

# MET MR. TURNER

### Enthusiastic Demonstration at Dominion Hall.

## AN ABLE ADDRESS

The Premier Eloquently Presents the Government's Policy.

## MR. COTTON ALSO SPOKE

The Premier Discussed the General Political Situation and the Policy of the Administration.—One of the Largest Meetings Ever Held in Rossland.

It was a hearty welcome that the people of Rossland gave Hon. J. H. Turner, premier of the province, when he appeared before them at Dominion hall Friday night. The audience was one of the largest ever gathered on such an occasion in the town, and scores were unable to gain admittance. F. C. Cotton, one of the leaders of the Opposition, who has designs on the premiership, and has been traveling around after Mr. Turner during the whole of his present trip, was present, and talked. John McKane was billed to make an address, but, much to the disappointment of the audience, he declined to say more than a few words as the hour was late.

Dr. Edward Bowes was chairman, and introduced the premier who was received with tumultuous applause.

After expressing his appreciation of the courtesy with which he had been received in Rossland, the premier took up the political situation, and pointed out that it had been the steady policy of the government to do everything possible to aid in the development of the province.

**The Agricultural Interests.** He dwelt at some little length upon the aid bestowed in fostering the agricultural interests, and showed how it was one of the planks of the administration's policy to further that great industry, not only on its own account, but also as reacting favorably on all the other industries of the province.

Coming to another plank, the credit of the province, Mr. Turner declared that it is the most momentous issue to receive the attention of the government. It was not to be denied, he continued, that a very large amount of money had been spent in opening up the Kootenay district despite the pressure brought to bear by the older and more settled parts of the country, where, so it was claimed, the money thus spent should have been distributed. Nevertheless, in the face of this opposition from the coast, the government persisted in carrying on its plan of development in Kootenay, confident that the country thus favored was well worth the most liberal appropriations, until now the Kootenays, although only partly developed, have more than demonstrated the faith of the administration.

**The Railway Question.** Taking up the railroad question, the premier recalled the fact that much vituperation had been hurled at the government for its part in carrying out railway construction throughout the province.

Touching upon the Nakusp & Slokan deal, which had been the object of peculiar animadversion, the premier pointed out that it was built in response to a demand for the instant construction of the road. It was imperative that the road should be built at once, since otherwise it would be impossible for the miners of the Slokan to get out their ore, and under the circumstances the government made the very best terms possible. (Hear.) The province last year netted \$18,000 from its interest in the road, and the profits in future promised to be even more lucrative.

With regard to the Shushwap & Okanagan railway, which opened up the Okanagan valley until it is now one of the fairest farming sections in the province, it was built under a similar demand, and although the road has not yet proven a financial success, yet the revenue now derived from Okanagan valley fully reimbursed the province for the expenditure involved in its construction.

**The Columbia & Western.** The construction of the Columbia & Western railway and the Nelson & Fort Sheppard, had been carried out under provincial grants of money and land, but who would say that they had not been well justified in view of the development of such towns as Nelson and Rossland? (Applause.)

The educational department of the government, continued Mr. Turner, was the subject of the administration's most jealous care, and the outlay for education was one of the largest in the provincial budget. Furthermore, he continued with pride, no one had ever charged the administration with polluting the educational department in the least degree for political purposes.

**The Judicial Department.** As to the judicial system, it was needless to point out that nowhere was the law administered more honestly, or revered more thoroughly than in British Columbia.

**Provincial Finances.** Reverting to the administration's financial conduct of affairs, the premier said that with all public improvements costing so much as they do here, it would be impossible for any government to carry out needed improvements without negotiating loans sufficient to cover the cost.

When several years ago the administration decided to establish British Columbia in London, Mr. Turner made a trip home. (He was an Englishman, he explained, and he could not get out of the habit of calling England home.) (Great applause) and endeavored to float a three per cent loan. When he broached the subject in London, people thought the project a foolish one, and the agent-general of the Dominion declared that as Canada had not

yet floated a three per cent loan, it was presumptuous for one of the provinces to do so. Nevertheless, the necessary bonds were floated and sold at 86. That was in 1890, and since then each subsequent issue of British Columbia debentures had gone at gradually increasing higher prices, until now they hold the proud record of being sold at prices varying from 102 to 103—a record third only to British consols, the standard of the world. (Great applause.)

