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THE BURDEN OF MINING

Review of the Association Memorial by an Expert.

An Opinion on the Real Cause of All the Troubles.

The British Columbia Mining Association, an organization of metal mine owners of the province of British Columbia, has sent a memorial to the governor-general-in-council of the Dominion of Canada asking from the superior sovereignty of the Dominion of Canada a radical measure of relief from cost burdens imposed on their metal mining industry by the lesser sovereignty of the province of British Columbia, to which the metal mining industry complaining is immediately politically subject.

The occasion of the memorial is successive cumulation of the effects of the legislative acts of the British Columbia legislature during the last four years which has added so largely to operative costs of product that metal mining profits have been largely wiped out entirely, and what was originally a profit-earning business is now, as a whole, conducted at a loss. Capital invested in the mines has shrunk in exchange value till investment has been made uncertain and undesirable. All but a few mines have shut down. The industry is distinctly declining.

The claim is advanced that the legislative acts complained of had no warrant in public necessity but on the contrary that they were unnecessary and, it is plainly intimated, even designedly mischievous.

The British Columbia mine owners are to be commended for the square, direct declaration of the existing condition of their metal mining industry, the unqualified yet conservative statement of the facts that constitute the indictment, and the dignity of their appeal to a superior sovereignty for the equity that is denied them by the misguided beneficiaries of their thrift and industry. The condition is not the only example of its kind, though unquestionably the worst example. It is notable as the first occasion on which the condition was directly met by a true statement by the people interested. Usually the truth is suppressed and activity confined, not to correcting the condition, but to passing the burden of its cost on to others.

In detail the particular statements of facts and figures made part of the memorial are in substance as follows:

1. The taxes collected by the Dominion and Province from the metal industry during the fiscal year 1900-01 are declared to roughly approximate $2,572,275 from a total metal value production of $11,348,481 or 22.7 per cent of the whole. In the direct incidence of this taxation the bulk of it goes directly on the production or the mine owner. There are specially enumerated: custom duties, which it is claimed increase operative expenses by 12 per cent; the 2 per cent on output, which takes from 6 per cent to 12 per cent of the net earning from medium and high-grade ores and wipes out entirely any net from the mining of low-grade ores, stopping their mining entirely; excessive fees for incorporation, registration, boiler inspection, recording, transferring title, miners' license, timber dues and others.

2. Oppressive, unwise, personal legislation, which has been added to by each successive provincial legislature: the eight-hour law, which has increased the cost of underground labor about 16 per cent, and which has led to friction and separation of interests between employers and workmen, and has developed a class antagonism, which has led to the incessant urging of further class legislation. Unwise technical provisions in Mines Inspection Act, for example, the code of signals for shaft hoisting, which not only endangers life needlessly but restricts the hositing capacity, thereby making it more costly. Acts, including the Alien Act, which make the obtaining of labor from outside the province impracticable.

An examination of the preceding for first causes indicates conclusively the real source in personal legislation, the kind of legislation which has for its motive the taking of the personal property of some people for the ultimate if not immediate personal benefit of other people. The opportunity is the possession of the political power to legislate, associated with misguided intelligence and lack of responsibility to society as a whole. The last, concretely defined, is a corrupt legislature, a majority of the people electing the legislatures, who, while not at heart corrupt, allow themselves to be misguided.

The mines were rich. They were sought for by foreign capital. The mines and capital could pay large taxes, so the public has plucked both excessively to pay these taxes. For the easy enrichment of officials excessive and unnecessary fees have been imposed and collected. The workmen took their share of the loot in higher wages and fewer hours, each interest gluttoning on what it had still demanded and took increasing sums. At first the foreign capital paid, and wrote off what it paid as simply more investment. Now when the capital should be going back as metal production it is realized that to pay means that the investment will produce neither income nor come back itself.

