Rossland Weekly Miner.

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A TIMELY NOTICE.

It is said that the people of Victoria have served their members of the legislature with notice that they are expected to vote for the V., V. & E. charter or resign their seats. This is a species of coercion, but it is perfectly legitimate. The people of Victoria elected the members from that city to the legislature for the purpose of carrying into effect the will of the majority of those whom they represented, and that majority is strongly in favor of the construction of the V., V. & E. railway, and the granting of a bonus for the purpose of doing this. Through influences, which do not originate with the people they represent, the legislators from the Victoria ridings are inclined to legislate in a manner which is contrary to the interests of their constituents, and the people have stepped in very properly and called a halt to such unwarranted action.

This is not the first time that the representatives of the people have forgotten to whom they owe allegiance, so far as their official acts are concerned. It has been the case with large numbers of them that as soon as elected they conceived the idea that they are the masters and not the servants of the people, and in all their official actions reveal that they are dominated by this badly mistaken idea. The electors, however, do not as a rule take kindly to this sort of unfarthfulness, and wrong-headed idea of position, and lack of responsibility, and the result is that officials of this character have short political lives, which is according them only simple justice for having been recreant to the trust imposed in them by their constituents.

In the case of the Victoria members there is no mistaking the sentiments of the people of that city, nor that of the majority of the electors of the province. They have by every means possible informed the members of the provincial legislature that it is their desire that the V., V. & E. railway be constructed. This has been done in memorials, in public meetings and through numerous delegations which have journeyed to the capital from remote points in the province to impress their representatives as strongly as possible that it is the will of the people that an independent competitive line be contructed, and that the line be given a subsidy. Every possible device has been resorted to by some of the legislators assisted by a few of the members to obstruct and defeat the passage of the bill granting the charter and a subsidy to the V., V. & E. railway. In doing this the will of the people has been trampled on and outraged in the most indifferent and callous manner. It is no wonder, therefore, that the people of Victoria have been plain-spoken with their representatives, and their example should be followed by the electors of every riding in the province. In this way the erring legislators will be taught a lesson which they and their successors in office will not soon forget.

THE PHILIPPINE WAR.

It looks now as if the war in the Philippines will be brought to a termination before the troubles in South Africa are ended. There was not much promise of this six months ago and it is certainly a tribute to the Filipino leader, Aguinaldo, that the continuance of the struggle, which these islanders are making for their independence, should have rested with him and that it should cease with his capture. That he now has abandoned the contest which he waged so long and so courageously in the face of so many difficulties, and should have given his allegiance to the American Union cannot be regarded as in any way discreditable to him or as a taint upon his chivalry and loyalty to his country and her cause. He foresaw what must be the final result and like a man of wisdom and one having at heart the best interests of the people for whom he struggled so hard he has accepted the inevitable and advised submission. The government of the United States ought now to show their confidence in him by restoring him, unconditionally, his liberty and practically sending him as an ambassador to his compatriots offering them through him a large and liberal measure of self-government with an eventual prospect of complete independence. It seems as if, should the United States administration employ some years in spreading civilization among this primitive people and in teaching them the principles of self-government and then leave them to rule themselves under happier auspices than she found them she would be discharging the functions which many of her patriotic public men declare is part of her mission to mankind.

THE COAST-KOOTENAY ROAD.

The city of Victoria took the initiative among the cities of the coast in demanding that the Coast-Kootenay railway bonus be given to a company independent of, and which would run the road in competition with, the C.P.R. The public meeting at which leading citizens were appointed and consented to interview the government and urge the wishes and views of the community spoke with no uncertain voice. The city of Vancouver has followed the example of Victoria and has endorsed the demand for a competitive line. The utterances of the citizens of these two large centres are emphatic and in neither city can a baker's dozen be obtained who will give the opinion contrary to that expressed at the meetings. How the government is to escape from the position in which it has been placed by the unanimous voice of these, the leading commercial centres of the province, it is difficult to see. Especially how it is to do so when their demands are backed up by the wishes of the entire population of Yale and the Kootenays, the portions of the province which will be most affected and whose interests are most directly concerned in the construction of the line, is something that we fancy the government in itself will be unable to discover. By their actions it is apparent that Premier Dunsmuir and those of his colleagues who are under his dictation are running themselves into a very close corner, indeed, and the result will be that they themselves, if they adhere to their present course, will be involved in the general collapse of their scheme. The country does not propose to submit to their interested desires in this matter, and a competitive line it will have at all hazards. If then the administration refuses to give the bonus to the V., V. & E. company the only possible thing for them to do to save a shred of their reputation with the country is to postpone the whole thing for a year. By doing so it will only be a very small shred of reputation that they will be able to preserve.

