

"THE PROVINCE" ON RAILWAY POLICY.

BIRTH.—At the Legislative Assembly, Victoria, B.C., on the 1st April, 1897, the Mongolian Ministry of British Columbia of a railway policy (still-born).

Parturient montes nascetur ridiculus mus.

No better date could possibly have been selected by the government for presentation to parliament of this most marvelous heir of their invention. Mr Rithet, no doubt, is sponsor to the infant, and we can only sympathize with him on its want of vitality.

This is what we have waited and pined for so long: this is the "People's Railway":

There is hereby granted for and in aid of the construction of the following railways, and to be paid out of the moneys raised under this act, a sum not exceeding four thousand dollars for each mile of railway of the uniform gauge of four feet and one-half inches, viz.:

(1) For a railway from Penticton to the Boundary Creek district, approximately one hundred miles in length.

(b) For a railway from Batte Inlet to Quesnelle, approximately two hundred and thirty miles in length.

(c) For a railway, from the coast to Chulliwack, approximately sixty miles in length.

Railway (a) plays right into the hands of the C.P.R. Railway (b) plays right into the hands of Mr. "B. P." Rithet. Railway (c)—We reserve our opinion about Railway (c), for this is the first we've heard of it, and must for the nonce surmise that it is intended to induce healthy competition with existing river traffic on the Fraser. The bill enables the government to raise \$2,500,000, "from time to time in such amounts and at such times as may be deemed expedient" (by the lieutenant-governor in council); the total mileage to be subsidized is 300 miles, at not more than \$4000 per mile. Reckon it at the maximum, and you have \$1,360,000, thus leaving, roughly, a million dollars in the government hands to be "appropriated in such amounts and in such manner as the legislature may from time to time authorize towards the construction of roads and public means of communication and transport and other public works."

This simply means that the government have not made up their minds exactly what ought to be done with the extra million, or in what direction it should be expended, but they have made up their minds that they will be short of funds for running the country, and consequently seek this ingenious way of providing themselves with a substantial balance on hand, which shall be of a rather more tangible nature than the premier's estimated surplus of \$280,000 on 30th June next.

ENGLISH INTEREST.

"There is more mining activity in the Dominion at the present moment than ever before. Finer actual results," says a writer in the London Journal of Commerce, "have been realized in the past season than the most sanguine miners dared to hope for. In half a dozen widely-separated districts—the Seine river, the Lake of the Woods, the Cariboo, the Yukon river, and above all, in the Kootenay—mining has been carried beyond the experimental stage. Each of these districts has its bonanza mine, properties of indisputable value, making large and regular returns to their owners. Any one of them may be safely capitalized for the London market at millions of dollars. I am not recommending them for that purpose, and have no idea of such thing being contemplated, but if it were, they could, I believe, show as good a record as the original dividend-payers on the Rand."

ELECTION RETURNS.

The municipal election resulted as follows:

FOR MAYOR.	
Robert Scott	586
C. O. Lalonde.....	471
Majority for Scott.....	
115	
FOR ALDERMEN.	
G. A. Fraser.....	695
Hector McPherson.....	654
J. E. Johnson.....	648
H. I. Raymer.....	592
W. A. Campbell.....	491
H. S. Wallace.....	393
W. H. Bell.....	383
T. W. Stack.....	369
W. S. Weeks.....	345
C. O'Brien Reddin.....	221

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J. A. SCAMAN, Secretary.

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There are three distinct ledges on the property, including the main ledge of the Silver Bell.

Development work is now in active progress. Five men are employed.

First block of Treasury Stock on the Market at 6 cents.

Tunnel now in 140 feet.

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Copper only	\$2 00	Lead, wet assay \$2 50	Antimony	\$5 00	
Gold and Copper 2 50	Silica	2 50	Arsenic	5 00	
Gold only	1 50	Iron	2 50	Nickel	10 00
Silver only	1 00	Zinc	3 00	Cobalt	10 00
Gold and Silver. 2 00	Sulphur	3 00	Coal Analysis 10 00		
Lead, fire assay 1 00	Aluminum	3 00			

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DAILY EXCEPT SUNDAY.

Leave.	ROSSLAND	Arrive,
10:30 a.m.	3:25 p.m.
9:00 a.m. NELSON	5:20 p.m.
7:30 a.m. SPOKANE	8:30 p.m.

Passengers for Kettle River and Boundary Creek connect at Marcus with stage daily.

COLUMBIA & WESTERN RAILWAY

Time Table in Effect February 4, 1897.

No. 2, PASSENGER, Daily except Sunday—	
Leaves Rossland	7:00 a. m.
Arrives at Trail.....	8:00 a. m.
No. 4, PASSENGER, Daily, except Sunday—	
Leaves Rossland	4:00 p. m.
Arrives at Trail	5:00 p. m.
No. 3, PASSENGER, Daily except Sunday—	
Leaves Trail	8:45 a. m.
Arrives at Rossland	10:00 a. m.
No. 1, PASSENGER, Daily—	
Leaves Trail	5:45 p. m.
Arrive at Rossland	7:00 p. m.

Connection made at Trail with ALL STEAMERS, both up and down the Columbia river.

For freight rates and further particulars, write to

F. P. GUFELIUS, Gen'l Sup't.
Rossland, B. C.