacific to arrive at some decision which may result in having a Union depot, is tied up, and while its plans are practically made it cannot proceed with construction.

It is said that the Government is held under an obligation by some of its strong supporters to place terminals in one location, while the Railway Company has its own ends to serve by placing them in another.

The great enlargement and success which has attended mining in British Columbia, during the last two years, is at last having its due effect upon the London market and removing the somewhat poor reputation the mines of this province have had in that market for so long. The B. C. Review published in London says:

"There is no doubt that on the whole the mining industry in British Columbia is on a sound and progressive basis. From nearly every mining section in the province reports of extended operations and new mines are general. The speculative period, when a proposition was a 'mine,' and shares sold indiscriminately, has perforce been succeeded by development, when companies have been compelled to justify their existence. But outside capital is again seeking investment in mines that make a favorable showing, and notwithstanding the difficulties and obstacles that have rendered the development of the mineral wealth slow and disappointing, profits are becoming more regular than they were."

Locally things have greatly improved during the last few months. The Arlington mine has declared a dividend, the Ymir mine has struck a new and very considerable body of shipping ore, the Hunter V. is shipping richer ore that heretofore, the Second Relief is making bigger money than during any previous year, and the Porto Rico is also making good money for its lessee.

New Westminster Fair.

Among the attractive additions to the buildings at Queen's park, where the 1905 Dominion Fair will open on Sept 27, is an elaborate band stand for the accommodation of the Royal Irish guards band, which has been engaged at enormous cost as the musical feature of the big exhibition.

Although the Irish Guards have not been long in existence, and up to their formation there was no particular Irish battalion forming one of the household regiments, it has yet gained a reputation for itself as a magnificent organization, so far as the rank and file are concerned, but more especially through the splendid band that C. H. Hassell succeeded in getting together.

An Atlas For $1.00.

The Great Northern Railway has issued an Atlas of 56 pages containing up-to-date maps of Iowa, Wisconsin, Minnesota, North and South Dakota, Montana, Idaho, Washington British Columbia, Oregon, Kansas, Missouri, Nebraska, Wyoming, Colorado, Alaska, Hawaii, Japan, Philippine Islands, China, the United States and of the World.

In addition to this, the Atlas contains valuable statistical information relative to the states named above, is printed on the very best quality of paper, shows the lines of the Great Northern Railway, and is in every way a commendable work.

This Atlas will be distributed at the actual cost of production and will be sent to any address upon receipt of $1.00. Address, F. I. Whitney, Passenger Traffic Manager, Great Northern Railway, St Paul, Minn.

MINERAL ACT.
(FORM F.)

Certificate of Improvements.

Notice.

Blue Quartz, Rover, New York Central, Mineral Zone and Canion Fractional Mineral Claims situated in the Nelson Mining Division of West Kootenay District.

Where located:—On Jubilee Mountain about two miles from Ymir.

TAKE NOTICE that I, F. C. Green, acting as agent for A. R Peters Free Miner's Certificate No. B. 81,991, and F. B. H. Bonter Free Miner's Certificate No. B. 81,992, 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 claims.

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

Dated this twenty-eight day of July, D. 1905

A. F. C. Green,
Nelson, B. C.

Companies Act 1897.

Notice is hereby given that Edgar Milton Hand, resident mine manager of the Company at Ymir, B. C., has been substituted the attorney of the "Ymir Gold Mines, Limited," and that the former substitution of Savannah Johnson Speak has been revoked.

Dated July 20th, 1905.

S. Y. WOOTTON,
Registrar of Joint Stock Companies.

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The G. T. P. Coast Terminus.

The Toronto "Globe" in a recent issue contained the following letter from Bishop Du Vernet, Bishop of Caledonia, who is now in the East, describing Kaien Island, which is regarded by many as the likely terminus of the Grand Trunk Pacific:

While it may be quite true that the Board of Directors of the Grand Trunk Pacific Railway have not yet even considered the question of the site of the western terminus, yet those closely connected with the company have taken such preliminary steps as to render it safe to say that the most probable site is Kaien Island, on Tuck's Inlet.