As Mr. E. V. Bodwell pointed out in a meeting at Victoria, Premier Dunsmuir, having declared that he was bound to make the best bargain he could for the country, must see that that bargain shall be one made with a company other than the Canadian Pacific; that to allow them to build the road upon any terms and under any conditions would be to tie up the country and prevent competition and would in every sense be the worst bargain that could be made. It will be quite apparent, as Mr. Bodwell insisted, that the C.P.R. could afford to build the road without a bonus of any kind, or could afford even to pay a large bonus for the privilege of creating the Similkameen and Fraser river valleys into a preserve for their own purposes. The premier could not fail to see that to allow the C.P.R. to build the road, even without a bonus, was to close up every avenue of competition and was to turn the people of this province over to bondage from which they can never emancipate themselves, except at a tremendous cost and after a most bitter struggle. Already under the V., V. & E. charter government control is assured. If the subsidy goes to that road the country gets railway competition in addition to government control If the C.P.R. is allowed to build it the benefit of competition is abandoned and a much smaller measure of government control is obtained, since the C.P.R. is not under the same restrictions as the V., V. & E.

In calling for tenders for the construction of the line the government practically admits that they are advertising for a policy and asking for suggestions on the course which the government should take. Now it will be admitted without hesitation by any one who gives the slightest consideration to the matter and has any undersanding of how a government should comport itself, that Premier Dunsmuir and his cabinet should first decide, as a mtter of principle, that they will not deal with the Canadian Pacific; then, if they know what conditions are necessary for the protection of the public, they shuld bring down an act appropriating a bonus to an independent line, with proper conditions, and if they think the conditions they demand wil lnot be altogether acceptable to the company they might invite a consideration of them by the company before bringing in their bill and have them reasonably modified, rather than prevent the construction of the road.

The construction of this railway is of such vital importance to the interior that it would be calamitous to have the building of it delayed. It would be more calamitous still if it were not constructed by a company competing with the C.P.R. We therefore hail with unstinted pleasure the efforts which are being put forth by the citizens of Victoria and Vancouver to obtain the bonus for the V., V. & E. company. They are little less interested than we are in the final success of this company. Ultimately they will share equally with us in the benefits of healthy railway competition, and they are taking the wise course in insisting that the government shall not be false to the trust which is imposed upon them.

THE AGENT GENERAL'S OFFICE.

The decision of the local government to open the office of agent-general of the province in London, England, without delay is a commendable one. and it is a matter of general hope that the work which it is to carry on will be prosecuted in an active and enterprising spirit. This office, the duties of which if properly discharged by the man who is placed at the head of it, will, no doubt, be of great benefit to the province, and ought to turn the attention of capital to our mining district here in a manner even more pronounced than hitherto. According to a despatch Mr. R. E. Gosnell is to go to London at once for the purpose of opening the office and preparing the way for Mr. Turner. No better selection could have been made for this duty than Mr. Gosnell. He understands the country and believes in it. He is a man of ability and a hard worker, and will perform the duties of the office well and conscientiously. Mr. Gosnell, perhaps, has as complete a knowledge of the various resources of the province as any man in it, as he has given them the closest study for many years, and may, therefore be termed a specialist in this matter. For this reason he should, and we believe he will, be able to impart a knowledge with which he may be said to be fairly saturated, of the province to those with whom he may come in contact in London, which will redound to the great good of the province. Mr. Turner, the agent general, has more than ordinary capacity, and is gifted with just that character and those qualities which should make the time which he spends in London a source of value and profit to the province. It is palpable that Messrs. Turner and Gosnell will make a strong team, and as they have been long associated with each other, and as each has an admiration for the other, they will pull well together while they are in London.

THE COOK CHARGES.

It is hard to understand the position of the Conservative papers on the Senate's investigation into the charges made by Mr. Cook, says the Toronto Globe. They bitterly attack the government because the reputation of the late Mr. M. C. Cameron seems to have been besmirched by the inquiry. This we all deplore, and it seems a grave injustice to his family and friends. But it was not by the government that Mr. Cameron's remains were dragged from the grave, and it is grossly unfair to hold Ministers responsible for this feature of the investigation. Do the Conservative papers think that in order to shield the dead Sir Wilfrid Laurier and Sir Richard Cartwright should have perjured themselves in the witness box? Either that is their view or their denunciations are quite misplaced. How was it that the charges were not made while Mr. Cameron lived?

