to build any number of needed cottages, where the investment would pay interest of fifteen, twenty and even twenty-five per cent net. And it is an undeniable fact that owners of property who would be satisfied with such a modest revenue would find no trouble in securing good tenants.

This article on Sumpter and its surroundings published in the Spokane Review last week, from the pen of L. Bush Livermore, one of THE MINER'S valued employees, was indeed a clever sketch. Some here who are familiar with existing conditions and to whom the element of novelty has thus been eliminated, may think the picture overdrawn. But such are neither the most accurate observers nor the best judges. The picture was surely strongly drawn, and because of this may appear somewhat exaggerated.

The story will serve to attract public attention to the town, as a half hundred columns of dull facts and figures could never do, for all will read Mr. Livermore's entertaining "stuff," their curiosity and interest will be aroused and then Sumpter will do the rest.

FROM Washington, D. C., comes the news that the vexed Alaska boundary dispute is about to be adjusted. A telegram dated the 29th instant says that Mr. Tower, the British charge there, called at the state department that day and handed Secretary Hay a note formally accepting for his government the provisions for the temporary adjustment of the Alaska boundary line proposed by Secretary Hay in his note of the previous day. With that note the long expected moratorium, or suspension, relative to the boundary question went into effect. This result has been brought about through the direct negotiation of Secretary Hay and Mr. Tower, after several failures to end the dispute. The state department itself has been very much interested in the matter without unjustly treating Canada. The division line, bounded on the west by the Dalton trail, is placed 224 miles above Pyramid Harbor, which is regarded, under the treaty, as tide water mark, so the Canadians are not allowed to reach any point on the Lynn canal. Moreover, there is no permission given for a free port or even for the free transfer across American territory of Canadian goods, except of minor belongings.

J. B. STODDARD, Manager.