

## BRITISH COLUMBIA.

Mining and General News From the Pacific Province.

### Development and Prosperity in Many Districts.

Superintendent R. Marpole, of the C. P. R., has just completed his trip through the "upper country" of British Columbia, in company with Mr. J. A. Mara, M.P. Navigation to Revelstoke is now over for the season, and the problem of providing more adequate means for reaching the Kootenay country forces itself more than ever upon the C.P.R. It will no doubt be discussed by Mr. Abbott during his visit to Montreal in January.

Like everyone else who has been over the ground, Mr. Marpole is thoroughly convinced that a wonderful future is in store for the Lardeau district as well as the Slocan, which can properly be termed "a poor man's paradise." With railway connections, which are already in sight, the settlement and stable upbuilding of both these rich districts is assured.

The wholesale immigration of settlers from Washington and Idaho who propose to settle on the line of the Calgary and Edmonton, near the former place, came under Mr. Marpole's personal observation, some time ago, when he had the pleasure of meeting a party of 15 sent forward as the representatives of some 75 families to spy out the land. From them the reasons of the exodus were obtained.

The immigrants, who include all nationalities and are all prosperous farmers, settled in the Palouse country when it was a dry and sterile tract. By strict attention to business, irrigation, etc., they transformed the land of their adoption into one of the finest grain districts in America, and when the railway came they were able to dispose of each acre of land which had cost them \$3 or thereabouts, for \$50, \$60 or \$75. Now they are looking for other farms at low prices, and will settle in the Northwest on C. P. R. and Crown land, no tract to meet with their approval being open to pre-emption or purchase for a song in Washington.

The arrivals from across the line next summer will number a couple of thousand souls, and besides being good settlers, these people bring plenty of capital with them.

### GREAT WEALTH OF THE LARDEAU MINES.

General Superintendent H. Abbott, of the C.P.R., was in Victoria recently. Mr. Abbott reports that the work of improving the line in his jurisdiction until perfection is eventually reached is still engaging attention. In what direction next season's operations will be, he is not yet in a position to say. New branches and improvements of various kinds will be discussed at Montreal, where Mr. Abbott will meet President Van Horne early in January.

Speaking about Kootenay district, Mr. Abbott said that his company would probably be very active in that district during the coming year. Some remarkable mining ground had been discovered during the present season, notably so in the Slocan and Lardeau country. In the latter, a short distance from Lardeau City at the head of the arm of the Upper Arrow lake, are the Great Northern and Haskins groups of mines, besides several others in the same neighborhood. The Great Northern is probably the largest body of galena yet discovered in Kootenay. It is thirty feet in width, and has been located for a long distance. It is cross-cut naturally in a couple of places by sudden depressions, which amply demonstrate the remarkable width of the ledge. This property has been secured by the Rockefeller's, and a party representing them were only prevented from reaching the mines a couple of weeks ago by a sudden fall of snow. The mines of Lardeau and Fish Creek would naturally send their ore north to the head of the north-east arm of Arrow lake for shipment. He looks for a great development of this new district next year. What the intentions of the C. P. R. were in the way of railway construction, he could not say until his return from Montreal.

### Kootenay and Slocan Districts.

W. C. Ward, manager of the Bank of British Columbia, expresses himself as being extremely confident that the Kootenay country is to cause a sensation in mining and mining circles. Mr. Ward says that South Africa has monopolized, to a great extent, the attention of English capitalists for some years past, but that there is at present a vast amount of capital waiting for investment in the other quarters. The brokers are looking for some place in which to place money to advantage, and are keeping their eyes on British Columbia. It is only necessary for someone "to start the ball-a-rolling," and for one mine, owned in England, to pay a dividend, to cause an influx of capital to this country, which will equal, if it does not exceed, that to South Africa. Mr. Ward predicts that within two years we shall be right in the centre of the most active and richest mining district in the world.