Then the Conservative press practically asks the people to believe that Sir Wilfrid Laurier, Sir Richard Cartwright, Mr. S. C. Biggs, K. C., and Mr. W. T. R. Preston swore falsely, and that against all these witnesses the word of Mr. Cook and his friends should be taken without question. That there was a conflict of testimony admits of no dispute, and upon some points raised in the inquiry only an open verdict can be returned. But we do think it fair to say that not one tittle of evidence was adduced which goes to show that the government sanctioned or encouraged the sale of senatorships. And certainly not a shadow of suspicion attaches to Sir Wilfrid Laurier or Sir Richard Cartwright.

THE NEW B. C. SENATORSHIP.

There is every probability that when the result of the census taking has been submitted to the Government it will be found that at least another senatorship will be due to British Columbia, and as the time is approaching when this appointment will come under consideration, it is not out of the way to say a word regarding it now. The senatorship, if no more than one is given to this Province, will undoubtedly be apportioned to the interior of Southern British Columbia. This part of the province is not now represented in the senate while every other portion is. We may take it for granted, therefore, that the government will not ignore our manifest right but will allot the seat to this district and appoint a member from among its residents. Who the choice of the government may be will be decided when the appointment is made. That he will be a Liberal, is, of course, taken for granted.

It has been the custom and is universally recognized in the Dominion as a quite justifiable one that the seats in the senate are given as a recognition of good citizenship and party services. That a man has been such a useful member of the political organization to which he has given his adherence that he can be called to a seat in this important legislative body argues that he is a man of good character, of reasonable ability and possesses a clean reputation in the community. Were it otherwise the government would be afraid of the scandal which would be raised by bringing him so prominently before the world. That they do so honor him shows that they are in no wise ashamed of him and do not require to dread public criticism. It is, therefore, an honor for the community in which any new appointee lives that he should be chosen from among them.

We think that of all the communities in southern British Columbia Rossland has the prior claim to the senatorship which will be allotted to this province after the census has been completed. We think so because it enjoys the reputation of being the greatest mining camp in the Kootenays, because it is the largest city in the district and because it possesses as a citizen the man who of all others in the province has the best claim to consideration at the hands of the party. That gentleman is Dr. A. C. Sinclair.

Dr. Sinclair, who has now lived five years in Rossland, and who is one of its leading citizens and a man who has large interests in the community, has been an active worker in the Liberal party for nearly forty years. He was a standard bearer in the Liberal campaigns before confederation and he has always been willing to make personal sacrifices, for his party and for his country. He comes of thoroughly staunch Liberal stock, his father having fought earnestly and hard to secure to Canada the blessings of responsible and constitutional government. As early as 1867, Dr. Sinclair was the candidate of the Liberals in the county of Stormont which at that time was a conservative riding, and he was only beaten by a small majority secured during those days of open polling by the rankest corruption. In 1872 he received the nomination of the Liberal convention for North Bruce but instead of serving his own personal ambition he induced the party to allow him to retire and unite the reform forces in support of the late John Gillies, who had declared himself a candidate despite the action of the convention. The result was the prevention of any breach in the party in that constituency and the election of Mr. Gillies. In 1882 Dr. Sinclair was unanimously nominated by the Liberal convention of West Bruce, where the Reform majority is over 1,000, but owing to business reasons was unable to accept. At the next election he was again the choice of the Liberals of West Bruce, but voluntarily retired in favor of the Hon. Edward Blake, who was then leader of the party, and whose election in West Durham was regarded as doubtful. For similar good party reasons he again resigned his claims to this seat in favor of the late M. C. Cameron, who had been defeated in West Huron.

For more than thirty years, as is well known to the leaders of the party in the Dominion, Dr. Sinclair has been a tireless Liberal worker and speaker in Ontario, and has occupied platforms during every campaign in the constituencies in that province from Glengary to Goderich. His labor for the party has ever been one conducted on principle, always at his own expense, and never with the idea of reward. He has brought with him to British Columbia the same staunch Liberal views which gave him his position in Ontario as a leader of the party, and he has done much in this Province by his words and his example to create Liberal sentiment and strengthen the organization. The claim which his friends make for him cannot be disregarded by the government, in fact we do not think that the government will hesitate for a moment to acknowledge his right to be called to the upper chamber as soon as the new senatorship has been created.

AN INCREASING BURDEN.

