

THE BOARD OF TRADE.

The Roseland board of trade will meet at Dominion hall tomorrow evening, for the purpose of electing officers for the ensuing year.

J. B. McArthur, whose term of office as president of the board of trade expires tomorrow, has emphatically stated to a representative of THE MINER that he is indifferent as to his reelection.

It is a deplorable fact that since its creation the Roseland board of trade has been of little or no benefit to the town or the surrounding country.

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which would compel them to transport ores for the British Columbia smelters and merchandise for local houses for less than a similar service is performed for smelters and merchants on the American side.

To show what a difference a few cents a ton will make was illustrated a few years since in the city of Portland, Oregon.

At one time there was no bridge across the Willamette river, and as the wheat warehouses were located on the Portland side a charge of 25 cents per ton was made for transporting wheat across the river.

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THE REVENUE OF KOOTENAY.

The revenue of the Province is steadily increasing, and, within the last few years, this is due to the development of the mining resources of Kootenay.

According to the government reports, the following figures are given: In the fiscal year beginning July 1st, 1890, and ending June 30th, 1891, the net revenue of the Province was \$964,943.54.

In the fiscal year 1891-2, the net revenue of the Province was \$1,038,237.95. Kootenay in this period contributed \$54,000. For the fiscal year 1892-3, the net revenue of the Province was \$1,019,206.00.

It is said that a determined effort will be made tomorrow night to place the board of trade on a proper basis of usefulness, and that men will be nominated for the offices of president and vice-president whose public spirit, business interests here and personal disinterestedness are beyond question.

TO FAVOR LOCAL TRADE.

The policy of THE MINER in relation to the Kettle River Valley railway charter is most simple and one which is intended to build up the mercantile business and infant industries of this section.

bettersments that will help to develop the great natural mineral resources will return from whence it came many fold.

A NECESSARY PROVISION.

The railway committee of the house of commons has taken up the charter of the Kettle River Valley Railway charter and has listened to arguments for and against the granting of it.

If Mr. Corbin and his associates are to be given the right to build this railway through the Boundary Creek country—which they are eager to do—they should be compelled to quote traffic rates over the road that would discriminate in favor of commerce on this side of the international boundary and against the merchants and smelters of the United States.

Such a charter as this, while forcing the trade of the Boundary Creek country to this side of the international boundary, would be a terrible blow to the merchants of Spokane and the North-port smelter.

A GRAEFUL AOT.

There are few men in Roseland who have done so much, and none more, to promote the welfare of the camp than J. S. C. Fraser. He is highly esteemed and respected by all who know him, and is eminently qualified in every way to act as president of the board of trade.

BRITISH TRADE.

The request of Mr. Chamberlain, made to the Imperial Colonial Secretary, made to the governor of every British colony for information as to the extent to which in each colony foreign imports of any kind have displaced or are displacing similar British goods, and the causes of such displacement, elicited a reply in every instance, giving in more or less complete form the information asked for.

The basis of Mr. Chamberlain's inquiry was sufficiently wide to be fairly representative, and to bring out with approximate accuracy the facts of the case. The period to which the inquiry applied covered the years lying between 1884 and 1894.

The general result of the inquiry goes to prove that foreign imports have encroached upon, and to some extent, displaced British imports in the markets of a great majority of the Colonies. This is made more precise when it is seen that of goods in which foreigners compete with British manufacturers, where as their share in 1884 was about one-fourth of the whole imports of such goods to British colonies, in 1894 it had become nearly one-third.

The countries which are most frequently mentioned in the returns as seriously competing with British goods are the United States, Germany, and in some articles Belgium and Japan. The competition of the United States is of course most serious in those of our Colonies which lie nearest to their shores.

The competition of Belgium is only serious in certain articles and in certain Colonies. That of Japan is at present most apparent and most striking in our

Eastern possessions; at present, because it is obvious that the next rival to all Western nations in the markets of the East.

But the name which appears most frequently in the reply of almost every colonial governor is Germany. She is England's most active and ubiquitous rival in every quarter of the globe, neglecting no method, contrivance, or expedient whereby she may force her way into the market of every one of our Colonies.

Next to the knowledge of who Great Britain's rivals are, the most important thing is to know what are the methods by which they succeed; or looking at the same thing from another side, what are the causes of the failure of the mother country to hold her own against them? Upon these points the Colonial replies are full of information and instruction.

