

Weekly Rossland Miner.

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ADVERTISING RATES.

Table with columns: SPACE, DAILY, WEEKLY, MONTHLY. Rows include 1 inch, 2 inches, 3 inches, 4 inches, 5 inches, 6 inches, 7 inches, 8 inches, 9 inches, 10 inches, 11 inches, 12 inches, 13 inches, 14 inches, 15 inches, 16 inches, 17 inches, 18 inches, 19 inches, 20 inches, 21 inches, 22 inches, 23 inches, 24 inches, 25 inches, 26 inches, 27 inches, 28 inches, 29 inches, 30 inches, 31 inches, 32 inches, 33 inches, 34 inches, 35 inches, 36 inches, 37 inches, 38 inches, 39 inches, 40 inches, 41 inches, 42 inches, 43 inches, 44 inches, 45 inches, 46 inches, 47 inches, 48 inches, 49 inches, 50 inches.

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 unanswerable. Canada has already borrowed the C. 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 arrangements with the Great Northern or Northern Pacific railway systems. Both of these propositions are impossible. Canada can not afford to build another transcontinental railway to compete with one it has so largely aided. It would at once in England destroy faith in Canadian securities. For patriotic and similar reasons American connections 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 pass will be taken over by the Dominion government and that the people will get coal and coke at cost charges; that the government will keep control of all transportation charges; that the C. P. R. will surrender into the hands of the government 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 greatly 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 attention 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 Dominion government itself for the very simple reason that it controls the connection at both ends. It is also true that Canada has invested a very large sum in the C. P. R. and that if the government 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 difficulties 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 overbalance such embarrassments are the securing a low rate of transportation between British Columbia mining districts and Eastern Canada and the making available at reasonable prices of the coal of East Kootenay for smelting and mining purposes.

If Mr. McArthur is correct in saying that the coal lands will be taken over by the government and that the government will keep control of all transportation charges, then the situation is very much altered and we are disposed to believe that the best solution of the problem would be to permit and assist the O. P. R. to build the Crow's Nest railway. Guarantees of the kind here suggested ought to be satisfactory to everybody.

There are abundant evidences that the O. P. R. people have fully awakened to the possibilities of southern British Columbia and that they must put themselves 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 interests 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 command the united support of his own party.

While Judge Turner is not a populist and has really very little or no sympathy 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 physical manhood, and will take a foremost position in the senate. He has qualities which will peculiarly fit him for the position 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 politician. He has a cold and reserved nature, 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 associated 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 personal 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 Columbia as a member of the highest legislative body of our powerful neighbor to 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 Spokane is particularly favored. She will now have two representatives in the senate 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 entire situation.

All three of the transcontinental lines are trying to absorb the Spokane Falls & Northern and its two important branch lines, the Nelson & Fort Sheppard and the Red Mountain. Should either one secure the prize a tremendous advantage is at once secured. Especially would this be the case if the Canadian Pacific should be the successful bidder for it already has the Columbia 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 profitable. 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 territory and one of more varied resources than either of the others.

The conception and execution of such a railway system must, when completed, 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 system 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 possibilities.

We are inclined to the belief that the best interests of southern British Columbia would be served by the preservation of both the Corbin and Heinze systems of railway in their separate and individual 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.

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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 gouge 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 gouge 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 examined 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 of Washington's wheat fields to the coast and a short and direct route for transporting 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."

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

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

FROM THE C. P. R. STANDPOINT.

The Spokane Falls and Northern railway 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. standpoint would be enormously increased and a division of traffic would be a certainty 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. Spokane is one of the most important tonnage 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 transporting 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 ROSSLAND MINER. It costs only \$2 a year.

J. J. MOYNAHAN. W. A. CAMPBELL. Moynahan & Campbell, Mining Operators. Superintending Mines A Specialty. 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.

Table with 2 columns: Population of Rossland, and nil. Rows: Population of Rossland December, 1894, 1895, 1896.

Lots in Grand Forks, B. C.

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

A Group

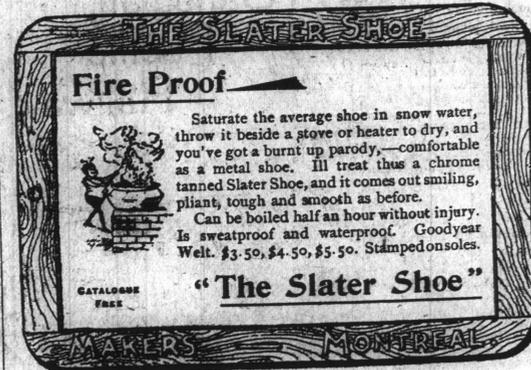
Of three mineral claims for sale on Gold Hill between the JUMBO and WALLINGFORD. Two of the claims show large, well defined veins.

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.



Rossland Agent, W. F. McNEILL.

A CABLE Montreal Syndicate One on Sp TO BOOM T Scheme Is Intend building in the Townsite-The in Spokane.

The resident in treal Land syndicate half of the original have almost com the immediate in cable car system. details of the org pany which will been arranged an assured that the tion of the syste course of the nex The road will Spokane street extreme south Spokane street to base ball flat, w Columbia & Red pot. For the preser will be operate class plant will b of Thompson ave directly opposite Rossland & Vanc The cars and cat as they are in Sp here whenever n The operation direct effect on the ket and will put fine property in ness centre of the move on the par cate to induce h the southern por

LETTERS A Warni TEMPLE LOND EDITOR MINER British Columbi 1896. I take very event pertaining British Columbi LAND MINER wee terest as I do the It is not too so that the owners Columbia are doi good, or rather s ing their propert don by permittin be hawk'd by s same time, as th considerable susp doing business. As a matter of was sent me abo a plan and deso lost no time in p financial syndica had one month's Fancy my surpris ment when I wa bard street a room and asked edge of the min ticulars in his same mine that difference, that I than I had, but \$10,000 less than British Columbi In another m the mine—but the War Eagle been busy at quite independe been sending pl ports to a score and the propert on the exchange morning salute a fresh gold r I met two w Vancouver and Bank, and I They both to with me, that it would otherw property. You

The Sp EDITOR MINER your courtesy i sue of January the reasons for change at Speme nts upon it I disagree with menis. Howe ments justify not be consid tempting to do You say our provoke ridicu only opened fi inst., and have jected to atten from the outsid by the way) an certain class o be wondered a above facts, e provement in s listed has adva the opening. deserted, is d daily with spe The second o I will quote o our strongest q uations is, f orm us that o have been rep kane brokers s because they stock could price." Your infor mean to asser offered at the were register stock, for if deny it as abe If (I will stock was offe not take it ex to part with at the same they stand se H. however 2,000 shares quotation, un ing statemen