From time to time increased burdens are piled on the mining industry by the legislature of the privonce. It is evident that the Mining committee of the legislature is made up of men of considerable experience and they have a clear understanding of the difficulties which the industry labors under. Besides this they realize that the continual tinkering at the mining laws, the constant changes that are made in them, and the mischievous measures which have been grafted on the law from time to time by poorly informed legislators and legislatures have had the baneful effect of checking investments in the mining properties of this province, which has a wealth of mineral resources which cannot be matched anywhere Knowing the evil effect of too much mistaken and unwise legislation the mining committee a few days since resolved that it would be inexpedient, at this session of the legislature to make changes in the mining laws, and particularly in those which relate to lode mining. It is understood, notwithstanding the action of the Mining committee, that the minister of mines intends to have made several amendments to the mining act which relate particularly to lode mining. It is to be regretted that he has come to this decision, as he would display more judgment if he left the law as it now is.

There is a bill pending before the legislature providing for the inspection of steam boilers and the appointment of inspectors which is offensive to the miners for the reason that it will entail additional and needless expense. It provides that boilers shall be inspected at certain periods and that fees shall be paid to the inspectors for the service.

In this camp the boilers are insured by a company which makes a specialty of this class of insurance. The companies are protected by their policies against losses, including that of lives lost in explosions of boilers. The company has its inspectors who regularly examine the boilers of those insured, and if they are in the least bit defective they are condemned and put out of service. The companies naturally do not care to have explosions, and guard against accidents in every possible way. So much precaution is taken that there never has been a boiler explosion at any of the mines in this camp.

So far as the mines are concerned, at least, there can be no good subserved by the passing of this bill. It seems to us that the only possible objects to be attained will be to provide places for a number of inspectors and to increase the already too heavy burdens on the mining industry. It will be said that the inspections will not cost much. It must be remembered, however, that it will be a continual and will amount to a considerable additional expense in the course of a year and is simply an addition to the present cost of mining.

Gentlemen of the legislature, the mining industry is young in this province, and is struggling to get on its feet, and in the name of the interest of the commonwealth a halt should be called to this continual piling of costs on its back. The wonder is that it has not been killed long since by too much legislative tinkering Let it alone and give it a chance to grow.

LAST NIGHT'S MEETING

The absolute unanimity of feeling shown by the public meeting last night, which was held to consider the railway question, is another barrier to the granting, by the government, of the bonus to the C.P.R. to build the Coast-Kootenay line. What the meeting demanded, and demanded with no uncertain voice, was that the government of the province should give every encouragement possible to the construction of a competitive line of road from the coast through the Kootenay country. The utterances of the speakers which were concurred in by their auditors, were to the effect that under no circumstances should the government give the bonus to the C.P.R. It was recognized by all present that the construction of such a line, under C.P.R. control, would not only not be in the interests of the country, but would be diametrically opposed to them. It is understood by every citizen of the Kootenay country that while railway facilities are what are required for the development of that immense tract of mineral territory, it would be better to allow it to remain in its present condition than have it opened up under the auspices of a monopoly which would exact as tribute nine-tenths of its production. That the country is an immensely rich one has been proved beyond the possibility of refutation, but those who are chiefly interested in it, and in the development of its properties, are unanimous in saying that they would rather hold on for a year or two in the hope of obtaining railway competition, than see the C.P.R. struct a line from which they hope for so much. It is difficult to see how the government, in view of the meetings which have ben held in Victoria and Vancouver, and which are now being held throughout the whole Kootenay district ,favorable to the construction of a competitive road, can insist on givisg the bonus to the C.P.R. company.

POCKET MINES.

There is no good foundation for prejudice against "pocket" mines, says the Mining and Scientific Press. Nearly all mines are more or less pockety or spotted. A real pocket mine is one where an exceedingly rich bunch of ore occurs occasionally, while the rest of the vein is comparatively barren. Sometimes it takes all the money found in one pocket to carry on the work to reach the next. Occasionally six months or a year's work is spent before a good pocket is found. Some of the pocket mines have been worked for a number of years in a sort of intermittent way, but have been found to pay in the end. The ledges of these mines are usually small. But even in the chimneys of good, well defined wide ledges there are poor and rich spots—not so marked, of course, as in the true pocket mine, but occurring nevertheless. Possibly the pockety mines will not hold out as long or warrant expensive plants, but then much less ore is mined. Sometimes a vein is pockety and extremely rich on the surface, which, with depth attained, settles down into a steadily paying proposition.

A GOOD CITIZEN GONE.

