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Rossland Weekly Miner.

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C. A. GREGG Managing Editor

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THE POLICE COMMISSIONERS.

The personnel of the new board of police and license commissioners has been announced. In the gentlemen chosen by the provincial government to act in the capacities mentioned, Rossland has an assurance that her best welfare will be carefully looked after. Possessed of large property interests in the city, Commissioners Clute, Hamilton and Walker can be depended upon to further every movement aiming at the advancement of Rossland's best interests. The charge has been made that we are now going to have what is known as a "wide-open" town. If we correctly interpret the phrase, a "wide-open" town means a locality where crime and criminals of all sorts are the paramount factors in the community. Does anybody suppose for a moment that such a condition of affairs would be tolerated in Rossland? No; but there is a wide difference between a "wide-open" town and a tolerant town. We think we are stating the case correctly when we say that the new board of police commissioners is made up of men who are likely to exhibit sufficient broadmindedness as to arrange that Rossland shall be a tolerant town. In other words, their official acts will provide equal liberties to all classes in the community. Such an assurance ought to be welcomed by everybody. We doubt if there is a mining camp on the continent of America which is more orderly and law-abiding. The major portion of the men who are employed in the mines are disposed to have a "good time" when they feel like it; and that they will have it at all hazards is a matter of history. So we say if the new police commissioners approach a discussion of this phase of their duties in a tolerant mood—as we believe they will—they will be acting in the very best interests of the city of Rossland. It was anticipated that the Municipal Labor League and its supporters would express disapproval of any official acts of His Worship Mayor Clute and his colleagues, so we are not at all surprised that in some quarters dissatisfaction should be expressed in the choice of the government in the matter of the selection of police and license commissioners. As Bismarck remarked, "You cannot have an omelette without breaking eggs;" and so it would appear that we cannot have good times in Rossland without treading upon the corns of certain wise gentlemen who assume in their vanity and egotism that everything is wrong which is done without their being consulted in the matter.

SETTLERS FROM THE STATES.

An eastern exchange remarks: "Canada is apparently 'found out' as a field for settlement. Americans are coming into the west in large numbers, and migration from this source is likely to increase every year. As the United States becomes more densely populated, the overflow will naturally be into Canada. They are farmers well acquainted with western methods of agriculture, and generally men of means, who will require no government aid and very little guidance. There is also a strong movement towards northern Ontario. It has been found that the land improves in quality as progress is made northward, and there is a large region in which the celebrated No. 1 hard wheat can be grown. The land is virtually as good as pasture for the settler, for the timber, when cut, can be sold at a price which will amply repay the labor of cutting. The building of the railway to the head of Lake Temiskaming will, of course, be an immense boon to the settlers, and it will also give easy access to the beautiful Lake Temagami, which is sure to become a point of attraction for tourists. When the railway is built it will not be very long before the great inland sea to the north is reached. A railway to James Bay has been talked of for many years, and it seems likely to be accomplished gradually and naturally, through the progress of settlement. In the development of this northern region Toronto and this portion of Ontario has a special interest. The peninsula bounded by Lakes Huron, Erie and Ontario ought to be kept in close touch with northern Ontario, so as to obtain its full share of benefit of the growth of that region." According to a despatch published yesterday, British Columbia is to profit to some extent from the over-

flow of Americans into Canada. The immigration of over a hundred families intending to settle upon land in this province may be the beginning of a considerable influx. There are plenty of opportunities in the agricultural line to be found on this side of the border for which no parallel can now be found in the states, and it would seem natural that wide-awake people should try to seize them.

COMMENDABLE PROMPTITUDE.

The new board of license and police commissioners has displayed commendable promptitude in arranging for certain necessary changes on the police force. The retirement of Chief Vaughan and the installation in his stead of Mr. Ingram will meet with the approval of a vast majority of the citizens. Chief Ingram is a man whom the citizens can depend upon to do his duty on all occasions, and there will be little disposition to dispute that the choice of the new board of police commissioners has been a wise one.

PUBLIC SCHOOL EXPENDITURE.

