

Weekly Rossland Miner.

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LIMITED LIABILITY.

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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.
See all other countries Two Dollars and Fifty
Cents a year—invariably in advance. The sub-
scription price of the Weekly Miner is \$1 per
month, \$5 for six months or \$10 for one year;
foreign, \$12 50, also in advance.

ADVERTISING RATES.

Regular Display Advertisements printed at the
following rates per month:

SPACE	DAILY	WEEKLY	MONTHLY
1 inch.....	\$ 6 00	\$ 3 00	\$ 8 00
2 inches.....	11 00	5 00	15 00
3 ".....	15 00	7 00	21 00
4 ".....	18 50	9 00	26 00
5 ".....	22 50	11 00	31 00
6 ".....	26 50	13 00	36 00
Over 6 in. but not over 10 in. per in.	4 00	2 00	5 00
Over 10 in. but not over 20 in. per in.	3 50	1 50	4 00
Over 20 in. per in.	3 00	1 00	3 00
Over one column per column.....	60 00	30 00	70 00

For a single insertion the rate is one-half of
the weekly rate per month.
Front page of Daily and position, 25 per cent.
extra.
Reading locals 15 cents per line first insertion,
10 cents per line for each subsequent insertion.
Legal notices 10 cents per line first insertion,
5 cents per line for each subsequent insertion.
Want advertisements—two lines—15 cents each
insertion.
On contracts for six months or over a discount
of 25 per cent. is allowed on these prices, pro-
vided the advertisement amounts to \$10 per
month or over.

A POSSIBLE SOLUTION.

We desire to invite special attention to
the subjoined extract from an interview
with J. B. McArthur concerning the
Crow's Nest Pass railroad, published in
THE MINER of yesterday:

"The people east think it must
be built by the C. P. R. and for
reasons which seem to be unan-
swerable. Canada has already bor-
rowed the O. P. R. to the extent of
\$50,000,000 or more. In order to make
the Crow's Nest Pass a competitor with
the O. P. R. it would be obliged to build
another transcontinental railway or it
would have to make traffic arrange-
ments with the Great Northern or
Northern Pacific railway systems. Both
of these propositions are impossible.
Canada can not afford to build an-
other transcontinental railway to com-
pete with one it has so largely aided. It
would at once in England destroy faith
in Canadian securities. For patriotic
and similar reasons American connec-
tions are impossible. The government
would not outlive the present session if
it made such a proposition."
"It must not, however, be assumed
that the government is helpless or that
the C. P. R. is unreasonable. I venture
to prophesy that the C. P. R. will build
the railway; that the coal lands in the
Dominion will be taken over by the
government and that the people will get
coal and coke at cost charges; that the
government will keep control of all trans-
portation charges; that the C. P. R. will
surrender into the hands of the govern-
ment the regulation of its transportation
charges over its main line in Manitoba
and the Northwest Territories; and, as a
result, the present charges will be great-
ly reduced, and then everybody will be
happy."

"If the government will proceed along
these lines it will well deserve the
thanks of the whole people of Canada."

Mr. McArthur has put the case in a
very effective manner and his line of
reasoning will command the serious at-
tention of all those who follow it closely.
It is unquestionably true that the O. P.
R. is in a better position to build and
operate the new line through the Crow's
Nest than any other company now
formed or to be formed or than the Do-
minion government itself for the very
simple reason that it controls the con-
nection at both ends. It is also true
that Canada has invested a very large
sum in the C. P. R. and that if the gov-
ernment were to build a rival line to the
south, such as the Crow's Nest Pass
road would be, it would be crippling an
enterprise it had already fostered.

The MINER is not unaware of the dif-
ficulties and embarrassments which
would fall upon the government if it
should attempt to build and manage the
Crow's Nest road. The considerations
which we have thought would over-
balance such embarrassments are the
securing a low rate of transportation be-
tween British Columbia mining districts
and Eastern Canada and the making
available at reasonable prices of the coal
of East Kootenay for smelting and min-
ing purposes.

If Mr. McArthur is correct in saying
that the coal lands will be taken over
by the government and that the govern-
ment will keep control of all transpor-
tation charges, then the situation is very
much altered and we are disposed to be-
lieve that the best solution of the prob-
lem would be to permit and assist the
O. P. R. to build the Crow's Nest rail-
way. Guarantees of the kind here sug-
gested ought to be satisfactory to every-
body.