J. M. Harris, about seven months ago, left Wallace, Idaho, for the Slocan district. He found several promising properties. He bonded another interest, and a portion of a group of these claims he has bonded to Cœur d'Alene mining men. The property bonded is known as the Rico group, five claims being bonded of the seven in the group. The original owners were J. M. Harris, F. T. Kelley, Evan Jones and S. M. Wharton. A few weeks ago Evan Jones sold his interest to Mr. Udin, of Spokane. Harris and Kelley, owners of two-thirds, this week bonded their interests for \$25,000 each, \$2,000 each being paid down. Patrick Clark, formerly manager of the Poorman at Burke, is the buyer, and it is understood that Messrs. Campbell & Finch, Ben Kingsburg of Butte, and John M. Burke are associated with him. The bond is given for one year. No ore is to be shipped and there must be continuous work. The Rico shows a ledge 11 feet wide. There are six feet six inches of galena and 18 inches of carbonates. The lowest assays from the former was 108 ounces silver and 98 per cent. lead. The latter assays 57 ounces. The galena is pure shipping ore.

While D. C. Corbin was in Tacoma, he was interviewed by a reporter. He gave it as his opinion that vast fortunes would be made in Slocan. Mr. Corbin proposes to have the Nelson & Fort Sheppard road completed to Nelson by September of next year. Work on the road, which is about 70 miles long, will be commenced in the spring. The work will not be difficult, and

can be done for \$20,000 a mile. Mr. Corbin expects that this road will greatly benefit Spokane by giving it direct communication with this section.

### The Birds' Moving Time.

The fall is the time of year when hundreds of thousands of birds migrate, by night and by day, in large battalions from the frost-bound North down to the sunny South. These migrations form one of the most interesting studies of ornithologists, who tell us that the little voyagers make their long journey with the precision and discipline of an army on the march. They have their advance and rear guards, while the main body is kept compact. Of course there are stragglers who are unable to keep up with their companions, but these fall out of the ranks, and unless they perish make their way as best they can to their destination.

Now that cold weather has set in at the north, millions of birds of almost every species are on the wing for the south. They are traveling along the same high roads over which they have passed from time immemorial. Some of them go in vast congregations down the valley of the Mississippi, and will not on any account depart from that route until they reach their winter abiding-place. Others skirt along the fringe of the Rocky Mountains, thousands and thousands in a flock, halting at any stopping-place, so long as the weather is mild, and, when it is cold again, rising high into the air with a tumult of noises and continuing their southward march.

One of the most interesting things in connection with the night-flying birds is the apparently perfect system of signaling that they maintain when sometimes they are half a mile high in the air. They seem to have arranged a code of signals by whistling. The note is, of course, peculiar to the bird, and is used among other notes when singing, but for the purpose of signaling this note only is used. The bobolink, for instance, which has a wide range of song, when on the passage has but one cry, and he advises the main body of any threatened danger by whistling "spink, spink."

The birds that lead the main body are veterans who have made the march north and south for half a dozen years. The signal of a wild goose is a loud "honk." The kingfisher, who chatters in his summer creek and scolds so that you might almost imagine that he was a human being, simply gives a scream or a single resonant note, which keeps his forces together. The thrush and the robin each give a single shrill whistle which can be heard across a storm at night for a distance of nearly a mile. These birds are all great travellers. Some of them travel every spring and fall from the shores of Hudson Bay, from Labrador and even Greenland, to the tropic of Capricorn, a distance of 6,000 miles.

The massing of these forces in the early fall is very curious and highly interesting. Not a single bird starts southward until the cutting northern winds begin to pipe. Then all the families or broods for miles around begin to collect, until hundreds, and sometimes thousands, get together and form into a body on the edge of a wood. Here the younger birds wheel and scream and frolic, chasing each other through the air; but the elders appear sedate, and seem to be waiting to collect together every bird that should join the march.

It has long been a matter of conjecture as to how these birds can make their way at night, but it has been held lately by the best ornithologists that they are guided by the stars. This is proved from the fact that on clear nights they fly often to a height of three miles, and at that distance it would be utterly impossible for them to be guided by the topography of the route. Moreover, when the stars are covered the birds become bewildered, and have at once to seek the ground.

