

They are going to see the country thoroughly and examine it well, and evidently, like wise men, intend to take sufficient time to do it satisfactorily.

We hear of several parties of English gentlemen being formed to come out during this summer *via* the Canadian Pacific Railway, and all this means that a great deal of money is likely to be invested in our mines during 1896. It is the duty of every man connected with mining in this Province, whenever opportunity occurs, to guard these capitalists from bogus investment.

Once we create a feeling of confidence in our mining investments, it will not be long before we will rival South Africa as a field for capital. We have the mineral treasure to do it, and all that is required at this stage is careful and conscientious treatment of the men who are the pioneer capitalists and whose experience, if it be good, will lead others to follow their example.

We are at a stage now when we may either spoil or make our future. All that is required to ensure success is to trample down dishonesty wherever and whenever it appears.

Preparations are being made for an active season of work in the Cariboo and other districts where hydraulic mining is carried on. Our next number (June) will be devoted to a description of those districts, and an interesting number it will be. In the meantime our present effort is directed to the Kootenay country, East and West, and a careful reading of these pages will show the wealth of mineral resources possessed by the whole district. We need not particularize.

The loss by fire which the rising town of Ainsworth recently experienced is much to be regretted. But, like Kaslo when it was burned down some time ago, Ainsworth will rise to the occasion and before midsummer the fire of to-day will hardly be remembered. There will, at least, be no trace of it, and the town will be able to boast of better buildings erected to replace those just destroyed.

We take the following from one of our exchanges published at Rossland:—"Corbin's road is a dandy. Last week a correspondent of considerable note, representing a leading daily journal on the sound, visited Spokane. There he heard so much about Rossland that he was induced to come up for the purpose of giving the camp a write-up. He applied for transportation and was refused. He said, while here, that he was rather glad that he had not been placed under obligations to the road by accepting transportation, for now he would feel at liberty to tell the truth about the road as he found it. It was rough and out of repairs," etc., etc.—The inference to be drawn from the above

is that if the noted correspondent in question had been granted transportation he would have told a different story about Mr. Corbin's road. This does not say much for the honesty or reliability of the noted correspondent. But our contemporary at Rossland would have done better had he refrained from publishing such stuff. Is the efficiency of a railway line to be gauged by the willingness or unwillingness of the managers to grant transportation to newspaper men? If this were the case it would not speak well for the reputation of newspapers. We suppose the residents of Rossland like to have people visiting their town, whether they come in a railway train or on a mule's back. It is, therefore, bad policy to disparage either the railway train or the mule by unjust criticisms. From all we can learn from those who have travelled over it, Corbin's road is not as painted by our contemporary.

We are glad to note the friendly rivalry that exists between the various towns in Kootenay to secure smelters. It is the precursor of a strong agitation to have our ores treated at home instead of sending them out of the country. There cannot be too much of an agitation in favor of home smelters.

There is a good deal said about the freight rates charged by the Canadian Pacific Railway. They are doubtless high in some instances, but it may be taken for granted that the company are not actuated by any desire to do what is unfair. It is to their interest to meet the miners as far as possible in this respect, in order to encourage development. The more development the more traffic for the railway, and the managers, who are thorough business men, are no doubt alive to this fact. The proposed visit of Mr. Bosworth, the freight traffic manager of the company, and Mr. Kerr to this Province to look into the matter of rates for the purpose of adjusting the same is a proof that the railway company are desirous of thoroughly investigating the matter with the view of meeting the wishes of the business men as far as possible.

The Nelson *Miner* asks the pertinent question:—"Why could not the Dominion Government grant us a paltry \$2,000 for a country court judge?" Echo is speechless.

Rossland is stirring itself to become incorporated. A town that has sprung into existence within a few months and can boast of a population of 4,000 people is certainly justified in looking for incorporation. The necessary improvements, such as sidewalks, graded streets, sewers, etc., can be better and more systematically attended to with a properly qualified civic administration to manage affairs. The burden of taxation to provide these improvements will be more evenly divided amongst the residents and the town will go ahead faster. It is reasonable to suppose that Rossland will have 10,000 inhabit-