The opponents of the administration had endeavored to explain away this remarkable rise by saying that the interest rate generally had undergone a steady rise. But this sophistry did not explain the rise, continued Mr. Turner, for a moment's thought would show that during the past eight years British consols had advanced only 12 per cent, while British Columbia securities had risen 19 per cent. In view of this disparity in the percentage of rise in the two sets of bonds, Mr. Turner pointed out that it was increased confidence in British Columbia debentures, and in his opinion this increase of confidence was primarily due to the development of the Kootenays and other British Columbia mining districts.

In this connection, Mr. Turner stated that while the government has been called an administration of incapables, yet it was self evident the rise in British Columbia provincial securities was the very best evidence that in the eyes of the shrewd financiers of London the government here was made up of men whose honesty and ability could not be questioned. In view of the fact that the country was thus being developed, and provision made for the future, the opponents of the government had declared that the administration had been carrying the province into debt, some \$300,000 or \$400,000 annually. But, as Mr. Turner demonstrated by figures he produced, this charge was totally unjustified.

In the past, the policy of the administration was to carry on the development of the province, and this policy should in future as in the past be its chief aim. The success which had attended this idea was evinced by the rapid rise in the revenues of the government from \$500,000 to \$1,500,000.

### The So-called Mortgage Tax.

Reverting to the cry of the opposition against the so-called "mortgage tax," Mr. Turner denied that there was really any such thing as the mortgage tax. Moreover, what was generally called the mortgage tax was neither a creation of the present government nor any of its immediate predecessors. While the tax was nominally paid by the lender, yet, in fact, it virtually came from the borrower, who paid the current rate plus the one-half per cent mortgage tax. The objection to the tax had arisen primarily, he continued, not from the borrowers but from the lenders, who argued that as the public had grown used to the additional one-half per cent tax, the public would continue paying the additional per cent to the lenders in case it were abolished by law. The hardship occasioned by the tax, were, so Mr. Turner contended, not so onerous as ordinarily considered. He had made a careful investigation of the subject among the farmers in the Fraser river valley, where the average value of the mortgages was \$750. On this value the mortgage tax at one-half per cent would be only the insignificant sum of \$3.75 per year, which could not be classed as a very onerous tithe. Taking the practical side of the question, the tax was yielding a revenue of between \$50,000 and \$70,000 yearly to the government, and if the tax were removed this sum must be made up to the province in some other way.

### Miners' Licenses.

It was generally known in Kootenay, continued Mr. Turner, what he thought of the present law on the subject of miners' licenses. Personally he believed no man should be obliged to pay a license until he recorded a claim, and the government in caucus was considering the subject favorably with a view to abolishing the tax on working miners, but was deterred from action by the large number of letters received from all parts of the province asking that the license be retained in its present form. The objection to the doing away with the tax on working miners was based on the fact that numbers of miners were coming in from the states, who contributed in no other way to the support of the province, and it was argued that it was only right that they should pay a license for the privilege of working in the mines of the country. In view of these letters, and in view of the wishes of many representatives that the tax be continued, the government decided not to alter it for at least another year to come. Personally, Mr. Turner could not deny, with a sentiment expressed in the letters on the subject, for he had little sympathy with any project whereby the Americans would be debarred from any privileges in this country, for he recognized that the men from the states had been most instrumental in upbuilding the country (great applause) and while in the republic to the south Canadians were debarred from taking up mineral claims, yet he hoped that the people of Kootenay, broad-minded and liberal, would take no such narrow views on the subject. (Great and prolonged applause.)

### The Kellie Truck Act.

Touching upon the Kellie Truck act, Mr. Turner explained that he favored the principles of the act, and he only opposed the bill as originally introduced by Mr. Kellie because as it then stood it was impracticable and impossible. (Applause.)