The captain of a schooner trading between Prince Edward Island and Newfoundland told the writer how, on one occasion, he had left the Newfoundland coast with a steady northeaster, which blew straight across the gulf, but after being out a short time the wind veered and blew from the south and it became very foggy. On the morning of the second day the crew were surprised to find about fifty of wild geese on the deck of the vessel, some of them clinging to the hatches, deck, or wherever they could get a hold.

Now a wild goose never starts out for a journey across the sea unless the wind is fair, and it will then start in the day, but not in the night. These birds must fly by the stars because they would have no other guide for 600 or 700 miles of water. Sometimes, however, the wind veers, and as a wild goose will not alight in the sea, it takes refuge on the first object that comes in sight.

### Chinese Wills.

From a curious report on Chinese wills prepared by Mr. Watters, Consul General at Canton, it appears that though the Chinese statute book contains no reference to wills the courts recognize them and do not even require them to be in writing. If, however, they are mere oral declamations they must be made in the presence of witnesses, whereas written wills need not have witnesses at all. As a matter of fact, the testator generally writes out his will privately and then entrusts it to his wife or hides it away in some safe place. In theory a man in China may dispose of his property as he pleases, but this is based on the assumption that he will not do anything contrary to the dictates of reason and natural affection. Thus a man may will away his property from his sons, but the court may set the will aside unless sufficient reason is shown. The most common reason given is unfilial conduct. Chinese wills do not, it appears, know anything of executors or administrators. The legal representative, with the assistance of senior relatives and the elders of the district, carries out the provisions of the will. In the interpretation of a will and in the carrying out of its arrangements when there is any doubt or difficulty, it is the uniform custom to consult with the elders of the place. The first appeal, however, is to the Heisei or other local authority.

Charity knows how to forget.

A sure sign of a mustache losing its incipiency is when it interferences with the soup.

The mantle of charity is sometimes cut entirely too short.

### Taking Time by the Forelock.

Sam Johnsing—Miss Matilda Snowball, I has brung yer some fowls for a Christmas present.

Matilda—But Christmas ain't here yet. Sam—Dat's why I brung yer de fowls now. Jess before Christmas de white folks loses confederense in de cullud race and puts burglar-proof locks on dar hen coops.

"It's been puzzling my brain," inadvertently remarked Snodgrass. "What has?" asked Sautively. "Whether a man with a glass eye ever has a pane in it."

### One of the Industries of the City of Toronto.

Of all the manufacturing concerns of the West, we call the attention of every one who is interested in foot wear to the manufacturing house of The J. D. King & Co., Ltd., whose goods are so well and favorably known from one end of the country to the other. Their building contains 40,000 square feet; is fitted up with all necessary machinery and has a capacity of 10,000 pair per week. This business was commenced in 1870 and has paid out for labor between 21 and 3,000,000 Dollars. They are selling goods from Newfoundland to the Pacific Coast. They manufacture all kinds of Boots and Shoes, from an infant's to a man's or a woman's, all sizes and shapes and are now in a position since forming a connection with the business of J. D. King & Co., Levis, P.Q., to give their patrons Boots and Shoes as low as any other house in the country. It is universally admitted that the goods made by this Company are the best fitting and the most comfortable Boots and Shoes made in Canada. A fact largely appreciated. This is accounted for from the fact of their having so many different widths and half sizes, that any foot not deformed can be fitted easily and comfortably. All goods made at Levis, they guarantee to be made of Western stock, same as used in Toronto and all solid leather. No Shoddy. The difference in price from Toronto made goods is the difference in labor, and the goods that are made in Levis will be sold as low as any goods that are manufactured East, of whole Western Stock. Goods stamped "J. D. King & Co., Levis," will be all Solid Leather, and those not stamped will be made of Eastern stock and not guaranteed Solid Leather. The factory in Toronto will continue to manufacture Fine Boots and Shoes and are aiming at making them finer than ever before. The heavy and coarser lines being made at Levis, Que.

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A.P. 638.