The wisdom of curtailing expenditure on our schools until our city finances are in better shape, is forcibly illustrated by the state of affairs in Toronto, which prides itself upon being the centre of the educational system of Ontario. Under the caption "Loaded With Debt" the Globe publishes the following letter from S. Alfred Jones, the new chairman of the Toronto public school board, to Mayor Howland:

"I desire to inform you of the condition in which I find certain matters on assuming my duties as chairman of the Toronto public school board. The board is at present indebted in considerable sums of money to its teachers, and to the workmen, contractors and merchants who have rendered services and delivered goods. Complete estimates were furnished the council early last year, giving all details as required by statute. Of the amount asked from the city by these estimates, the sum of \$69,000 still remains unpaid, being the amount withheld by last year's council."

The public school board is now being threatened with actions at law at the suit of some of its creditors. I desire to notify you of this fact, in order that this year's council may accept, with its eyes open, the responsibility of putting the board's creditors and the taxpayers to the great expense which these various lawsuits will entail. As you are aware, the school board can offer no defense whatever to these actions. This means not only that the ratepayers will be called upon to meet the costs attendant upon each individual lawsuit, but also the expense of the subsequent levy necessary to payment. To any of the members of the council who take pleasure in making comparisons, the fact may not be devoid of interest that the Toronto public school board is a body which has, during the past year, kept its expenditure within its estimates. I trust and believe that this matter will receive the early and earnest consideration of the council. The necessity for prompt action is obvious."

The school system in British Columbia is similar to that of Ontario. Our school trustees have the same power of fixing expenditures and requiring the city to defray them. Any extravagance on the part of the trustees at the present juncture would probably result in bringing about the same state of affairs as exists today in Toronto, namely, liabilities incurred by the board of trustees on behalf of the city, but repudiated, or at all events, left unpaid by the city. Of course the liability to pay such estimates continues to exist, but it would be poor satisfaction to an unpaid teacher (for instance) to have to bring action against the trustees or the city, and wait several months before the claim could be enforced.

THE MISSING CONDOIR.

There is unhappily but too much reason for the fear that the sloop of war Condoir has gone down, with the 160 officers and men on board. Very strong evidence of a disaster is furnished by the finding of the boat on the west coast of Vancouver Island that has been almost positively identified as belonging to the missing war vessel. A despatch from Vancouver yesterday pointed out a small chance for hope in the story of the flagship Repulse, which was missing for weeks after encountering a fierce storm on the Pacific in 1874, but afterwards turned up safe. The weak point here is that the number of vessels plying on the Pacific has been very greatly increased since 1874, and it would seem almost impossible that some one of this great fleet should not sight the Condoir if she is drifting helpless and report the matter ashore. On the other hand, it would be somewhat remarkable if only one boat should be found of all the wreckage that must result from the foundering of a vessel of that class. But making due allowance for all the favorable circumstances, it must be regretfully concluded that the weight of evidence is against the theory that the Condoir is still afloat and drifting. If events should prove differently the rejoicing for the safety of the vessel and her people will be great in proportion to the depression now caused by her disappearance from view. The despondency on her account is increased by the general opinion among those who

are in a position to judge that she was not built so as to be seaworthy. The Victoria Colonist touching upon this point offers the following remarks: "Everyone yet hopes that the Condoir will yet be heard from; but the anxiety concerning her fate is very great. To criticize the admiralty is an unusual thing in this part of the world, but when a landsman is told what sort of a ship the Condoir is, he feels like calling the building of such a craft and sending her to sea, loaded with valuable lives, a crime against the nation. The low freeboard and high bulwarks of the Condoir were an invitation to disaster, and surely it ought to be possible to avoid the construction of such vessels. Ships of the Condoir class are meant for the high seas. If that is not their purpose, there is no excuse for them. They should therefore be built so as to reduce the chances of disaster to a minimum. Experienced seamen say that if a heavy sea boarded the Condoir she would retain so much water within her bulwarks that she could not rise to the next sea that came. It is also said that her sister ship went out to sea and was never heard of again. It has been stated that the Condoir's captain declared that she was not a safe ship. If these things are true, what possible justification can be pleaded for putting sailors aboard such a vessel and sending them abroad?"

TEMPERANCE EXPERIMENTS.