### The General Political Situation.

The general political situation, said the premier, was unequivocally on the side of the government, and speaking from a position of intimate knowledge he could say that the government sentiment now is 50 per cent stronger even than last time, when the government was enthusiastically returned. In the past, Kootenay members had fallen short of the full usefulness possible to them, not so much because they opposed the government, but because they had blindly supported the opposition in whatever it proposed. Let the electors of the Rossland riding select a good man to represent them, and nothing beneficial to this district would be denied.

The conclusion of Mr. Turner's address was the signal for general and enthusiastic applause that lasted for some time. When the tumult had subsided, Dr. Bowes, the chairman, announced that the next speaker would be W. J. Nelson, Q. C., after which Mr. Cotton would be at liberty to address the meeting. The announcement was marked by

an attempt of a half-dozen oppositionists to shout down Mr. Nelson with cat calls for Mr. Cotton. They reckoned without the chairman, for in a terse and vigorous speech he reiterated the program already arranged, and declared that no one could intimidate him nor secure the appearance of Mr. Cotton before the appointed time.

**Mr. Nelson's Address.** Mr. Nelson's address was a terse, eloquent review of the political situation, enlivened with humorous anecdotes, and he closed by expressing the belief that the premier would be returned to power, reinforced by the able independent government candidate from the Rossland riding.

**Mr. Cotton's Speech.** F. C. Carter-Cotton, one of the leaders of the opposition, and editor of the Vancouver News-Advertiser, was the succeeding speaker. Referring to a charge made by Mr. Nelson that the opposition was without a policy, Mr. Cotton declared that the government itself was without a platform.

Touching upon the premier's reference to the reasons why the tax on working miners was not abolished, Mr. Cotton declared that Mr. Turner's explanation was not ingenious. The mortgage tax was another object of Mr. Cotton's attack, and he declared that it was indeed a serious matter to the farmers all along the coast. Referring to the suggestion by the premier that the money lenders were anxious for the abolition of the mortgage tax, since thereby they could pocket the amount of it, Mr. Cotton denied that such would be the practical workings of the tax's nullification.

Mr. Cotton then discussed the Stickeen-Teelin Lake railway plan, suggested by the government, which, he endeavored to show, was a slimy scheme of the government's to beat the dear people out of their rights in the matter. The Chinese question was the special object of Mr. Cotton's verbal pyrotechnics, and he attacked the government as being the chief aider and abettor of Oriental immigration to British Columbia.

The reason why the opposition didn't rectify these wrongs was because it couldn't, he explained.

Then Mr. Cotton, who had been utilizing his rapid-fire artillery, suddenly opened up with a 13-inch gun on the land grant of the government. With a thunderous roar he fired the proposition point blank at the audience that the government discontinued its land grant policy and turned to cash grants because there was no more money to give away. In fact, it was a parting shot, for the carnage wrought by former ones was not so horrible as anticipated, Mr. Cotton fired a broadside at the premier, whom he accused of a large variety of new and original misdemeanors, but as Mr. Turner argued the witnesses alike refused to succumb, Mr. Cotton sailed away after a rattling fusillade, in which he dwelt upon the alleged general disreputableness of the present administration.

### Mr. Turner's Reply.

In his closing address, Mr. Turner refuted Mr. Cotton's assertion that the government had given away all the land in the province. There was 230,000,000 acres in the province, he said, and of this only 10,000,000 acres has been alienated.

Taking up the miners' license question, the premier denied that he had never declared in favor of retaining the tax on working miners' because it operated against Americans.

The real reason was based on the fact that the tax had been received protesting against the revocation of the tax, and the members from Cariboo were particularly anxious to retain the license, because there were 1,500 Chinamen there who otherwise would not be taxed.

Turning to the Chinese question, Mr. Turner declared it to be commonly understood that the Vancouver Coal company, the largest employer of Chinamen in the province, with 300 Chinamen in its employ, was the concern which furnished the funds for the opposition campaign.

