

Weekly Rossland Miner.

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THE SUBSCRIPTION PRICE OF THE WEEKLY ROSSLAND MINER for all points in the United States and Canada is Two Dollars a year or One Dollar and Twenty-five Cents for six months; for all other countries Three Dollars a year or Two Dollars and Twenty-five Cents for six months; the subscription price of the DAILY MINER is \$1 per month, \$5 for six months or \$10 for one year foreign, \$12.50 also in advance.

Shipments of Ore. From January 1 to December 31, inclusive, the shipments of ore from mines at Rossland to smelters were as follows: Table with columns for Mine, Tons, and Concentrates.

THE COMING BOOM.

It was pointed out a week since in this paper that the big mining operators of London were taking an active interest in British Columbia, and the deduction was that this concern would increase and redound to our advantage. This view is strongly borne out in a letter from London which is published in this issue.

THE MUNICIPAL ELECTIONS.

THE MINER publishes this week the requisition for H. S. Wallace to stand as a candidate for the office of mayor of Rossland at the next election, and his acceptance thereof. It is about time that other candidates, if there are any, should come forward in a similar manner.

INCREASING DREAD.

We print below an extract from the Quartz Creek Miner, a newspaper that reflects the opinion of a mining region that is rapidly assuming an importance equal to that of the Trail Creek and Slocan districts. 'The Rossland and Spokane papers are full of rumors about reported negotiations now pending between the Canadian Pacific railway and Mr. Corbin, for the purchase by the former of the Spokane Falls & Northern and Nelson & Fort Sheppard railways.

A LOST OPPORTUNITY.

There is, in our opinion, a world of meaning in the casual remark contained in our London letter this week, that 'the Le Roi is neglected, despite all Mr. Rathbourne's efforts, and those who came after him.' Good mining propositions from Kootenay do not have to go begging in the London market. That great financial center is becoming deeply interested in the development of the vast mineral resources of southern British Columbia, and the big English mining operators are too experienced in their business to lose any opportunity to familiarize themselves with the condition of things here generally, and especially is this so in the

case of the principal properties of this camp. British capital is very conservative, and with the growing spirit of imperial federation throughout all portions of the Empire, it displays an increasing tendency to confine its field of investment to lands which boast of the Union Jack as the national emblem. The mines of California, of Colorado, of Montana, of Mexico and of South America, while known to be as rich as any in the world, are scouted by the English investing public when they are offered opportunities to secure shares in the mines of South Africa, Australia and Canada. It does not require much discernment to become convinced that a fairly good investment in the Colonies will receive more favorable consideration in London financial circles than opportunities for greater profit in foreign countries where the British alien is more liable to suffer from antagonistic legislation, labor troubles and the insecurity of vested rights generally.

AN INJURY TO TRADE.

The Province is maintaining a quarantine against glanders in the Kettle river district. In furtherance of this provincial veterinarian has made a ruling that horses from the other side of the international boundary, which is the seat of the disease, shall not be permitted to enter the Province. This occasion considerable inconvenience and no little delay in the transportation of freight to points beyond Grand Forks. This is particularly the case with goods consigned to Eureka, Nelson and other points on the Colville reservation. In order to reach these places with both freight and passengers it is necessary to pass from American to Canadian territory and then back to American ground again. The quarantine has been so drastic in some instances that the towns beyond the point where it is established have at times run out of some commodities. It has put the residents of the camps on the reservation to so much trouble that they have decided to cooperate in the construction of a snow road from a point near Nelson to Cascade City, so that the entrance into British Canadian territory will be avoided on freight consigned to towns on the reservation, and at the same time the rigors of the quarantine against glanders will be done away with.

MR. MANN IN VICTORIA.

A special dispatch from Victoria, published in another column of this issue, announces that D. D. Mann, the Canadian Pacific railway contractor, who made a trade with the Milne crowd for the control of the Vancouver, Victoria & Eastern railway charter several months since, has commenced a lobbying campaign at Victoria. We have no reason to doubt the truth of the statements contained in the telegram and are led to believe that the V. V. & E. is at its old tricks again. It is evidently a case of the Government being bulldozed into delivering to these princes of charter mongers a portion of the \$4,000 a mile subsidy voted for a railway through the Boundary country at the last session of the legislature, or the inauguration of a plan of campaign on the same lines as were adopted by Dr. Milne and his associates at Ottawa last spring.

