

Weekly Rossland Miner.

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THE SUBSCRIPTION PRICE OF THE WEEKLY ROSSLAND MINER for all points in the United States and Canada is Two Dollars a year or One Dollar and Twenty-five Cents for six months; for all other countries Three Dollars a year—invariably in advance.

TWO DAYS SLOWER.

THE MINER drew attention some weeks ago to the fact that the American railways, through the courtesy of the postal authorities of the United States, were now carrying the mail matter from Eastern Canada to Rossland. The advantage to our citizens under this arrangement will readily be seen by a comparison of the service we now enjoy with the service we would be compelled to put up with if we had to depend on the Canadian Pacific company for the carriage of our mails.

The people of Rossland have had sufficient experience of the C. P. R. to understand what its promises are worth and to know that they are not to expect justice in regard to transportation rates, and now they are learning that for rapid traveling, a matter of prime importance in this age, our national highway does not compare favorably with American roads, which have not had the backing which the C. P. R. has had during the whole period of its existence.

Taking Toronto as a starting point in the east we find that coming by way of Chicago, St. Paul and Spokane, over the Northern Pacific to Rossland, the distance covered is over 2,600 miles; coming from the same point over the C. P. R. the distance is at least 50 miles less.

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railway because he had the reputation of trampling on the rights of those with whom he had dealings, and of those who were in the employ of the roads over which he was temporarily lord and master. In this capacity he has been an enemy of his kind, and the world is that much the worse for his having lived and breathed in it.

He began his checked career as a railway telegraph operator in Illinois. After awhile he went with the Southern Minnesota railway, where he made his real start and laid the foundation of the reputation which in time placed him at the head of Canada's largest railway. When the Chicago, Milwaukee & St. Paul purchased the Southern Minnesota, one of the conditions of the purchase was that the then Mr. Van Horne should act as the general superintendent.

It is improbable that Sir William will voluntarily give up the power with which he is clothed. Perish the thought. It is, however, within the range of possibilities that the board of directors of the road see that Sir William, knight though he is and president of the C. P. R., has grown so unpopular that his weight is too great for even Canada's greatest monopoly to longer carry.

SMELTING RATES SHOULD BE LOWERED.

This paper pointed out some time since that a condition of affairs had been reached which justified a reduction by the Canadian Pacific Railway company of the charge of \$7.50 per ton for smelting the ores of this camp. It was promised when the Canadian Pacific purchased the smelter in March of last year, that when the Crow's Nest Pass railway was completed, so that access could be had to the cheap coke of the Crow's Nest Coal company, that there should be a material reduction in the smelter rate.

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Sir William C. Van Horne, the eastern papers state, is about to step down from the presidency of the Canadian Pacific railway. There is considerable comment on the matter, and some of them are unfavorable. Sir William owes his position to his ability to lower the wages of his employees, and to make bargains which are advantageous to the companies which employed him.

test of coke, and its value as a fuel, depends upon the percentage of ash found in it. This ash is composed of silica and is very refractory. The three varieties of fuel mentioned above contained 22 per cent of ash. During the last few months that Mr. Heinze operated the smelter he paid for coke from the Union Colliery company, \$11 per ton. When the Canadian Pacific railway first began to operate the smelter it was enabled to get this cost reduced to \$10.50 per ton, for the reason that a large barge, which was used to take the cars from the Island of Vancouver to the mainland, which the Union Colliery company had been building, was completed about the time the C. P. R. began to purchase the coke.

Under the former management the freight rates were exorbitant. The Canadian Pacific charged \$2 per ton for hauling limestone to the smelter. This made the flux cost \$3 per ton, and then it was of poor quality. The Canadian Pacific is now getting limestone that costs it \$2 per ton, and it is of so good a quality that one ton of it is equal to two of that which was formerly used. In smelting operations it takes about one ton of coke to smelt five tons of ore, and it is necessary to use one ton of limestone for every five tons of ore smelted.

Under the circumstance, the estimate of the higher cost of \$4 per ton is probably the actual cost of smelting at Trail. To this must be added the interest on the plant and also the interest on money paid for ores, which are sometimes kept for months before they are smelted. Taking these items into consideration, and, even then, allowing the company a fair profit, it seems to us that a rate of \$5.50 per ton would be about the right price for freight and treatment for Rossland ores.