Almost all the Colonies agree that a considerable portion of the increase in foreign imports during recent years is more apparent than real, and is due to the effects of the Merchandise Marks Acts. Under that Act, or corresponding laws in the Colonies, all goods entering the Colony must be marked with the country of their origin, so that goods which were formerly imported from England and were thought to be British, are now known to be of foreign manufacture, and are credited to foreign countries in Colonial trade returns.

The Merchandise Marks Act was passed with the idea that it would prevent the sale of inferior foreign goods, but by revealing their place of manufacture to Colonial buyers it has indirectly had the effect of depriving British middlemen of a portion of trade, and it has given foreign manufacturers a direct introduction to Colonial markets, which has proved of immense value to them, and of which they have taken full advantage.

But the tide is commencing to turn in favor of the mother country. The Colonies, one after another, are manifesting a greater desire than ever to foster British trade, and there is every reason to believe that the time is not far distant when every country and colony of the Empire will establish import duties that will discriminate against foreign nations.

THE BOARD OF TRADE AND THE K. R. V. R. Y.

The opinion of the Roseland board of trade that proper safeguards as regards traffic rates over the Kettle River Valley railway, in the event of a charter being granted for the construction of that line, should receive due recognition from parliament before that body takes any further action in the matter. It is undoubtedly necessary for the welfare of Southern British Columbia that no opportunity should be overlooked to divert the trade of the Boundary Creek country into Canadian channels.

THE BOARD OF TRADE.

It is regrettable that Mr. J. S. C. Fraser could not find it convenient to accept the nomination for president of the Roseland board of trade. Had he done so it is certain that the members of that body would have been pleased at the opportunity to make his election unanimous.

A gratifying feature of the meeting Saturday evening was the large number of subscription fees paid into the secretary. This indicates that the business men of Roseland are as ready as ever to stand by the board of trade and make it a useful and influential institution.

EDITORIAL NOTES.

The Australian colonies, following the lead of Canada, have commenced to revise their import duties so as to give Great Britain a preference over foreign nations.

The decision of the Canadian Pacific railway to at once commence the construction of the first class steamers for the Oriental trade, shows how rapidly the volume of business is increasing between Canada and China and Japan.

The legal fraternity of British Columbia seem unanimous in their desire that a barrister of this Province, and not an eastern man, should be appointed to the vacancy on the supreme court bench made vacant by the death of Chief Justice Davie.

This Dominion government should not delay in acting on the suggestion of the Confederated Canadian Mining Institute concerning the imposition of a heavy import duty on pig lead and lead manufactures. The necessary legislation should be enacted at the present session of parliament.

The statement of Mann & Mackenzie that they are willing to accept a cash

subsidy instead of a land grant for the construction of the Sticken-Teslin railway is additional proof of the business sagacity of these enterprising contractors. They doubtless fully realize that when the already subsiding Klondike boom has utterly collapsed their land grant will be of little or no value.

Certificate of Improvements.

NOTICE. Penobscot mineral claim, situated in the Trail Creek mining division of West Kootenay district. Where located: Near the source of Stony Creek northeast of Roseland.

NOTICE. Jeff Davis mineral claim, situated in the Trail Creek mining division of West Kootenay district. Where located: At the head of Bear and Champion creeks.

NOTICE. Spitzee mineral claim, situated in the Trail Creek mining division of West Kootenay district. Where located: On the west boundary of Roseland township.

NOTICE. Gladiator mineral claim, situated in the Trail Creek mining division of West Kootenay district. Where located: At the head of Champion creek and about three-quarters of a mile north of the Jeff Davis and Free Coinage mineral claims.

NOTICE. Black Hawk No. 2 mineral claim, situated in the Trail Creek mining division of West Kootenay district. Where located: On the east side of Champion creek about four miles from its mouth.

NOTICE. Red Bird No. 3 mineral claim, situated in the Trail Creek mining division of West Kootenay district. Where located: About 400 feet north of the International boundary line, six miles west of the Columbia river.

NOTICE. Big Chief mineral claim, situated in the Trail Creek mining division of West Kootenay district. Where located: About one-half mile west from Barney O'Brien's ranch.

NOTICE. Red Bird mineral claim, situated in the Trail Creek mining division of West Kootenay district. Where located: About 400 feet north of the International boundary line, six miles west of the Columbia river.

NOTICE. Blue Bird No. 3 mineral claim, situated in the Trail Creek mining division of West Kootenay district. Where located: About 400 feet north of the International boundary line, six miles west of the Columbia river.

NOTICE. Ninety days after date I. J. C. Hole, intend to apply to the chief commissioner of lands and works for permission to purchase 320 acres of land, more or less, situated on Sheep Creek, in the Osoyoos Division of Yale District, British Columbia.

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