A brief discription from one who has been all round this locality may be of interest:

Kaien Island (pronounced by the Indians Rayen) is about 55 miles south of Port Simpson. It is a mountainous island, but on its north shore facing Tuck's Inlet there is a strip of land gradually sloping back to the base of the mountain, from half a mile to a mile and a half in width, and about three miles in length This is the probable town site. The Island is separated from the main land by a narrow passage, but the mainland is rocky and unsuitable for buildings. To the west of Kaien Island and separated from it by a strip of deep water, less than a mile in width, which forms the entrance to Tuck's Inlet, is Digby Island, 7,250 acres in size. This is a comparatively level island with good soil, but it is Indian reserve. Digby Island forms the western breakwater to Tuck's Inlet, which is about 10 miles in length Coming in from the Pacific by Brown's Entrance there is a channel a mile wide with a uniform depth of over eighteen fathoms. On most charts this has been erroneously marked 'foul water. When near the west shore of Kaien Island a turn is made to the north, passing between Digby Island on the left and Kaien Island on the right.

We sounded here again and again and found no bottom at twenty fathoms. This is the immediate entrance. Another turn, this time to the east, brings one to the proposed town site, situated on a magnificent landlocked harbor, large enough to float the British navy.

As serious injury is often done to a new country by foolish land speculation, made by ignorant investors, it may be well to note that so far as Kaien Island is concerned there is absolutely no room for private speculation. The Dominion Government controls the western point of Kaien Island and the whole of Digby Island as an Indian reserve. The Provincial Government has reserved the mountainous part of Kaien Island, worthless for building purposes, but suitable for a mountain park. The Grand Trunk Pacific Railway Company indirectly through an official has control of 10,000 acres, which embraces all the level land on Kaien Island not Indian reserve, and some good land on the opposite side of Tuck's Inlet.

This land and the money paid for it will be forfeited if this is not declared to be the terminus on or before June 30th 1906. The theory that the Kaien Island townsite will be a second Port Moody ignores the fact that the Dominion Government is an active partner in the contract. When the G. T. P submits its plan for a western terminus to the Dominion Government, and the Dominion Government approves of the location this must be final for the Marine Department must light the way in from the Pacific—an entirely different entrance to that of Port Simpson harbor if Tuck's Inlet be the choice. Port Moody and Vancouver are on the same inlet, and it was a simple matter to extend the C P. R. a few miles nearer the sea.

Northern British Columbia, with its magnificent scenery, its salubrious climate and its untold natural wealth in forest and field, mine and sea, will soon become most attractive to settlers. I am anxious to do all in my power to help the right kind of people to come to the Pacific Northwest and shall be glad to give any information that I can regarding Northern British Columbia, the district in which I am constantly travelling. Speculating in town lots which are on the side of some steep mountain or on some rocky islet miles away from any possible city will not help but retard the development of our country.

F. H. Du VERNET.
Bishop of Caledonia,
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ALEX. ODDIE PROP.

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U. S. T. Ross, Secretary

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11.05 a.m	Rossland	4.55 p.m
9.10 a m	Nelson	6.35 p.m
11:30 a m	Grand Forks	8.50 p.m
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7.00 a.m	Republic	6.30 p.m

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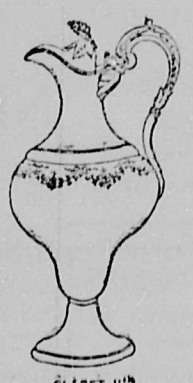

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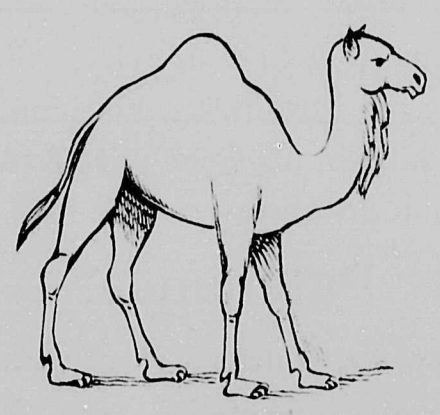

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We carry the famous Royal Household, just a car last week of this celebrated brand. No black and soggy bread made from this flour, always white light and wholesome. A trial sack will convince the most skeptical.