This statement was denied by Mr. Cotton. The charge that British Columbia was commensurate with debt was refuted by a comparison with Ontario, "the perfect province," which is in debt \$59,000,000. At the conclusion of the premier's address, which was closely listened to, and heartily applauded, Mr. McKane stepped up to address the meeting, but as it was past midnight Mr. McKane limited himself to a short jocular speech, which was well received.

At the conclusion of the meeting, after the singing of the national anthem, the crowd dispersed after giving three hearty cheers for the premier and for the chairman, Dr. Bowes.

### POLICY OF THE C. P. R.

It is to Build Up Canada, Instead of the United States.

MONTREAL, Que., June 24.—D. McNicholl, general passenger agent of the C. P. R., when asked if the C. P. R. would take any action to offset the course of the American lines in competing with the C. P. R. in the harvest home excursion to the northwest by granting cheap excursion rates to Minnesota, said the C. P. R. would not pursue any such course, as such a policy would do nothing to build up the Canadian northwest, as it was their policy to do. The object of the C. P. R. in giving home excursions to the Northwest was to attract people, who might find homes suitable. The American roads could only quote rates to three points in Manitoba, and it was beyond these points that people would have to go in order to find suitable locations. It was the policy of the American roads, he said, to get people out there, and if possible divert them to Minnesota and other parts of the United States. The C. P. R. strongly objected to that policy and would continue to work in the interests of Canada, instead of that of the United States.

### THE PREMIER HERE.

Met at the Station by a Large Delegation of Citizens.

Hon. J. H. Turner, premier of the province, arrived Friday from Nelson over the Red Mountain railway. He was met at the station by a large delegation of citizens and a band, by whom he was escorted to the Allan house where luncheon was served at which about 100 citizens sat down. Everywhere Mr. Turner has been shown the utmost hospitality.

## THE CORBIN SYSTEM

It Is Said the Northern Pacific Will Absorb It.

## RAILWAY MAGNATES HERE

It Is Claimed Their Mission Is to Look Over the Branches of the System as a Preliminary to Taking It Over—A Hurried Visit.

Rumors that the Northern Pacific railway is about to take over the Corbin system were revived Friday, when a distinguished party of railway men, including the chief officials of the Northern Pacific company, paid a short visit to Rossland, accompanied by Austin Corbin II, general manager of the Spokane Falls & Northern, the Nelson & Fort Sheppard, the Columbia & Red Mountain, and the Red Mountain railways.

The party arrived shortly after 11 o'clock yesterday morning in a special observation car, a diner and a baggage coach. On board were Chas. S. Mellen, president of the Northern Pacific, J. W. Kendrick, general manager of the road, W. G. Pearce, assistant general superintendent, J. M. Hannaford, general traffic manager, B. D. Adams, chairman of the board of directors, F. W. Gilbert, division superintendent at Spokane, two wealthy Hollanders, who represent the extensive holdings of the company bonds owned in that country, Austin Corbin II, and others.

The party was in town only a short time, and it left for Spokane shortly after noon, but while here some of the visitors, under the guidance of Mr. Corbin II, visited the Le Roi, the War Eagle and the Iron Mask. While their limited time did not permit them to go underground, yet they examined the surface workings with great interest, and expressed much pleasure at the development evinced around the properties.

None of the visitors would talk about the rumored purchase of the Corbin system by the Northern Pacific company, but local railroad men think that the deal is an assured fact. The transfer, if made, would not be unexpected. For the past year the Northern Pacific and the Canadian Pacific have each been credited with a desire to get control of the Corbin roads, since the first-named would find it immensely advantageous as a feeder into the Kootenays, while to the Canadian Pacific railway it would be most useful in reaching out for the business of Spokane and the Pacific northwest. At one time a lively fight, it was credited, was in progress between the rival roads for the possession of the little Corbin system, but lately not much has been heard of it. Seemingly, however, the Northern Pacific has been quietly carrying on negotiations all the time, for in Spokane, the headquarters of Mr. Corbin's roads, no doubt is expressed that the deal has actually been closed, although the prophets are undecided whether the Northern Pacific is buying or leasing the famous little network of roads connecting Spokane and the Kootenays. That, however, is a detail, for the wise ones say that it is certain that the change in control will soon take place. Among the other reasons wherefor they justify the faith that is in them is the fact that M. P. Martin, the auditor of the Northern Pacific, has been in Spokane for the past week checking over the accounts of the Corbin lines, and, as they say, his mission is the formal one that precedes the actual turning over of the lines to the Northern Pacific. Back in St. Paul, where President Mellen's road has its headquarters, no doubt is expressed that the deal is actually finished, but details are lacking.