SHOULD HAVE CLEAN HANDS.

Those who ask for justice should come into court with clean hands. This is an axiom of the law which is as old as jurisprudence itself. The Canadian Pacific railway when it asks the people of this country to deny the right to American railways to build into Canada should have first looked at its own record in regard to constructing and acquiring lines, to connect with its main road, in the United States. There is one road which is known as Sir William C. Van Horne's pet, about which something could be said in this direction.

EDITORIAL NOTES.

"There is no business quite so legitimate as mining," rightly says Judge Goodwin of the Salt Lake Tribune. "In other occupations when men obtain money they have to go down into the pockets of other men to get it. They may give full value for it, but after all it is only a 'swap.' When they take it from the 'ground' it is a creation, and blesses not only him who receives it, but all the world."

Duluth. This road was constructed out of the funds of the stockholders of the C. P. R., and it is, to all intents and purposes, a part and parcel of that road. What is practically its main line runs out of Canada into the state of Maine and back into Canada, so as to reach St. John by a short route. This line is marked on the maps issued by the company as "the Canadian Pacific railway" even where it is in the state of Maine.

In this connection it might be said that there is nothing that is harmful in the idea of the Canadian Pacific building branches into the United States any more than it is for American railways to have feeders in Canada. The people of the United States patronize the Canadian Pacific, even on the long transcontinental haul, whenever they find that it is advantageous for them to do so.

The people of British Columbia want the Kettle River Valley railway to be built into the Boundary country, and will have their wish carried if they will do as Manitoba did and pay no attention to the howling of the members of the C. P. R. ring. The building of 300 miles of Northern Pacific track in Manitoba has been helpful to that province, because it has given the people there the benefit of competition.

The coal industry of East Kootenay is growing rapidly, although it is but a few months old. The product is being consumed by the smelters, the railways, by the mines, in private families, and some of it is already being sent across the line to Washington.

OUR COAL INDUSTRY.

The coal industry of East Kootenay is growing rapidly, although it is but a few months old. The product is being consumed by the smelters, the railways, by the mines, in private families, and some of it is already being sent across the line to Washington. During the month of February the output of coke from the ovens of the company was 20,000 tons, and it is palpable that more ovens will have to be constructed to meet the increasing demand for the commodity which they put out.

ADVANTAGE is to be taken by the Nelson & Bedlington company of a clause in the charter granted to the Crow's Nest Pass railway, whereby running powers must be conceded over that line to other railway companies applying for the privilege.

mongers received the treatment they deserved from the Provincial Legislature last week. The worst enemies Boundary creek and the coast cities ever had were Messrs. Maxwell and McInnes, M. P.'s, and McLagan, Milne et al. They used their influence in parliament and out of parliament to keep Heinze from building into the district. They used the same influence to prevent Corbin from building. They hawked the rights accorded them by the legislature, and bonded their charter and their influence, accepting a small cash consideration, with the hope of receiving the balance as a reward for services, not in the public interests, but in the interests of a few individuals.

The Nelson Tribune explains one of the grants passed by the last parliament as follows: "The vote of \$6,000 for constitutional legislation and general law costs called forth an important statement from Hon. Mr. Martin. He said that the government intends to aid the people who are oppressed by rich and powerful corporations, as, for instance, the settlers along the line of the Canadian Pacific railway, who were being denied the right of using water, and the prospectors on the Esquimalt & Nanaimo railway lands. It was proposed to fight all such powerful corporations who, by reason of their wealth, were taking advantage of the men without money, and to fight them at the cost of the province.

The facts contained in the communication which appears in another column regarding the wretched arrangements at present supplied at Rossland by the C. P. R. for the convenience of the traveling public are too well known and too keenly felt by the residents of the city to need any emphasizing. It is too bad that such utter neglect should be paid by the company to the interests of a community to which such glowing promises were made at such a comparatively recent date.

In view of the widespread interest manifested in Europe and America over the czar's proposal for a general disarmament, it is interesting to observe the feverish activity of the individual nations in supplementing their war establishments. In response to unremitting pressure from the naval authorities England has been adding extensively to her power and efficiency on the ocean, where the defense of her vast empire largely lies.