The question of securing temperance reform by means of prohibitive legislation is a more or less live one in various parts of Canada. In Great Britain a reform movement has been launched on different lines and is attracting public attention in a considerable degree. The people engaged in it, many of whom are prominent in various ways, are associated under the name of the People's Refreshment House Association. The society was organized in 1896, and is composed of eminent philanthropists and Christian people, with the Bishop of Chester as president. A writer in The Boston Transcript, who describes the working of the system, takes as an example a saloon that the society is about to open in London. He says:

"This drinking place will be managed by a man who will have no interest whatever in pushing the sale of alcoholic beverages, but who will have a direct pecuniary interest in getting people to take non-alcoholic drinks, because, upon the latter, in addition to his fixed salary, he will get a generous commission. He will also have an inducement to push the sale of food, for this department of the business will be entirely his own venture, and to his own private purse will accrue all that can be made out of it. This saloon public has hitherto been uncleanly. It has been a place where filthy language could be heard, and where the landlord would have every incentive to encourage excess, and to break the law which forbids the selling of liquor to children and drunkards. But, under the People's Refreshment House Association, all these features will be changed. The occasional unexpected visit of an inspector will ensure scrupulous cleanliness, and also that the atmosphere is kept as pure as possible morally, and that none of the restrictive features of the license laws are broken. Tea, coffee and cocoa will be obtainable at all hours, and these, with other temperance beverages, will be kept to the front. Always, too, there will be cool water on the counter for public service without cost. All the same this house, like the others managed by this reform association, will keep in stock every kind of liquor and beer, and the manager and his barmaids will serve the same to all comers of proper age who do not give evidence of inebriety. They will be obliged to do this, just as other publicans are, by the provisions of their license."

Another and more recent temperance organization operating on similar lines is the Public House Trust Company. The aims of this do not differ from those of the older society, and its plans of operation will be the same. But the People's Association, while doing good enough work on a limited scale, shows no signs of organic multiplication; whereas the Public House Trust will inspire and direct the movement from London; the management and local propaganda will be in the counties and large towns. It is hoped that before long every county and borough will have its own Public House Trust Company. Twenty of these are already formed and getting ready for work, though the new movement is scarcely a year old.

The distinguished men who are going in for this new reform are not temperance men in the Canadian sense. Not one of them is a total abstainer, and none would have anything to do with temperance movements of the ordinary kind. But the public house, as it is, they believe to be a curse. It is run for personal gain, when it ought to run in the interests of the public. It is a mere drinking bar, and they want to convert it into a respect-

able place of refreshment, giving as good a chance to non-intoxicants as to intoxicants, and associating drinking more generally with eating. The inspiring leader of the Public House Trust movement is Earl Grey, and with him are associated, in addition to those already named, the Duke of Norfolk, the Bishop of Rochester, Earl Stamford, Cardinal Vaughan, head of the Roman Catholic church in England, the Duke of Northumberland, Lord Stanhope, Lord Goschen, Lord Avebury, known to the philanthropic world as Sir John Lubbock, the Marquis of Ripon and many other equally distinguished. The results of these English experiments will be watched with a good deal of interest in more than one country.

BUSINESS CONDITIONS.

At the recent annual meeting of the shareholders of the Canadian Bank of Commerce in Toronto, the general manager, B. E. Walker, gave his usual review of the business conditions of the country. Such reviews by Mr. Clouston of the Bank of Montreal and Mr. Walker are naturally and correctly accepted by the public as authoritative. As to the general situation, Mr. Walker said: "If, however, without further comment, we were to say that the past six months had witnessed a very satisfactory extension of the prosperity of the previous year, we might, perhaps be regarded as having sufficiently covered the situation. Indeed, what is most generally noticeable is that throughout Canada and the United States, whatever may be in store for us in the comparatively near future, there is little sign as yet of a check in our prosperity. It is not as if there were no eddies in the current of business affairs. Local checks of a quite serious nature are frequently occurring in one part or the other of North America, but they do not so easily as in the past affect the general result. The wheat crop may fall as it did a year ago in Manitoba; the corn crop in the United States may shrink as it has this year to the enormous extent of six or seven hundred million bushels, and the oat crop may shrink one hundred and fifty million bushels; there may be incipient panics in Wall Street, which only very strong men are able to quell; there may be collapses of even gigantic speculations; entire mining areas may disappoint the most confident expectations; particular kinds of trading and of manufacturing may experience reverses, and so on; but the total result of the energies of the people shows a distinct progress. This happy state of affairs will some day be altered. We are glad to notice, however, that there is much less speculative spirit in many communities, and more care is being exercised in making investments. In view of our good crops and the great volume of goods being sold, this is perhaps what is mainly necessary at the moment."