British Columbia people are very largely people who labor for wages. A large proportion are late comers with no property interest in the country. The wage earners have been and are now so largely associated into unions that the unions are the dominating force in industry. They are as well the dominant political power and are responsible for legislation in British Columbia. The condition complained of as industrially impossible and unbearable by the owners of the metal mines is the natural, inevitable, logical result of such industrial dominance. There is a lesson in the condition to be learned in other places as well as in British Columbia. The city of San Francisco is at this moment the scene of a physical effort on the part of a labor union to obtain industrial dominance. What seems to have grown naturally as a weed in British Columbia is in San Francisco an exotic requiring force to make it grow. But if grown it will inevitably produce the same crop in San Francisco that is being harvested now in British Columbia.

The steps from industrial dominance to political dominance are possible, as British Columbia instances. The inevitable destruction of industry is shown by the condition of industry in British Columbia today. There is nothing to show that labor has correspondingly gained at the end of its run. The strike at Rossland, closing down the largest mines in the province—the mines paying the highest wages and the largest proportion of metal output in wages—is a natural result of the irresponsibility of labor union dominance. Against a declining industry, it is clearly to be seen it could give nothing to the strikers that the strike was ostensibly a demand for. But it could hasten either one of two ends—either the end of the mining industry or the end of the labor union dominance. By the coming of either end the labor union must lose.

The memorial is specific in its statement of the particular acts—legislative and industrial—which have practically destroyed the metal mining industry of the province. It is to be regretted that the memorialists did not clearly see and as directly declare the real basic cause of the condition. The acts were but the expressions of the cause. The cause was misguided, irresponsible, labor unionsim.

The real labor union is not in the association of the men who labor in a particular trade or in a particular aggregation of trades. It is in a union of men who work for wages with the men who work capital, and its unit is an individual established business. The former idea developed, tends to drive men in-to classes with the direction for the individual ever downward. The latter idea tends to merge the classes with the direction for the individual ever upward. Are British Columbia workmen any better off now that they have created a condition which has separated them from the capital they were closely associated with four years ago? Will San Francisco workmen be better off when they have separated their interests from the capital which employs them? It might be noted that capital has practically left British Columbia, while the workmen remain—with the husks.

The government of the Dominion of Canada should grant the royal commission of inquiry the memorial asks for. Its inquiry and the action of the Dominion government should both go deeper than the surface effects. The underlying cause should be dragged into the light of free, fearless discussion and should be directly dealt with. Not alone to the memorialists will an equity be granted but organized society and industry, the state will have the benefit that comes with the replacement of an economic error by the economic truth.—Mining and Scientific Press.

KETTLE VALLEY ROAD.

A Big Contractor's Outfit on the Way to Curlew.

MARCUS, Aug. 7.—Sunday afternoon the complete outfit of J. H. Jones reached here and today took up the line of march up Kettle valley. This is one of the largest outfits which has passed through this place since the beginning of railroad operations. Jones and his outfit came from Montana. From here the outfit and crew will proceed directly to Curlew. Jones has been sublet the contract of constructing three miles of the road extending from Curlew up toward the boundary line. This section will also include the 250-foot tunnel which is to be cut near Curlew. Jones will employ a large force of men. He will begin operations immediately.

The new railroad hospital has just been completed and will in a few days be ready for the reception of patients. The building will be of sufficient capacity to accommodate a number of patients. It is located on the east bank of Kettle river, about a mile above the Half Way house. Another similar hospital has been established at Nelson, Wash. There will be a third at Republic. These hospitals will be in charge of three physicians. Thus far only two accidents have occurred along the line worthy of mention, and there is no sickness among the hundreds of men employed.

RETALIATION.

Russian Laborers Kept From Going to Germany.

BERLIN, Aug. 7.—Prussian officials take seriously the statement from St. Petersburg that Russia will forbid Russian farm laborers to cross the frontier for summer work in Prussia. It is considered, the Berliner Correspondenz asserts, that the Russian government is taking this step as retaliation for the German tariff bill.

W. M. Lawe, a Phoenix business man, was in the city yesterday, leaving at noon for Buffalo.

TROUBLE IN PHOENIX

GRANBY COMPANY'S PROPERTIES THREATENED WITH A STRIKE.