There are abundant evidences that the
O. P. R. people have fully awakened to
the possibilities of southern British Co-
lumbia and that they must put them-
selves in a position to handle the bulk of
the tremendous traffic which is now
springing up between Eastern Canada

and the Pacific coast province. It is a
new era for both the railroad and the
entire Dominion, and we would be glad
to see this Crow's Nest Pass question
adjusted in a manner for the best inter-
ests of all the parties concerned.

JUDGE TURNER'S ELECTION.

Judge George Turner was yesterday
elected senator of the United States by
the joint session of the Washington state
legislature at Olympia. The result is
not surprising when all the conditions
are considered. The straight populists,
although in control of the legislature,
had no candidate who was able to com-
mand the united support of his own
party.

While Judge Turner is not a populist
and has really very little or no sym-
pathy with the aspirations and purposes of
the populist party, his election is none
the less a fortunate circumstance for the
state of Washington. He is an able
lawyer, in the prime of a splendid phys-
ical manhood, and will take a foremost
position in the senate. He has qualities
which will peculiarly fit him for the po-
sition to which he has been chosen.
Those who have known him well and
who have watched his career since he
came to the Pacific coast, have always
felt that he belonged to the senate, but
the fortunes of politics have been against
him up to the present. Indeed, Judge
Turner has few of the qualities of a po-
litician. He has a cold and reserved na-
ture, and has none of that craftiness
which so often lands the mere politician
in the seat of a statesman.

Rossland has a special interest in the
election of Judge Turner. He is the
general manager of the great Le Roi
mine and one of its largest shareholders.
He has been, therefore, intimately as-
sociated with the history of the camp
and has many friends here who will be
sincerely glad of his good fortune. There
is more in it, however, than mere per-
sonal satisfaction.

If Judge Turner retains his interest in
the Le Roi and his identity with the
camp he can in many ways be of service
to the mining interests of British Colum-
bia as a member of the highest legis-
lative body of our powerful neighbor on
the south. If, for instance, he were in
the senate now we are sure he would
lend his influence, as no doubt Senator
Wilson will, to the defeat of the infamous
Corbin amendment to the immigration
bill which passed the house a few days
ago.

By the election of Judge Turner Spo-
kane is particularly favored. She will
now have two representatives in the sen-
ate and one in the house. In other
words, Spokane has three out of the
four members of Congress from the
state of Washington.

WHAT WILL MR. CORBIN DO?

It has been seldom, if ever, the case
in railroad development that a situation
so interesting has been seen as that now
presented in southern British Columbia.
After three or four years of development
it is suddenly discovered that we have
a country of infinite possibilities in the
matter of railroad traffic. Three great
transcontinental systems are contending
for the vantage ground with one man,
D. C. Corbin, holding the key to the en-
tire situation.

All three of the transcontinental lines
are trying to absorb the Spokane Falls
& Northern and its two important
branch lines, the Nelson & Fort Shep-
pard and the Red Mountain. Should
either one secure the prize a tremen-
dous advantage is at once secured. Es-
pecially would this be the case if the
Canadian Pacific should be the success-
ful bidder for it already has the Colum-
bia river and the lakes, in addition to its
rail connections.

But will President Corbin sell to the
Canadian Pacific, Northern Pacific,
Great Northern or anybody else? We
are inclined to think he will not unless
he gets a very big price indeed. In the
first place he has a system which is very
profitable and which in the very nature
of things must become much more profit-
able. It is a system when completed
which will have one central trunk line
with three branches. Two of these
branches, the Nelson & Fort Sheppard
and Red Mountain railways, are already
completed. The third branch, the one
to go into the Boundary country, will
probably be built this year. The third
and last branch is to cover a larger ter-
ritory and one of more varied resources
than either of the others.

The conception and execution of such
a railway system must, when com-
pleted, reflect great honor on its author,
and give him a position that might be
envied by any other railroad man in
America. It may not be the largest sys-
tem of railway in the country, but it will
be perhaps the neatest, most compact,
most symmetrical and most profitable per
mile of actual road from the Atlantic to
the Pacific.

The possibilities of a railway system
occupying such a position are not to be
measured by what is now in sight. We
must look forward three, four or five
years to gather an idea of its real possi-
bilities.

We are inclined to the belief that the
best interests of southern British Co-
lumbia would be served by the preserva-
tion of both the Corbin and Heinze sys-
tems of railway in their separate and in-
dividual capacity. They will serve as
balancing powers between the three
great transcontinental systems which are
now contending for the supremacy here.

