

THE CROW'S NEST PASS RAILWAY.

The following appears under the signature of P. A. Farrell in the Toronto Globe: It is doubtful whether such disgraceful misrepresentation of public opinion of British Columbia is more discreditable to P. A. Farrell or to the Toronto Globe:

THE CROW'S NEST RAILWAY.

The development of this wonderful district of East Kootenay entirely depends upon the building of the Crow's Nest Pass railway. As at present surveyed, the line will pass within ten miles of Kimberly and right through the St. Eugene ground.

There is also a free gold district in East Kootenay, that of Perry Creek. Perry Creek is intersected by numerous ledges of free gold bearing quartz, and with the advent of the railway Perry Creek will be a desirable locality for capital as well as for industrious workmen, but, as I have said, everything depends upon the quick construction of the Crow's Nest Pass railway. This railway will open British Columbia to capital, enterprise and labor more rapidly than anything else possibly can do. Considerable opposition has been developed against this proposed railway. One of the members of Parliament from British Columbia has made himself particularly obnoxious to the people of Kootenay by his opposition to the charter granted the British Columbia & Southern railway. His opposition has run counter to the opinions and judgment of not only his own constituents but the entire people of British Columbia. The charter and land grant of the British Columbia & Southern were acquired by the promoters of that concern, when they were like a voice crying in the wilderness, unheeded and scoffed at when they endeavored to convince capitalists and politicians that the richest and most prolific wealth-producing region in the world would be opened up for the benefit and betterment of the people of British Columbia and the Dominion of Canada. After nearly two years of incessant striving, urging and entreating, they succeeded, through certain discoveries, in convincing the most incredulous of the wealth and resources of this wonderful country, and the men who toiled and worked in promoting this scheme for the building of the railway are surely entitled to their reward. The petty attempts to despoil them of this reward merely discredits the spoilers, but the people of British Columbia, on the whole, most certainly have no sympathy with the course pursued by critics, who never in any way, by word or deed, have helped to develop the marvelous resources that are now being opened up in British Columbia. The course of the Toronto Globe in urging justice and fair play and the quick construction of the Crow's Nest Pass railway has won enthusiastic approval from the people of the entire Province of British Columbia, and they are gratified beyond measure that they have found in the great leading paper of Canada so much disinterested and splendid advocacy.

REMARKABLE COPPER ORE.

There are on exhibition at the office of William Bennison & Co. some very remarkable copper specimens, sent by Mr. J. W. Cover, of the firm, from the Mashell river, near Tacoma. The ore is a reddish, clayey substance, in which the grains of native copper are plainly visible, while leaf copper, in sheets the thickness of writing paper, and running 100 per cent. This property, of which a reprinted description is given below, has been secured by William Bennison & Co.

"The main copper proposition is not an undeveloped prospect. It is a solid ledge of ore 402 feet in width running northeast and southwest and has been traced by croppings for a distance of seventeen miles. On this ledge there have been sunk five shafts, ranging in depth from seven to twenty-five feet. The croppings give an assay value of six or seven per cent. of copper and the ore from the bottom of the twenty-five-foot shaft assays nearly fifteen per cent. The ore is free-milling, and can be easily handled at a very low cost. Yesterday morning Mr. C. P. Topliff, the manager of the mines, under the direction of Mr. Rosenfelt, weighed out sixteen ounces of ore taken from the dump in front of the twenty-five-foot shaft. This ore was crushed in a hand mortar and washed out in a

(Continued on page 3)

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KASLO AND SLOCAN RAILWAY

TIME CARD NO. 1

GOING WEST	DAILY	GOING EAST
Leave 8:00 a. m.	Kaslo	Arrive 3:50 p. m.
" 8:26 "	South Fork	" 3:15 "
" 8:51 "	Spruille's	" 2:45 "
" 9:17 "	Whitewater	" 2:00 "
" 9:43 "	Bear Lake	" 1:48 "
" 10:18 "	McGulgan	" 1:33 "
" 10:30 "	Bailey's	" 1:21 "
" 10:39 "	Junction	" 1:18 "
Arr. 10:50 "	Sandon	Leave 1:00 "

Subject to change without notice.
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DAILY EXCEPT SUNDAY.

Leave.	ROSSLAND	Arrive.
10:30 a. m.	3:45 p. m.
9:00 a. m.	NELSON	5:00 p. m.
7:30 a. m.	SPOKANE	6:30 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.

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