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Something new, an appetizing breakfast cereal, the largest for the money ever offered in Ymir. With each package we give a fancy piece of China at no extra expense to pufchaser.

DRUGS AND PATENT MEDICINES

We carry a well selected stock to cure all ailments of mind and body, from tooth ache drops to corn extractors, at strictly list prices.

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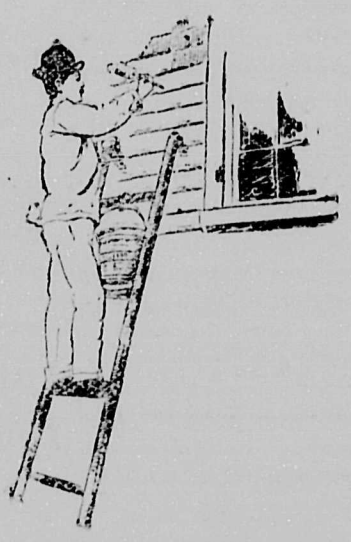
We keep the stock, style and quality, we can fit you out to look well, appear prosperous and feel that you are as good as a Standard Oil Magnate and twice as happy. Johnstone's Clothing and Bell's Shoes we absolutely guarantee. Right goods, right prices, and right people to deal with. No special prices to special customers, all look alike to us

D. CAMPBELL

U. S. T. ROSS,

Hardware Merchant, Ymir, B. C.



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All kinds of Plumbing, Tinsmithing and General Repair Work.

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Cash invested in Life Insurance is cash invested that will return compound interest.

All successful business men carry large amounts of life insurance. It provides for the family, protects a man in his old age, and protects his other investments. For rates on any form of life insurance apply to:

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NELSON & FT. SHEPARD RY. CO.
RED MOUNTAIN RAILWAY CO.
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and Great Northern, Northern Pacific and O. R. & N. Co. for points east, west and south; connects at Rossland and Nelson with the Canadian Pacific Railway.

Connects at Nelson with the P. R. & N. Co. for Kaslo and K. and S. points.

Connects at Curlew with stage for Greenwood and Midway, B. C.

Buffet cars run on trains between Spokane and Republic.

H. A. JACKSON
General Passenger Agt.
Spokane, Wash.

When in Nelson

Call at Patenaude's. You will find greatly reduced prices in Watches, Jewelry, Silverware, Cut Glass, and Novelties. You can always find something in his stock suitable for a gift, and his goods are always most reliable.

J. O. Patenaude,

Manufacturing Jeweller, Watchmaker and Optician.

PHONE 293. NELSON, B. C.

B. C. Timber.

The Provincial Government has just issued an interesting and useful bulletin upon the timber resources of the Province, from which the following particulars are taken:

"There are over 100 sawmills in the province, big and small, with a combined daily capacity of over 2,000,000 feet, but this limit has never been reached, the annual cut running between 300,000,000 and 350,000,000. The acreage of timber under lease is about 2,000 square miles, and the total area of forest and woodland is estimated by the Dominion statistician at 285,554 square miles, or 182,754,260 acres, but this must not be taken as all of present commercial value as much of it is covered with small trees, only fit for fuel and local lumber, which would not be considered as 'timber' by the loggers, whose present methods of selection are very destructive, as they choose only the largest and best of the trees. In a few years from now when timber, by reason of its scarcity elsewhere

Becomes More Valuable,

much that is now discarded by the timbermen will be gladly utilized and in all probability old limits will be cut over several times."