THE DUNDEE GOLD MINING COMPANY, Ltd. Ly.

Incorporated under the Laws of British Columbia.

CAPITAL STOCK 1,000,000 SHARES.

PAR VALUE \$1 EACH.

FULLY PAID AND NON-ASSESSABLE.

TREASURY STOCK 300,000 SHARES.

Of which 250,000 are for development only and 50,000 set aside for
final payment on the property.

OFFICERS.

Charles Dundee, President;
W. A. Galliher, Treasurer;

R. Scott, Vice-President;
W. S. Weeks, Secretary.

DIRECTORS.

In addition to the Officers, W. D. Barclay, Esq., of Lethbridge, N. W. T.; T. P. Conybeare, Barrister,
Lethbridge and Ernest Kennedy, Esq., Rossland.

Superintendent, J. L. PARKER, M. E.

Description of Property.

The property consists of three claims situated between Wild Horse and Porcupine Creeks:
The Parker, Old Bill and Light Heart. Cabins and a blacksmith shop have been built and
development is being actively pushed. A crosscut has been driven from the footwall on the
Parker and has cut through four feet of gongre and two feet of the vein. A prospect shaft
has also been commenced which can afterwards be used for air and is at present being sunk
in the gongre on the footwall.

Assays Obtained.

Sample No. 1, surface, \$2.20 gold; Sample No. 2, depth 9 feet, \$5.60 gold and 2 oz. silver;
Sample No. 3, depth 15 feet, \$13.00 gold.

Extract from Report.

J. L. Parker, mining engineer, reports as follows: "As requested by you I have exam-
ined The Dundee Gold Mining Company's property near Wild Horse creek and beg to
submit the following report: These properties are situated in a rich gold bearing area
between Wild Horse and Porcupine Creeks, West Kootenay District. The vein which is of
quartz runs through the three claims of your property and is fifteen feet thick carrying gold
and silver values and is also a fissure vein. I consider the property a very valuable one."

75,000 Shares of Treasury Stock
Now Offered at
Ten Cents per Share

75,000 Shares of Treasury Stock
Now Offered at
10 Cents per Share

Weeks, Kennedy & Co., Brokers,
Rossland, B. C.

FROM THE C. P. R. STANDPOINT.

The Spokane Falls and Northern rail-
way with its allied lines has long been a
thorn in the side of the Canadian Pacific.
But for its existence the latter road
would have controlled the traffic of all
South Kootenay, even from so remote a
point as Revelstoke. Should the system
become a portion of either the Northern
Pacific or Great Northern railways it
would be a worse thorn in the Canadian
Pacific's flesh than ever. Its capacity
for mischief from the C. P. R. stand-
point would be enormously increased
and a division of traffic would be a cer-
tainty for all time to come.

It is evident therefore that at this
stage of the game it behooves the C. P.
R. to get control of the Corbin road to
protect its own interest. But apart
from this view of the question the C. P.
R. has good reason for desiring to get
possession of the Corbin system. Spo-
kane is one of the most important ton-
nage centres in the Northwest and with
the completion of the Crow's Nest rail-

way the C. P. R. would have a direct
all-rail line from such points as Boston,
New York, Buffalo, Duluth, St. Paul and
Minneapolis to Spokane. It would also
obtain an all-rail line from the centre of
Washington's wheat fields to the coast
and a short and direct route for trans-
porting flour for transshipment to China
on its Empire line of steamers.

The C. P. R. has distinctly more to
gain by acquiring the Corbin system and
more to lose by seeing it pass into other
hands than either of its competitors.

If you have any friends interested in
Rossland, or any camp in Kootenay, you
should send them THE WEEKLY ROSS-
LAND MINER. It costs only \$2 a year.

J. J. MOYNAHAN. W. A. CAMPBELL.

Moynahan & Campbell,

Mining Operators.

Superintending Mines A Specialty.

Rossland, B. C.

A Group

Of three mineral claims for sale on
Gold Hill between the JUMBO and
WALLINGFORD. Two of the claims
show large, well defined veins.

A Magnificent Property

To stock and develop. Will be
sold cheap for cash. Apply to

The British Columbia
Exploration Co., Ltd.

Room 1, Hart Bldg.,
Rossland, B. C.

For Information concerning the

Mines of
British Columbia Write to

HENRY CROFT,
Assoc. M. Inst. C. E., M. I. M. E.
ROSSLAND, B. C.