CARPENTERS WHO REFUSED TO REPAIR A BRIDGE WERE DISMISSED.

Labor troubles are looming up big in the Phoenix camp and threaten to involve the Old Ironsides and Knob Hill mines within the next few days.

The story as related to the Miner is that the difficulty arises through friction originally existing between the management of the mines and the Phoenix Carpenters' Union, and then extending to the Miners' Union through a sympathetic movement. As an illustration of the difficulties attending the conduct of a big mining proposition when it is necessary to deal with an organization that seems to be managed by men who carry a chip on their shoulders, the facts in connection with the Phoenix trouble are interesting reading.

It will be remembered that toward the end of last week the C. P. R. had a trestle burned out near Hartford Junction, five miles, or thereabouts, from Phoenix, and on the line over which all the ore is hauled from the Knob Hill and Old Ironsides to the Granby smelter. The destruction of the bridge naturally interrupted the stream of ore that had been flowing from the mines to the smelter for the past six months without interruption, and as the reduction works have the capacity to handle practically the entire output of the mines from day to day, there was grave danger of the smelter having to shut down, and this would have merged into a certainty had the bridge not been repaired without delay. A shut down at the mines would have inevitably followed the closing down of the smelting plant, and the result would have been an idle camp and a thousand or more men out of work between the two enterprises.

Under ordinary circumstances the C. P. R. would have put a night gang at work and the burnt bridge would have been repaired within a few hours. At the present juncture, however, the bridge carpenters of the C. P. R. line are on strike in sympathy with the Brotherhood of Railroad Trackmen, and the railroad company could not put the necessary men on the job until some days had passed. Meanwhile the smelter and mines would in all likelihood have closed down and the Granby syndicate would have been out a very considerable amount through no fault of their own and with no chance to recoup their losses.

At this point William Yolen Williams, a prince of mining men, a man in whom his employees have implicit confidence and faith, and who is superintendent of the Knob Hill and Old Ironsides, stepped in. This was a proposition, he said, where the Granby company's interests were paramount to those of the railroad company. The railroad people did not stand to lose anything, for they would get the ore in transport after the burnt bridge was reconstructed even if this took a month, but the mining concern would be the losers to a degree hardly to be foreseen.

Accordingly Mr. Williams instructed a crew of carpenters to go down from the mine and rebuild the bridge in order that the hundreds of men employed at the smelter and mines should not be thrown out of work. They also were members of a union and couldn't do work where other men were on strike. Mr. Williams promptly discharged the men. Then the trouble commenced.

It is understood that the Miners' union took the proposition in hand and issued an ultimatum that the discharged carpenters must be reinstated and remunerated for their lost time, the alternative being that every union miner would be pulled off the work and the mines crippled. The ultimatum was made returnable forthwith, but the report goes that Mr. Williams informed the union that he could not accede to their wishes without communicating with his principles, one of whom is Mr. Graves, now in Spokane.

Under these circumstances it was concluded not to strike at once, but to defer action until Mr. Williams had gone to Spokane and consulted with other officials of the company. Accordingly Mr. Williams went through Rossland on Sunday to Spokane, and is expected to return today.

The Phoenix Miners' union has no grievance as to wages. The scale in the camp is $3.50 for miners, which includes hammersmen and machine men, and $3 for laborers. The wages question and all other matters relating to work and treatment have been conceded to the union and the present cloud is the first serious shadow that has come athwart the horizon. The sequel will be awaited with keen interest.

BROOKLYN BRIDGE.

Plans for Its Strengthening to Cost Three Millions.

NEW YORK, Aug. 7.—As a result of the recent breaks, plans for increasing the strength and practicaly doubling the carrying capacity of the Brooklyn bridge have been prepared by William Hildenbrand, superintendent of the John A. Roebling Sons company. His idea is to erect another structure above the one now in use, and similar to it. The work of construction, he says, could be carried on without interruption to traffic, and would cost about $3,000,000. Edwin Duryea, the engineering expert appointed to investigate the causes of the recent breaks, has not yet made his report.