With regard to the prospects for 1905 the bulletin says:

"The lumbermen of British Columbia are very hopeful of a prosperous season (1905), and would consider it assured if the Dominion government would accede to their request to put a duty of $2 per thousand on rough lumber imported from the United States. The imposition of this duty, the lumbermen claim, would do no more than place them on an equal footing with their rivals of the United States, and would insure a great increase in production and consumption of British Columbia lumber. Meantime several of the big lumber companies are enlarging their plants and logging is being actively carried on to provide for the increased cut. One Vancouver mill is doubling its capacity, at a cost of $150,000. Capitalists from Eastern Canada and the United States are reported to be investing largely in timber limits on the coast and in the interior. The cut of the Kootenay mills for 1905 is estimated at 80,000,000, and it is understood that mills in all parts of the province will turn out at least an average cut.

"Exact figures as to the amount of capital invested in lumbering in British Columbia are hard to obtain, but a

Conservative Estimate

places the aggregate at $4,250,000, represented by mills, logging plants, logging railways, tug boats, etc., and exclusive of the value of lands purchased and leased as timber limits, which would total at least $1,500,000 more.

"During the eleven months ending November 30th, 1904, there was shipped via the Canadian Pacific railway from points in the state of Washington, 1,818 cars of lumber and 603 cars of shingles, the bulk of which was billed to points in Manitoba and the Territories, where it was sold in competition with British Columbia lumber. A large quantity of lumber, shingles and lathes were also exported to Manitoba and the Territories via the Great Northern and the Northern Pacific railways. It is impossible to obtain even approximate figures of these shipments, but they may be safely estimated in each case as equal to those made via the Canadian Pacific railway. The total shipments from Washington via the Northern Pacific in 1904 aggregated 30,551 cars of lumber and 22,689 cars of shingles; via the Great Northern, 11,474 cars of lumber and 12,866 cars of shingles."

The total cut of lumber considerably exceeds that of former years, amounting to 348,031,790, while the net revenue was $416,276.40.

The foreign lumber shipments from British Columbia for 1904 aggregated 38,220,148 feet in addition to which 1,306,569 feet of lath also went to foreign points. Up to the end of May this year the shipments were: Lumber, 18,681,223; lath, 150,000.

It was a house with a balloon frame standing on cedar posts. A fierce tempest from the north had struck it just after the roof had been put on and the weather boarding finished, and had pushed it five feet out of perpendicular.

The owner was sitting on the front step, calmly smoking his pipe, when the traveler happened along.

"Had a stroke of bad luck, haven't you?" said the traveller.

"Yep." (Puff.)

"Building would have stood it all right if it had been finished, wouldn't it?"

"I reckon so." (Puff, puff.)

"Going to tear it down and build it over again?"

"Nope." (Puff.)

"May I ask what you intend to do with it?"

"Nothing," answered the owner, removing his pipe from his mouth. "Goin' to wait fer a hurricane to come from the other direction and straighten it up agin."—Chicago Tribune.

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Teaming and Express . . . .

All orders promptly attended to and the greatest care exercised in the handling of goods.

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Come in and see the bargains in confectionery for the next few days. A line going at almost cost. All fancy boxes strictly at cost. These are cash bargains so be sure and bring your pocket book.

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Headquarters for Mining Men

Bar supplied with best brands of wines, liquors and cigars.

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NELSON B. C

Opposite Courthouse and new Post office, Best 25 : meal in town. European and American plan.

Only white labor employed. First class bar

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Cosmopolitan Hotel . . . .

(Under entirely new management.)

Dining Room and Bar supplied with the best in the market.

Right opposite depot, Ymir

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THE BEST BRAND OF DOMESTIC CIGARS.

The Kootenay Standard and Juanita.

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First-class Dining Room.

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PERCY GLEAZER, Secretary.
A. B. BUCKWORTH, Treas.

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CHEMIST AND ASSAYER.
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Reduced Rates and Special Excursions on all Railroads.

Concessions for sale
Write for Premium List and Race Program.

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3 DAYS 3

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J. E. Annable, Secretary.

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