### Large as a Dollar

Were the scrofula sores on my poor little boy, sickening and disgusting. They were especially severe on his legs, back of his ears and on his head. His hair was so matted that combing was sometimes impossible. His legs were so bad that sometimes he could not sit down, and when he tried to walk his legs would crack open and the blood start.



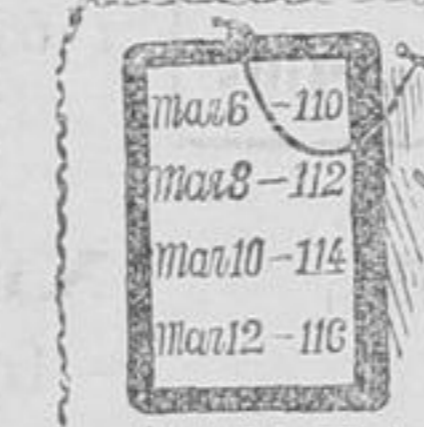
Jos. Ruby.

Physicians did not effect a cure. I decided to give him Hood's Sarsaparilla. In two weeks the sores commenced to heal up; the scales came off and all over his body new and healthy flesh and skin formed. When he had taken two bottles of

### Hood's Sarsaparilla

he was entirely free from sores." HARRY K. RUBY, Box 356, Columbia, Pennsylvania.

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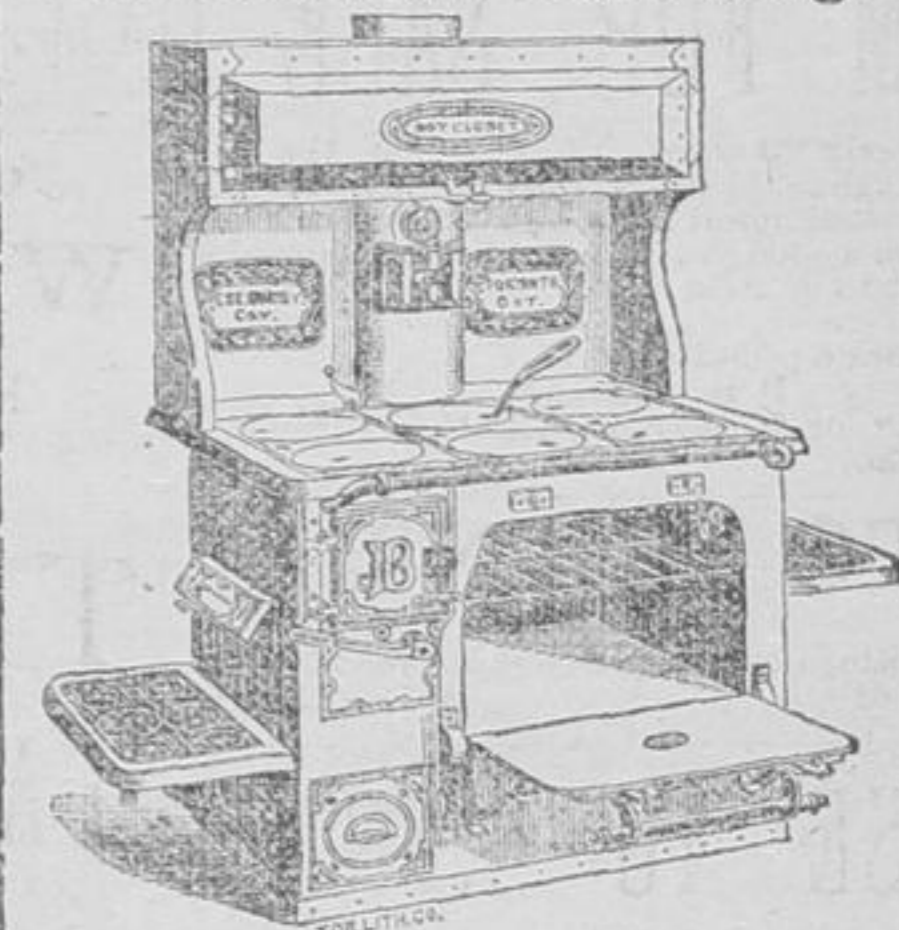
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