Dealing with British Columbia more particularly, Mr. Walker offered some very interesting remarks, saying: "Notwithstanding the unsatisfactory state of some kinds of mining and the effect of this on other trades, the general outcome of the year to British Columbia has been good. The catch of salmon, as expected, was very large, and although prices are disappointing, the result as a whole has been the distribution of money for labor on a greatly increased scale, the liquidation of many debts, and the addition of much wealth to the province. There seems to be no reason why, if this industry is carried on by men with adequate capital and experience, it should not be a great source of wealth for all time to come, and for this reason its importance can scarcely be overestimated. It has, perhaps, been too easy in the past to borrow money for salmon canning, but lenders are beginning to recognize that, as in other trades, success comes in proportion to the results of a precise knowledge of the conditions which surround the business. Labor is one of the great elements in salmon canning, and it is to be hoped that if the government or individual politicians interfere, it will be with a view to protecting an industry which, because of the shortness of the season, is peculiarly at the mercy of the strikers. The lumber industry is prosperous where the prairie and other markets to the east can be reached, unprofitable in most of the mining districts and unsatisfactory in the foreign trade, it has, in our opinion, nevertheless, a great future. It may have to wait a further depletion of eastern forests, but in any event the growth of the Pacific Coast provinces and of the Asiatic trade will assure its ultimate success as a leading industry. The growth of coal mining and coke making is quite satisfactory, and already the payroll of the Nanaimo and Crow's Nest collieries are foundation-stones in the industrial structure of British Columbia, although but the promise of what they may reasonably hope to be in the near future. In other branches of mining there is little of a satisfactory nature to be said. We must, however, distinguish clearly between mining ventures which have failed because the necessary ore does not exist and other enterprises where lack of present success is due to conditions which are not likely to be permanent. There is no doubt but

that for repeated labor troubles, high freight and smelter charges, the low prices of silver and lead, and the recent fall in copper, the mining industries of British Columbia would be in a flourishing condition instead of the reverse. The market prices must, of course, take their natural way, but it is not to be deplored that an industry in which success is in any event difficult, should be hampered by legislation regarding labor, which can only result in destroying the power to employ labor? We can but hope that the legislators of British Columbia will gradually learn how unwise it is to kill the goose that lays the golden egg. In the coast cities and towns the collections have been good, building operations are on an increasing but healthy scale, and while there have been some failures, they are related to an unsound state of trade and credit which is gradually passing away."

It may be too much to hope that Mr. Walker's advice will prevail with the legislators of British Columbia, present and to come, but at any rate it leaves them no excuse in the way of ignorance of the financial expert's view of past foolishness.

We are glad to learn that Mr. Bernard McEvoy has put into shape for publication in book form the delightful series of letters contributed by him to the Mail and Empire during his recent extended trip through Western Canada, in the course of which he visited Rossland. The volume is entitled "From the Great Lakes to the Wide West." William Briggs has the work in hand, and will issue it in his best style, illustrated plentifully with picturesque scenes—new plates from recent photos—along the route across continent. Mr. McEvoy writes with the easy, sprightly style of the practiced journalist; he possesses the eye of a keen observer, and the faculty, rare enough, and therefore all the more to be valued, of giving things their proper proportion. As might be expected, the touch of the poet is frequently in evidence, especially in the many exquisite passages descriptive of the scenery witnessed en route. A vein of light humor runs through all the chapters, greatly enhancing the reader's enjoyment. Certainly no volume since Principal Grant's "Ocean to Ocean" was published gives anything like so engaging a picture of Canadian travel. Its value can scarcely be overrated as a capable estimate and description of Canada's great Western heritage.