BUILDING THE ROAD

ACTIVE OPERATIONS ALONG THE ROUTE OF THE V. V. AND E. RAILWAY.

LINE TO BE EXTENDED TO THE COAST AS SOON AS POSSIBLE.

GRAND FORKS, Aug. 6.—(Special.)—The Grand Forks lacrosse team will play a return game with the Nelson, B. C., team at Nelson on the 22nd inst. The team has also been invited to meet the Kamloops twelve, as well as to give an exhibition game at Spokane during the fruit fair.

R. A. Brown, president of the Sunset Copper company, owning the Sunset mine, Copper mountain, Similkameen district, denies the report that he is connected with any townsite proposition near Copper mountain.

The freight receipts at the Grand Forks depot last week amounted to over $13,000. This showing is tangible evidence of the prosperity of the Boundary country.

James H. Kennedy, chief engineer of the V. V. & E. railway, informed your correspondent today that there are eight railway gangs at work between this city and Cascade. He is well satisfied with the progress made to date. Nearly 40 per cent of the right of way has been cleared and grading is in full swing at several points. A large gang is engaged driving an 800-foot tunnel near Cascade. Mr. Kennedy also made the significant announcement that the road will be extended to the coast as soon as possible. The railway's engineers are now headed for the Similkameen. They have reached Sidley lake, at the top of Anarchist mountain. The route then descends to Oro, a fall of 1500 feet, and thence through a level country to Princeton and Copper mountain. At the latter point is located the famous Sunset mine. The route then extends through the Hope mountains to the coast.

The Republic & Kettle River railway has awarded the following contracts for construction work on the proposed line between here and Republic: First three miles out of Republic, Beck & Hall; two miles near Curlew, J. A. Munson, who has his camp at Lambert creek; two miles between Lambert creek and Curlew, John Lane, Grand Forks, and two miles next to Lane's contract to J. Darrow. Negotiations are pending with other contractors, and it is expected to have the contracts for the entire line awarded within a week. The charter is controlled by Hon. J. R. Stratton and other Toronto capitalists.

A third ore train has been put on the run between Phoenix and Grand Forks, bringing the ore receipts at the Granby smelter up to 900 tons daily.

There are now two newspapers in the local field, the initial number of the Grand Forks News having made its appearance Saturday. The News, typographically and otherwise, is quite creditable. The enterprise is conducted by Hall & Wilcox, of the Phoenix Pioneer. H. Tumer, formerly of the Cascade Record, is editor and E. D. Hall, of the Pioneer, is the local manager.

The Cascade Power company purposes renting motors to Kettle river valley farmers, who will utilize the electricity in pumping water from the river and use the water for irrigation purposes.

PURCHASING GOLD.

New Arrangements in Vancouver Assay Office.

VANCOUVER, Aug. 6.—Arrangements have been made with the Canadian Bank of Commerce to cash certificates issued by the Dominion assay office here. Under this arrangement the miner will take his gold to the Dominion assay office, accompanied by a certificate from the gold commissioner that royalty thereupon has been paid. While the gold is being assayed he will be given a receipt. After it has been assayed he returns the receipt and receives therefor a certificate, which will give the net cash amount he is entitled to. This certificate will be cashed on presentation to the Canadian Bank of Commerce. No deduction will be made from this certificate by the bank, as all charges from the gross value of the bar will be deducted by the assay office before issuing the certificate. In addition to the miner receiving the face value of this certificate he will receive a refund of one per cent of the royalty paid on the gold.

There was a phenomenal run of salmon on the Fraser last night, as many as a thousand being taken by one boat.

PLENTY OF WORK.

Railway Construction Proceeds in Republic's Outskirts.

REPUBLIC, Wash., Aug. 7.—Republic's streets and sidewalks are all torn up, and to the north of us, to the south and to the east and the west men are clearing the right of way or making grade for railroads. The Great Northern is working on the borders of the city, and the same is true of the Republic-Grand Forks road. Both roads are adding to their forces daily. Both roads are working on the hard spots where progress will necessarily be slow. The easy spots are skipped by both lines. This looks like good management on the part of both, as the good ground can be rushed if necessary. Both companies are apparently short of men and teams.