ADVANTAGE is to be taken by the Nelson & Bedlington company of a clause in the charter granted to the Crow's Nest Pass railway, whereby running powers must be conceded over that line to other railway companies applying for the privilege. The outcome of this application is awaited with some degree of interest. The Canadian Pacific will doubtless resist as long as it possibly can the application, and when the right is finally wrung from it, it will probably be hampered and cramped with so many conditions that it will be next door to useless to the Nelson & Bedlington company.

IT USED to be thought that there was a limit to the distance over which electric energy could be transmitted. The distances over which it is being carried grows with each succeeding year, and there is every reason to believe that if

Rossland Mining Stocks

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MARKET FEATURES.

The market was strong yesterday, with a good demand for standard stocks. Rathmullen is in good demand at 40c to 41c. Considerable buying and selling is doing in the near future. We think it a good buy at present prices. Novelty was wanted at 40c. There is a deal on for the control with Montreal people, and if it goes through work will be resumed at once.

Table of stock prices including Athabasca, Big Three, Brandon & G. C., Ben Hur, Butte & Boston, Cariboo (Camp MCK), Canadian G. Fields, Commander, Dardanelles, Deer Park, Dundee, Evening Star, Fern, Fourteen G. M. Con., Gertrude, Giant, Gopher, Good Hope, Grand Prize, Homestake, Iron Col., Iron Horse, Iron Mask, Jumbo, Jim Blaine, Knob Hill, Lone Pine, Minchaha, Monte Christo, Montreal Red Mt., Morning Glory, Mill Creek, Montreal Gold F., Mugwump, Noble Five, Nelson-Poorman, Noble Five, Novelty, North Star, Ontario, Okeanos, Okeanos, Princess Maud, Quill, Ramblers-Cariboo, Rathmullen, Rosland Red Mt., R. L. Lee, Republic, Republic No. 1, San Paul, Smuggler, St. Elmo, Sullivan, Tamarac, Tamarac, Tom Thumb, Victoria-Triumph, White Bear, White Bear, Winnipeg M. & S., War Eagle.

Snaps for Today.

Table of stock prices for today including 3000 Deer Park, 1000 Virginia, 2000 Rambler-Car., 2000 Morrison, 5000 Rathmullen, 2000 Sullivan, 1500 Jim Blaine, 2000 Waterloo, 1000 Dardanelles, 1500 Pathfinder, 2000 Novelty, 4000 Sullivan.

Agents for Columbia Townsite.

Established May, 1895. Incorporated October, 1896. Agents for N. & F. S. Railway addition.

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Mining Engineers and Brokers.

Holders of stock will find it to their advantage to forward same to us for sale.

CORRESPONDENCE SOLICITED.

There was a fair amount of business done and for such stocks as Rathmullen, Novelty and Evening Star, the supply was not equal to the demand.

We offer the following stocks, subject to previous sale: Waterloo, Tamarac (treasury), Alberta, Sara Lee, Dardanelles, Agnes, Dundee, Fairmont, Victory-Triumph, Rathmullen, Evening Star, Canadian Gold, Morrison, Smuggler, Winnipeg, Butte, Boston, London.

Confidential reports on mines a specialty. P. O. Box 64, Rossland, B. C. AND YMIR, B. C. Harold Girwood, assistant resident engineer and assayer, in charge of Ymir office.

Rolt & Grogan

THE STOCK MARKET.

There was a lull in the stock market yesterday, and buying orders were not so numerous. Rathmullen is in good demand at 40 cents, and orders for this stock were numerous.

QUOTATIONS ROSSLAND STOCKS.

Table of stock prices including Athabasca, Baltimore, Brandon & G. Crown, Big Three, Cariboo (Camp MCK), Canadian G. Fields, Deer Park, Dardanelles, Dundee, Evening Star, Fern, Fourteen G. M. Con., Gertrude, Giant, Gopher, Good Hope, Grand Prize, Homestake, Iron Col., Iron Horse, Iron Mask, Jumbo, Jim Blaine, Knob Hill, Lone Pine, Minchaha, Monte Christo, Montreal Red Mt., Morning Glory, Mill Creek, Montreal Gold F., Mugwump, Noble Five, Nelson-Poorman, Noble Five, Novelty, North Star, Ontario, Okeanos, Okeanos, Princess Maud, Quill, Ramblers-Cariboo, Rathmullen, Rosland Red Mt., R. L. Lee, Republic, Republic No. 1, San Paul, Smuggler, St. Elmo, Sullivan, Tamarac, Tamarac, Tom Thumb, Victoria-Triumph, White Bear, White Bear, Winnipeg M. & S., War Eagle.