The total miles of railway now operated for traffic in the world are estimated at 484,348. Of these about one-third are owned by the governments of the countries in which they are located. Germany owns at least nine-tenths of hers; Austria-Hungary nearly one-half, and Russia two-thirds of her outfit. Italy owns nearly all of hers, and leases to private companies. France is stated to come into possession of hers about the middle of this century, but has been considering the propriety of getting them sooner. The various Australasian communities control nearly all of their railroads and the same is true of India. The United States and the other countries of North and South America, which represent now over half the mileage of the world, are almost the only governments of importance that do not have some direct interest in their railroads, except Great Britain.

There is naturally keen speculation in the east over the purchase of the Canadian Atlantic railway on account of the Vanderbilts. Many at once conjectured that the road was acquired with the idea of making it a link in a through road across the continent, and although Dr. Webb entered a polite denial that theory is still strongly held. The Ottawa Citizen thus interprets the Vanderbilt intentions: "For some time past there have been rumors of the New York Central getting a line from Ottawa, and coupled with that the statement of the intention of the Vanderbilts to secure the Beemer system and inter-provincial bridge, with the object of extending the northern roads through the rich pulpwood regions north of here and tapping the valuable fisheries of Hudson Bay. The first of these rumors has been verified, and it will not be a matter of any surprise if the rest comes true."

The London Times has lately published descriptions of the cartoons levelled against Great Britain which have appeared recently in German papers. The cartoons which have been described as "foul," "filthy," "vile," "blasphemous," and so forth, the Times describes in full. It showed that they were not confined to the disreputable press, nor did they find their circulation solely among the lower elements of the population. The most representative papers were as bad as the rest, and their abominable productions were fingered by the dainty hands of ladies in fashionable drawing rooms. There is no doubt about the depth and the general extent of the German antipathy for Britain, but the cause is somewhat of a mystery. Evidently a portion of the Anglophobia was due to the work of designing persons who purposely

misrepresented Mr. Chamberlain's utterances.

Northport Republican: To have the black ball lifted against Western Federation men the Rossland Miners' Union consented to declare the strike at an end as far as the Le Roi was concerned. This was the only concession extended to the Western Federation of Miners. They have gained absolutely nothing by striking but an equal chance with other men to seek employment. Up to the late election at Rossland the Miners' union was as fully determined as the Northport men to hold out indefinitely or until the mine managers should "get down on their knees" and beg them to return, but that election decided the matter and brought the hot heads to their senses. Before the election they thought the people were afraid to oppose them, but the ballot proved who were in the wrong and their only alternative was to "throw up the sponge."

If the X-ray treatment has really cured five cases of cancer, of which four were recurrent and one primary, as Dr. Charles Warren Allen says in the last number of the Medical Record, it will be the greatest therapeutic discovery of the century. But the article does not make it quite plain that the so-called cures are permanent. It will be interesting to follow this development, the logic of which appears to rest on the destructive influence of light rays upon all bacteria. It is an interesting theory to apply to many other things, and if it be finally demonstrated as sound, the application to the prevention as well as cure of germ diseases by floods of light will be in order.

According to the statistics kept during the past two years in New York State the chance that a passenger will be killed on a railway journey is only one in seven million. During 1901 in that State one passenger was killed for each 5,119,313 carried, and one injured for each 218,424 carried. In 1900 one passenger was killed for each 9,230,764 carried, and one injured for each 447,552 carried. This will be reassuring to people who travel by rail. The figures for New York State for 1901, however, show that 250 railway employees were killed and 766 injured. This seems high, and suggests that there ought surely to be ways and means of making more secure the lives of the men who handle trains.

Wm. E. Curtis, writing to the Chicago Record, says: "A business man of Philadelphia told me that Mr. Wannamaker's profits from his Philadelphia store last year were over \$1,750,000, and that those from his New York establishment will run close to that figure. The New York store has paid a profit from the very day it opened, although two firms which occupied the establishment since A. T. Stewart's death have failed. The reason for Mr. Wannamaker's great success, both in New York and Philadelphia, is his skillful and extensive advertising. It has been his rule to confine his advertising to newspapers and magazines."