FREEBOOTERS.

It is to be hoped that by this time both the Provincial and Dominion Governments have a clear, correct conception of the railway situation in Southern British Columbia, for with those bodies rests the question as to whether or not an adequate transportation system shall exist from the Columbia river westward to Pentiction. This is a matter of such vital importance to the residents of the districts interested that incalculable harm will be done, unless the respective merits of those who profess to be in a position and willing to construct the line on the granting of the necessary subsidies are given just consideration. The V. V. & E. simply reflects the unanimous sentiment of West Kootenay and South Yale when it says that the subsidy should be given to the company that has shown the greatest sincerity and good faith in complying with the conditions imposed at the last session of the Provincial legislature, and which would benefit the country most.

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like to know it at the earliest moment, for it will not stand patiently by and see the golden opportunities for the advancement of the public welfare so completely sacrificed. GOOD MEN NEEDED. The voters of this municipality have an important duty before them at the forthcoming civic election, which occurs on the 13th of January. It will be their task to elect a mayor and a board of six aldermen. It is a responsibility, the outcome of which will mean a great deal for the future weal or woe of the city. A capable, honest and efficient chief executive can do much for the good of the city, and in many ways advance its interests. A careless, scheming, self-seeking head, who takes the position for what there is in it, can in one short year do infinite harm. The same may be said of the aldermen, but their powers are restricted when compared with those that are vested in the mayor.

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President, Hon. Geo. E. Foster, M.P., Ex-Minister of Finance, Ottawa, Ont. Vice-President and Consulting Engineer, C. C. Woodhouse, Jr., M. E., Rossland, B. C. General Manager, Edward C. Finch, Box 78, Rossland, B. C.

The Silver Queen Mining Co., Ltd.

Capital, \$1,250,000. Treasury \$350,000. All Stock Fully Paid Up and Non-Assessable. Incorporated Under Laws of British Columbia. Head Office, 14 Columbia Avenue, Rossland, B. C. OWNERS OF

The Silver Queen Mine

That famous gold-silver property on Cariboo creek. Eight claims, including 200 acres of ground and covering the main lead for a distance of about 6,000 feet, are comprised in this property. All of this ground has been surveyed and a

Crown Grant Earned and Applied For. This season's work of development on the Silver Queen has brought most satisfactory results, exposing values

Great Beyond Even the Wonderful Promise of its Earlier Days. Our engineer has always said, and today affirms with greater emphasis than ever before, that "if

"This Is Not a Mine. Then there is not a mine in British Columbia." We have two strong and well defined parallel veins, both very rich, and one of them carrying an immense body of ore over

Forty Feet in Width. All of this is not shipping ore, but that portion which will not ship at a profit will concentrate at a profit. From one three-foot section of this great ledge, we have had an

Assay of \$180 in Gold and 520 ozs Silver and the general average of the same section, obtained from many samples, is \$109.50 in gold and silver.

Treasury Shares Are Now Offered. At 12 1/2 cents. Our 10 cent block of Treasury has all been sold. Our 12 1/2 cent block will not last long.

All inquiries, verbally or by mail will be cheerfully answered and additional printed information, including map of property, will be forwarded to any address. Call at our office, 14 Columbia Avenue, Rossland, and see a 1,000 pound sample of our ore.

Address all communications or orders for stock to EDWARD C. FINCH, General Manager. Box 78, Rossland, B. C.

Remittances may be sent through the Rossland Bank of Montreal subject to delivery of stock.