The system altogether includes 217 miles of track, and its bonded indebtedness is about \$5,000,000. The employees of the road are uncertain as to whether they care for a change of a management. Mr. Corbin has always treated his employees well and has captured their loyalty to him as could be asked for. In the dark days back in '93, when things were very shaky in railroad circles, the Spokane Falls & Northern was particularly affected, and for about five months, Mr. Corbin was unable to pay salaries to his men, who got along with just sufficient advances from the road to keep them alive. Many of his employees remained by him loyally at that time, and he has not forgotten them. They are good for positions with the road as long as he remains in control, and as a consequence, not only from friendly motives but for business reasons they would like to see him remain in charge of the lines that he has so successfully constructed and operated until now they are classed as the most profitable system in the United States, if not in the world.

A well-informed local railway man said yesterday if it was true that the Great Northern had captured the Corbin system he felt certain that the Great Northern would soon have a rival line into the Kootenay country. It would build up the Kootenay river from the lake in the vicinity of Kuskonook where a junction could be obtained with the Kaslo & Slokan railway by means of barges, large enough to carry trains of cars. In this way the Great Northern would be sure to get its share of the Kootenay traffic. It already owns the Kaslo & Slokan railway.

**A New Mineral.** Krennerite, a mineral not previously identified with this country, has been found in the Independence mine at Cripple creek. It occurs in brilliant crystals of a pale yellowish bronze color, but tin-white on cleavage faces. Eliminating the insoluble matter, an analysis shows the mineral to contain 43.86 per cent tellurium. The crystals are small and about as broad as long, and the prismatic faces are striated. They have a perfect basal cleavage, which is a prominent feature of the mineral. The lack of any appreciable quantity of silver in the Cripple Creek ores, as shown by the returns of the smelters, is proof that passing as sylvanite is either krennerite or its sub-species calaverite. Krennerite ranges from silver-white to brass-yellow in color, and is so near sylvanite in its physical properties that frequently the eye cannot distinguish one from the other.

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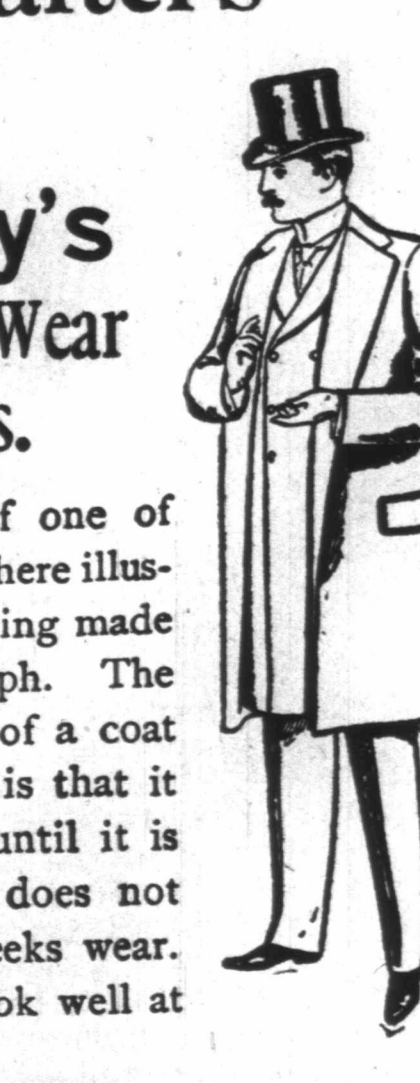
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