It is not enough to deprive officers on active service in South Africa of their pianos and cooking ranges. Bennett Burleigh says that the buck wagons that are bedrooms and saloons on wheels are to be put under the ban, and so are the Cape carts that carried the officers' excellent midday lunches, with napery, crystalware, wines, tables and chairs. These changes are timely, if only to suppress disagreeable insinuations as to the complacent way in which some officers regard the lengthening out of hostilities. Active service has many material advantages, even without a system of field luxuries.

An interesting three-cornered contest is on in the district of Lisgar, Manitoba, for the seat in the commons, made vacant by the voiding of the election of R. L. Richardson. It is well known that Mr. Richardson, as a result of his parliamentary experience, came to the conclusion that the Liberal leaders in power were not carrying out the policy which they laid down when in opposition. He claims that the party has left him, and that he keeps to the lines of the true Liberalism. He is again asking the electors of Lisgar to elect him as an independent. There are also straight Liberal and Conservative candidates in the field, and the result of the contest appears very uncertain. If Mr. Richardson is re-elected the outcome will hardly be comforting for the government.

The war secretary, Mr. Broderick, in introducing a supplemental war estimate of £6,000,000 in the House of commons said this brought the total of the cost of the war for the fiscal year up to £65,071,000. On January 1, Mr. Broderick said, there were still 217,800 British troops in South Africa. The expenses of the war had now been reduced to about £4,500,000 per month. The patient British taxpayer will no doubt pray that the reduction may go on at a still more rapid rate.

Having disposed of the contest for the house of commons seat, Victorians are now turning their attention to the vacancy in the legislature. Victoria is getting a big share of the election excitement, but none the less the rest of the province will not seriously object to that.

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Another

OTTAWA, Jan. 5.—Received a despatch from a Canadian rifleman who had just returned from the Palma trophy of range.

Dr. McEachern, many years chief of the Dominion Dr. J. G. Ruthe Macdonald, Macdonald, pointed in his p will be retained an advisory cap

MONTREAL, session of the syn bishop Bond stat his age and ing firmly he felt the appointment. Some of the dele are to proceed y at once, but othe a debate which times the matter morrow. It is e Carmichael, rect church, will be long been recogn successor of the the Dean, was deanship and als of St. George's.

TORONTO, Jan. Ross has accept the colonial offic connection in Jun SMITH'S FALL drew Carnegie Falls \$10,000 for brary. The acc was made possibl F. T. Frost offe in 20 annual pay wards the \$10,000 required by Mr. C ances.

TORONTO, Jan. Telegram London Strathcona, owing his health, has de Lord Rector of Ab SHERBROOKE, George Gale & So factory at Waterv ad to the ground \$75,000 with insur than half. One h five men are left

WHITBY, Ont., taken here last ing a company w 000 for the erect factory. American pared to furnish required.

WINNIPEG, Ja political conventi in Lisgar today provincial legisla until Monday eve counts were laid but the budget w until Tuesday.

OTTAWA, Jan. 5.—The average day was \$18,335,878. 674,146 for the sum ing an increase of month of January a nearly half a millio as \$2,489,186, as t same month last Smith Curtis, M view with Sir Wil regard to British C

MONTREAL, Ja synod today adjou coadjutor bishop to a special sessio held on March 4th.

TILSONBURG, Wilson, postmaster Wilson company, l TORONTO, Jan. pected that the C not be held until allow Premier Ro onation ceremonies

A return made of fruit trees in the cause of the San large number dest of Lincoln alone destroyed. James trees.

Hon. Geo. E. F in the legislature the sale of intox he introduced the week.

WINNIPEG, Ja sales continue to the increase of 50 price recently ma are made to settle WINNIPEG, Ja of Carman was p test Lisgar in the against Richard Stewart, Liberal. WINNIPEG, Ja Pacific land sales 1902, just closed \$347,761. Sales for were 27,928 TORONTO, Feb er Montreal was tram shipyard w Richelleu and On pany. She is the boat in Canadian feet long, and is Montreal-Quebec

MONTREAL, B shock of earthqu about 8 o'clock, also felt at severn Townships. There is const circles. On acco bishop Bruchesi