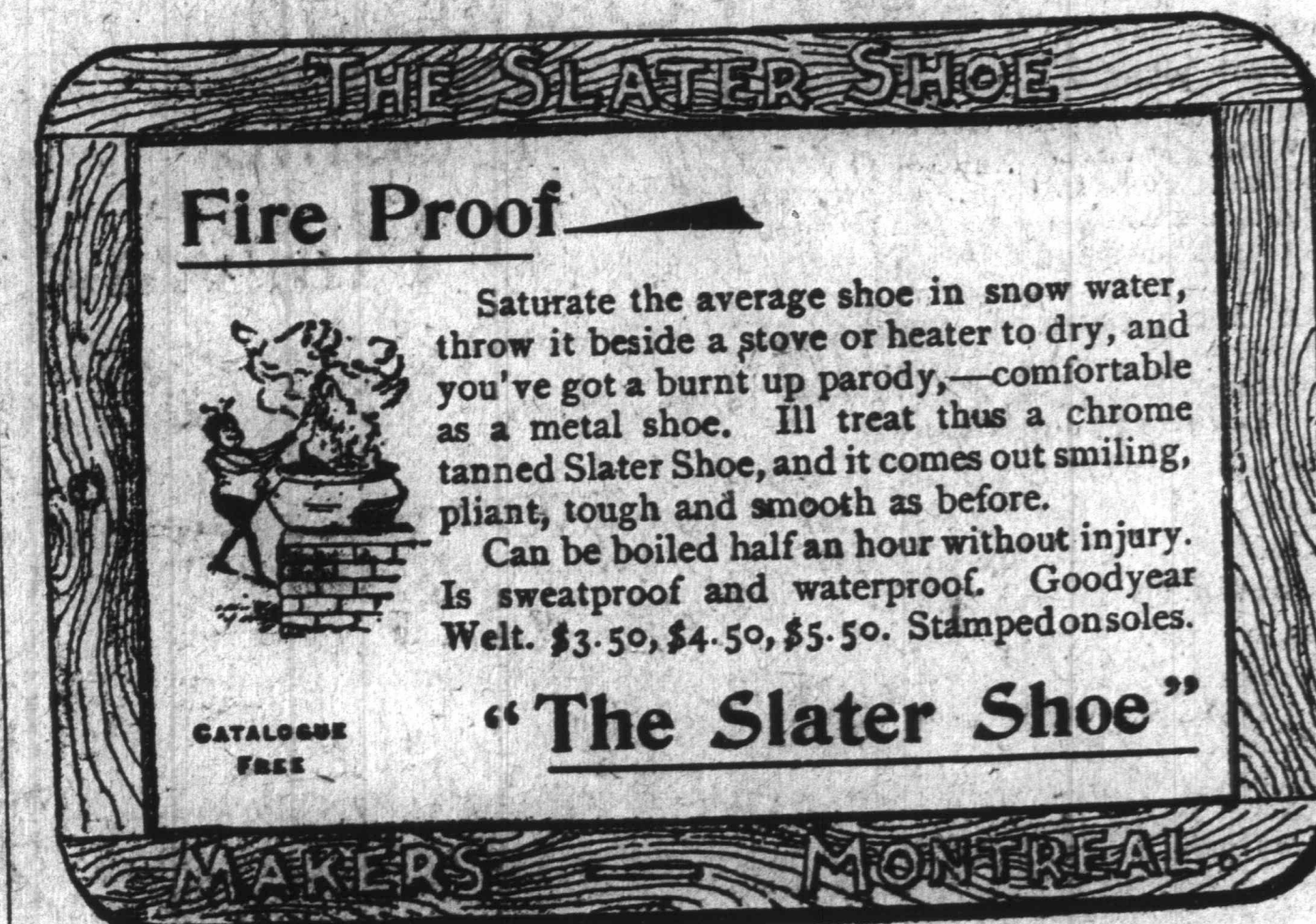
14 years experience in British Columbia. Mining properties
developed. Mining companies incorporated. Mining properties
managed for owners.

Lots in Rossland from \$150
to \$5,000.

Population of Rossland December, 1894, nil
Population of Rossland December, 1895, 2,000
Population of Rossland December, 1896, 6,000

Lots in Grand Forks, B. C.

From \$200 to \$500. The central point of the Bound-
ary Creek and Kettle River mines.



Rossland Agent, W. F. McNEILL.

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