EUREKA STOCKS.

Table of stock prices including Black Tail, Jim Blaine, Ben Hur, Tom Thumb, North Star, Lone Pine, Princess Maud, San Paul, Rebate, Mountain Lion, Trade Dollar, Reindeer G. M. Co., Morning Glory.

We have the following bargains subject to sale: London Con., wanted, 2000 Evening Star, 1000 Virginia, 2000 Rambler-Car., 4000 Rathmullen, 1500 Iron Col., 2000 Dardanelles, 1700 Iron Coll., 2000.

List your stocks with us, and we will advertise them for you for nothing. We buy and sell stocks on commission only.

necessary in a few years that energy generated at Bonington Falls could be utilized at Vancouver or at Winnipeg, in case such a course became necessary.

When the Standard Electric company of California completes its project of bringing electric energy from Elbe lakes to Oakland, California, the transmission wire will be the longest in existence—125 miles. The project is deemed to be entirely feasible. In Southern California high voltage is carried 80 miles. If electric energy can be carried 125 miles, why not 200, 500, or even 1,000 miles?

A TRIP TO

Boundary County Roads Which

MANY GRO

Greenwood and C. Enjoying a Bo... Prevailed in B... Since-Promisin

"No one can b... pression of how... country is progress... it is filling up with... comparison is poss... conditions that exist... and those which p... B. Bogle yesterday... "The first eviden... met with at Bessie... present the travel... Forke, Greenwood... is enormous, and b... about on account of... camps to engage in... an air of liveliness... "Through the res... City several little... started and a numb... which people are b... about on account of... other side of the li... "Cascade City is... few houses to quit... almost wholly at p... struction, but it i... and more of an air... it than its count... lakes. And doubtl... tina lake section i... main an important... between the C. P... Kettle River Valley... A Hard 'Bo

"The road all th... burg is bad, but th... to Grand Forks is... travelers breathe a... when they arrive in... out broken noses in... country are put dow... setting. Whether... quired is another... features of the road... five one, is the vast... wagons plying over... with freighters from... accumulation of... diminishing as the r... increasing.

"Grand Forks is... full of people. Th... hard work getting... have the opinion of... ing the relaxations... and solo in company... of the town. Many... being put up in Gran... appearances they a... provide accommodat... A Promoter Se

"The stage leave... Greenwood between... morning and m... Greenwood till 3 i... much quicker servic... than that, and the... kicking among trav... arrangements also a... ifaction at Greenwo... with reference to m... Rossland and Nelo... quite usual for mail... over 24 hours, a... sent back to where i... is a matter the bus... country would do w... business relative to... country depend ver... quate mail servic... camp tapped by the... Wellington camp, a... from Grand Forks... is here that the Win... Golden Crown are si... eries are apparentl... didly. The Brandon... now universally ep... mine, and very cons... express the opinion... big mines of the cou... "About half way... camp and Greenwo... camp, where the to... ready being built... bearers of this cam... and Old Ironsides... one-tenth as good a... that from reliable... why then, they are... a brisk town in the... the gold production... From Phoenix to G... hill pull, and prob... some part of the jou

"A Boom... whole country is at... ted, the town is b... going up in all dire... is no room for the... ping in it. The c... land in 1896. One... by the enthusiasm... people. A casual vi... glimpse of the vast... important interests... there. In all dir... camps opening up... the happy condition... of their town, the... wealth and prosper... May all these hope... road from Greenwo... the boundary lin... River valley are t... time, lies down Bo... fortunately for ple... way will run down... The road is cut all... brig... travel over it. Al... swarthy Italians... rocks upon the uns... head.

"Midway is the... on earth. It occup... as the point of junct... British Columbia... side is the feverish... speculation and rail... other a peaceful, vall... fertile ranches, and... of the old plain day... total repose. But i... so. Mining men ar... out after the riches... and numbers are s... that part of the cou... pects and to look fo... "Camp McKinney