Mrs. Lalonde and family left yesterday for Quebec, where they will visit for some time.

WORK AT NORTHPORT

A QUIETING EFFECT PRODUCED BY THE FEDERAL INJUNCTION.

OPERATIONS AT THE SMELTER AT PRESENT PROCEED STEADILY.

NORTHPORT, Wash., Aug. 6.—Affairs are assuming their usual ante-strike aspect. A number of former employees of the smelter are now applying for their old positions, but whether they will succeed in being reinstated is not known, the management of the smelter being non-committal.

The former intimidation has ceased, the union pickets and train guards being withdrawn. President Shed cannot be seen. In fact very few of the union leaders are to be met about town. At the depot at train time, whereas only a few days ago a howling mob, headed by some officer of the union, would waylay any man having the appearance of a workingman, today nothing but the bustle of ordinary business is observed.

The daily union meetings have been discontinued, and it is rumored that the headquarters is to be moved across the line into British Columbia. This wonderful change, miraculous as it may appear, was caused by an injunction issued from the Federal court, and which is now being served on all those prominent in the bulldozing tactics which prevailed since the strike was inaugurated.

United States Marshal Ide and a number of his deputies are here serving copies of the injunction. There is a sprinkling of old Coeur d'Aleners here who have had experience with Federal courts. These men shake their heads and say they don't want a further experience in that line.

About 250 men are employed at the smelter. The merchants are feeling more hopeful and a general feeling of relief is settling over the town.

THE PHOENIX TROUBLE.

The Dispute as to the Carpenters May Be Settled.

Information regarding the situation at Phoenix is meagre, but reports to hand seem to indicate that the friction now existing may be arranged without active hostilities. It is sincerely to be hoped that this will be the case for the sake of the Phoenix camp, which would otherwise be crippled for many months. The danger exists also of trouble of this nature spreading to mines other than those directly interested on the start.

In connection with the original difficulty with the carpenters' union a couple of versions are to hand. One is that William Yolen Williams, superintendent of the Knob Hill and Old Ironsides, was not directly connected with the discharge of the crew of carpenters who were let out for insubordination at the time the burnt bridge on the C. P. R. line was in question. The statement is made that the foreman carpenter discharged the men and that the matter did not come to Mr. Williams' attention until the demand for the men's reinstatement was made. The statement is further, that the company offered to take back all but four of the discharged men, but that the union men refused to accept this compromise.

Mr. Yolen Williams will probably be in Rossland today en route to Phoenix. It is understood that his mission to Spokane was to consult with the principals of the Granby concern.

ST. PAUL'S IN DANGER.

The Great Cathedral's Foundations Are Settling.

LONDON, Aug. 7.—Somers Clark, the architect in charge of St. Paul's cathedral, writes to the Times today as follows:

"The immense weight resting upon the eight piers upholding the dome has caused the foundations under the dome to settle more than elsewhere. The settlement thus caused has broken the eight aches and the windows of the cloistery over them in the nave, in the choir and north and south transepts, where they abut on the dome pieces in the same way. The very great weight on the western tower has caused them to sink, and in sinking they have cracked the west front vertically through the great door, the window above and the vaulted ceiling of the portico. They also have cracked the wall of the chapel to the east."

Mr. Clark, in mentioning the unequal distribution of weight as a cause of settlement, expresses the opinion that the two underground railways and the large sewers have affected the foundations. He lays particular stress upon the vibrations resulting from the passing trains.

BULGARIANS BURNED.

Raiders Caught in a House by Turkish Troops.

VIENNA, Aug. 7.—According to a despatch from Salonica eight Bulgarians who were raiding Turkish territory found themselves pursued by Turkish troops and took refuge in the house of a peasant. They fired upon the Turks, killing an officer. The Turks then set fire to the house, burning to death the Bulgarians, the peasant and his family.