As much by the people of one district as of the other that a railway traversing the Boundary country should extend eastward as far as the Columbia river. As a consequence the Columbia & Western company has surveyed a route for a railway for the entire distance, and, since the adjournment of the House, has constructed 22 miles of standard gauge track from Trail to Rossland, besides depositing with the Provincial government \$75,000 worth of securities as a further evidence of good faith and willingness to speedily complete the line to Pentiction as soon as the necessary government aid is secured. In so doing the company has gone to a great extent beyond mere compliance with the terms of the Provincial railway subsidy act. The only thing necessary to cause this company to make the grade dirt fly from Pentiction clear through to Rossland, is to grant it the government subsidies. Within a comparatively short time after this is done, the great Boundary country will have an eastern outlet via Rossland and a western egress via Pentiction.

On the other hand, the holders of the Vancouver, Victoria & Eastern railway charter, the rivals of the Columbia & Western, have failed to show the slightest enterprise in the matter. No preliminary work has been done, and no satisfactory evidence has been given that, as an independent company, there is the necessary financial backing to it to admit of its constructing a railway, even under ordinary circumstances. The only moves that have been made by the original holders of the charter are their proposals at Ottawa to join issues with F. A. Heine; their efforts to prevent him from building the Boundary railway, and their more recent sale of the control of the charter to D. D. Mann, the C. P. R. railway contractor. According to press dispatches, Mr. Mann visited Victoria in the past few days and conferred with the Government regarding the granting of the Provincial subsidy for the construction of a short piece of the proposed system of railway of the Boundary country from Pentiction to Boundary Creek.

The dispatch referred to says: "It is feared that Mann is going to pursue the same tactics that Milne did in Ottawa at the last session of parliament." It would certainly seem so. If there is any motive in the preposterous request of Mr. Mann beyond blockading the Columbia & Western, we certainly fail to see it. The V. V. & E. people surely do not pretend to say that a railway from Okanagan lake to Boundary Creek would begin to give an adequate service for the Boundary district! As they evince not the slightest desire to extend their operations beyond this narrow sphere, it is a foregone conclusion

that the Mann scheme is nothing but an effort to so control the railway situation in that part of the country that the charter of the V. V. & E. will become valuable at last.

The V. V. & E. crowd has hitherto been known as charter-mongers of the worst type, but it would be more correct from this time on to refer to them simply as freebooters.

The MINER is confident that the Provincial Government is too wide awake and too loyal to the interests of the people to allow the machinations of the V. V. & E. people, and especially Mr. D. D. Mann, the C. P. R. contractor, to do the Province any injury.

Half a Mile in a Minute. MILWAUKEE, Wis., Dec. 22. - Walter G. Saenger, this afternoon broke his own world's record (indoor) for half a mile, paced, making the distance in one minute.

Rossland Mining Stocks

Corrected by the Reddin-Jackson Company Limited, 100 Columbia Avenue, P. O. Box 48, Rossland, B. C. Telephone 15. Cable address, "Reddin," Codes Clough and Lieber.

MARKET FEATURES. A good steady market for Rossland stocks has been again established. The reaction, according to our books, set in on September 13, 1897. Sales have been made every day since and the assertion that a good market has been established seems warranted. The stocks that sell best are: Poorman, Deer Park, Great Western, Josie, Iron Col, Monte Cristo, Coloma, Le Roi and Virginia in the order named.

Table of stock prices: Coloma, Le Roi, Virginia, etc.

Snaps for Today. We offer today subject to sale the following snaps:

Table of snap prices: 2,000 Silverline, 7 1/2 2,000 Evening Star, etc.

STANDARD STOCKS WANTED. We Have Cash Buyers.

The Reddin-Jackson Co., Limited Liability.

Mining Operators and Brokers. Established May, 1895. Incorporated Oct., 1896. Partially Developed Mines for Sale. 108 Columbia Ave., Rossland. Telephone 15. P. O. Box 48. Cable address "Reddin." Codes: Clough and Lieber.

A LEFT HAND

That's What "Coolgardie" Put Scott Out.

WERE PLAYING FOR

Fighting Was Fast and Fiercely. Billy Scott was put out in round of his fight with Coolgardie at the International Monday night. That actually did the work as game as a pebble.

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The fight, which was under surveillance, drew a crowd of nearly 1000 people. A number of women were present. They were \$250 a side and 75 per cent gate receipts.

Scott had a number of punches which had been successful. A number of women were present. They were \$250 a side and 75 per cent gate receipts.

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