The despatches last night brought the news of the death of Mr. J. C. McLagan, editor and manager of the Vancouver World. Of all the newspaper men who have been active journalists in British Columbia none have been better known or more highly respected than the gentleman whose demise has just been recorded. He came to this province before the advent of the railway and settled in Victoria, where he engaged in newspaper business, and where, by his force of character he made himself a strong personality in the community. When the railway was built to Port Moody and it was expected that this would be the terminus of the line, Mr. McLagan with a foresight unusual in newspaper men, determined to take up his abode in what is now Vancouver, maintaining that this was the natural and necessary terminus for the line. Mr. McLagan's prophecy was found to be right and he reaped the reward of his presence when the railroad was built to the site of the present city. The establishment of the World newspaper, of which he was the founder, and which he continued to manage up to the time of his death, was contemporaneous with the extension of the railway into Vancouver. The World, which was Mr. McLagan's personal organ, being controlled by no interests, corporate or otherwise, was ever a staunch upholder of the best interests of British Columbia. There was no industry ever promoted on the coast, which gave reasonable assurance of benefiting the province, to which he and his paper did not give their best support. He was in the fullest sense of the word an absolutely loyal citizen and the columns of his paper during the fourteen years of its existence, are a sufficient demonstration of this statement. Mr. McLagan was one of the first men on the coast to appreciate the great field there was for provincial success in the development of the mineral resources of Southern British Columbia and through his paper he never failed to impress upon his readers the fact that the ultimate prosperity of the coast cities was intimately bound up with the development of this great district. Vancouver and the province at large has lost in Mr. McLagan a friend whom they will certainly miss, and with heartiest regrets at his demise they can place a wreath upon his coffin as a tribute of their respect.

THE QUARANTINE DUTIES.

We are at a loss to understand the point of view taken by An Ex-Rossleander" in his letter published in yesterday's issue complaining that his wife was compelled by the quarantine officer at Northport to show him the mark of vaccination before he would allow her to proceed across the boundary. The writer says that the lady in question was vaccinated not on the arm, but "on one of her lower limbs,' and that she should be forced to show this to the officer was a "grievance and one that should not be tolerated in any civilized country," "an outrage on the modesty of any woman." Why should it be so? The officer at Northport is a physician, and is simply discharging the duties which he has undertaken. He is acting in a professional capacity, and to make the examination necessary for the occasion would cause him not the slightest embarrassment, nor should it in any way offend the woman's modesty. If any woman is so sensitive under these circumstances to the inspection of a doctor, who is no more than a profssional machine, she should not have been vaccinated on that part of her body. She must, too, have exposed that lower limb to the doctor who vaccinated her. If it was immodest in one case to show the mark to the quarantine officer, it was surely immodest to have the mark placed there at all. The whole matter seems to us to be silly sentimentality. Any lady who is inspected, whether the mark is on the arm or on the leg, is taken into a separate room and is not exposed to the public gaze. A quarantine officer is not supposed to know the passengers on a train, and if he did know them he is not supposed by the government who employs him to trust to their word in a case like this. It is his duty to see that every one who passes the boundary line has been vaccinated. He has to have ocular demonstration of the fact. If he does not assure himself he does not discharge his duty, and to pay attention to clamors on the part of those who object to showing that they have been vaccinated would be a weakness on the part of the officer which would certainly deserve reprimanding. It is a question in the long run of carrying out the quarantine regulations or not carrying them out. If the gentleman who writes the letter wishes female officers employed to examine women he had better write to the Dominion government, as the quarantine officers here have nothing to do with the matters of such an appointment.

The Jury Adjourned.

The coroner's jury which was summoned on March 12th for the purpose of inquiring into the death of John Hall, who was found dead in the St. Charles, and which was adjourned until yesterday, for the purpose of having an analysis made of the stomach, reconvened last evening. Dr. Reddick, the coroner, stated that he had received a telegram from Dr. Fagan, the provincial analysist, asking him to adjourn the inquest until May 14, at 7:30 p. m., for the reason that the analysis had just been commenced and would not be completed until that date. The coroner accordingly adjourned the jury until the time mentioned.

CROW'S NEST COAL.

C.P.R., Government and Company Reach an Agreement.

Ottawa, April 10.—(Special.)—It is understod that an agreement between the C.P.R. and Crow's Nest Coal company has been reached whereby the C.P.R. will select at once its six sections, or 3,800 acres, of coal lands. and the government will select its 50,000 acres of coal lands so that if the coal company attempted to form any monopoly in coal, then the railway company land and government lands would be thrown open to the public and in this way there could be no monopoly. This arrangement is said to be satisfactory to both parties, and as it has the appearance of being in the public interest, it will no doubt be satisfactory to the government, to the railway company and to parliament.