F. T. Pengelly left yesterday for Buffalo, where he will take in the Exposition.

THE WINNIPEG MINE

GOOD SHOWING OF ORE TAPPED BY THE CROSSCUT TUNNEL.

ST. THOMAS MOUNTAIN ROAD—MACHINERY FOR THE RAMBLER.

A strike has been made at the Winnipeg mine, but full details have not as yet been divulged by the company. It is well known that for some time the principal feature of the work at the Winnipeg has been the long crosscut to tap the vein at depth. A few days ago the tunnel broke into ore and was continued across the lead to determine its width. Richard Plewman of this city informed the Miner yesterday that the lead was eight feet in width, but that its extent in other particulars was not conclusively established, and until the facts were demonstrated he preferred to make no statement as to assays, etc. From other sources, however, it is learned that the showing is very good. Drifting on the ore is now under way. The strike has affected the price of the stock on the local market, and there is quite a demand for the shares which were stationary for some time. A large number of shares have, it is understood, been forfeited recently because of non-payment of assessments.

WORK ON THE GREAT DANE.

J. C. Drewry left yesterday for eastern districts. He will put in a couple of days at Balfour, then going to Moyie, Cranbrook and probably into the St. Mary's country, returning via Kaslo. In the St. Mary's country Mr. Drewry has acquired the Great Dane group, comprising the Great Dane, White Star and Fisher claims, formerly owned by the Sawyer brothers of Pilot Bay and Auguste Lapointe of Nelson. The group is a silver-lead proposition with a very large showing. Several deals have been made on the group heretofore, but none of them have materialized into a practical working proposition. Mr. Drewry has, with accustomed celerity, put a crew of men on the property already and will probably go into the section to ascertain how the work is progressing. It is understood that the projected railroad will run near the Great Dane, which will bring shipping facilities to its very door.

TAMMANY GROUP.

W. E. Pickering, of Saginaw, Mich., who represents the Michigan capitalists interested in the Tammany group, left yesterday for the mine after remaining in the city for several days on business. Mr. Pickering informed the Miner that the long crosscut designed to tap the lead was now within 12 feet of the point where the tunnel is expected to break into ore. He desired to be on the ground when this eventuated, and anticipates that the balance of the crosscut will be completed within the next few days. This feature is an important factor in the future of the property.

ST. THOMAS MOUNTAIN ROAD.

Engineer Stoess has completed the plans and reports for the St. Thomas mountain wagon road, and the information is now in the hands of the minister of lands and works, who is expected to take action at an early date. A scrutiny of the plans of the Hammill creek route discloses the fact that the road will be one of the best wagon roads in the country. The parties interested in the section are anxious to see work comenced at an early date in order that the road may be available for shipping during the approaching winter.

IN THE LARDEAU.

F. W. Hayes of Detroit, and Wayne Choate, the New York engineer who is accompanying Mr. Hayes, returned last night from the Lardeau country. Mr. Hayes is interested with other Detroit capitalists in the Black Bear and Eclipse groups, both promising silver-lead properties. The work on the Eclipse at the present time consists of a drift on the lead, with which good progress is being made. Comparatively little development is being done on the Black Bear at the present time.

RAMBLER EQUIPMENT.

William Hastie Adams, manager of the Rambler-Cariboo mine, left yesterday for Spokane. He is securing estimates for the compressor plant to be driven by water and the steam hoisting plant authorized for the Rambler-Cariboo at the recent annual meeting of the company. It is estimated that these additions to the facilities at the mine will be installed and in working order by November 15.

THE CONTINENTAL.

Albert Klockman reurned yesterday from a flying trip to the Continental group in Northern Idaho. He took with him the representative of a syndicate of Duluth capitalists who are looking at the property. The visitor was well pleased with the outlook. Mr. Klockman states that the work on the Continental is making good progress.

Every Home Needs a remedy that is adapted for use in case of sudden accident or illness. Such a one is Pain-Killer. Avoid substitutes, there's but one Pain-Killer, Perry Davis'. 25c. and 50c.