

tion is, therefore, unique, and consequently deserves special consideration from the Ottawa government.

Were parliament to ignore this simple, reasonable and very pertinent suggestion of the British Columbia Lead Miners' association, the silver-lead industry of this country would be forced to continue in its present depressed and unsatisfactory condition, but by meeting the situation with a slight addition to the provisions of the lead bounty act, an immeasurable amount of good will be done, not only for the silver-lead industry, but for the country at large.

There is reason to believe that the Dominion government will give the matter careful consideration and accord the silver-lead industry the slight additional assistance that the situation demands. There is considerable satisfaction to be gained from the knowledge that W. A. Gallher, M. P. for this district, is in hearty accord with the suggestions of the lead miners. It is a certainty that he has gone to Ottawa to make a strenuous fight for the recognition of the rights of the B. C. silver-lead industry, because he is anxious to do what is best for the promotion of the prosperity of the Kootenays.

The bounty as it stands at present is an undoubted benefit to the mines of the Stocan, but it only requires a slight addition to its scope and to the amount of the annual appropriation to start the whole industry into great and lasting activity, which would create a condition of great prosperity in which every resident of the Kootenays would share.

A CONTRAST.

At a meeting of the Canadian Mining Institute at Toronto the other day, the Ontario government manifested a keen interest in its proceedings, which contrasted strongly with the apathy and indifference of the deliberations of the last convention of the Provincial Mining Association. Two members of the cabinet were present and took part in the debate on several important questions affecting the welfare of the mineral industry of their province. The provincial mineralogist of Ontario was also present and presented a mass of interesting information and a number of valuable suggestions. The report seems to be the very opposite to that of our provincial mineralogist, who is not content with "knocking" the country, but pretends that he cannot find time to attend the meetings of the Provincial Mining Association.

Ontario enjoys a steady and constantly increasing prosperity, because of the public-spirited and intelligent activity of those who administer the affairs of the province. On the other hand, British Columbia, with natural resources more varied and infinitely richer than those of Ontario, is hopelessly handicapped with administrators who are remarkable only for their crass stupidity and wanton neglect of what is their manifest duty.

FOREIGN FINANCIAL POSITION.

While more or less uneasiness continued to prevail in both the Paris and Berlin markets, growing out of the heavy declines in Russian securities and the disposition of holders to liquidate stocks and reduce their burdens, the present week has witnessed the calming down of the exaggerated fears which were so prevalent a fortnight ago. It is exceedingly fortunate, in fact, that at such a juncture the London money market is comparatively calm and well supplied, the position of the Bank of England being, in fact, a strong one. Nor has it failed to be noticed that the rising averages of the New York associated banks and the favorable bank statements of the last few weeks, even though they betoken an absence of demand for money and a certain amount of slackness both in trade and speculation, are calculated to produce a good effect.

CANADA'S GOOD SHOWING.

The large surpluses of the Laurier government during the past few years have put the country in a very desirable financial condition. It is announced by Hon. Wm. Paterson, minister of customs, that at the close of the present financial year the government will wipe out every dollar that has been added to the public debt by the Rev. Dr. Cordland Myers, of Brooklyn, when it costed a year of the supererogative degree. Listen to the Rev. Dr. Cordland Myers as he discourses from his pulpit:

"This last week I was in the president's private office with him, and had the honor—the supreme honor—of shaking his hand. I do not think I have wasted of my time in any way since I do not think I will ever want to leave the memory of that hand. I would like to take that splendid grip with me out of this world into the next, and have it as a part of my resurrection life; for the man who has shaken hands with Theodore Roosevelt will be shaken hands with a man."

Public men in Canada have never lacked a proper appreciation of their worth, but the Canadian type of patriotism, fortunately, rises above the gauding factory as practiced by our neighbors, and of which the instances quoted above are samples.

CANADA AND THE IMPERIAL NAVY.

The British navy has always been a wall of defence to Canada. Our increasing foreign trade has that navy as its insurance against attack. On

our Eastern coast, with headquarters at our eastern port of Halifax, hovers the great Atlantic squadron. On our western coast, with headquarters at Esquimaux, is the formidable Pacific squadron. When the Behring Sea was claimed by the United States as a hare clause, Secretary Blaine gave notice that "Canadian waters found there would be sacred. Lord Salisbury replied that British naval vessels would be there to guard them. And when the season came, no Canadian vessel was interfered with. Years before that, when fishing was not about the three-mile limit on our Atlantic coast, a British squadron kept an eye on the situation. It is by British cruisers that the Behring sea is patrolled during the fishing season. Approach and examination of the coast are our watersmen to enjoy their full rights in waters adjoining Newfoundland if British warships were not at hand to take the Canadian's part.

At the latest colonial convention all the representatives present, except those of Canada, agreed to contribute to imperial defence. From the Canadian minister came no reply. Yet Canada receives in full measure as any colony the benefit of the defensive system that Britain maintains at such a cost. To keep her sea routes open to commerce and to protect her own sea powers next in greatness to those of the United States, she has to maintain a large annual addition to the outfit for ships, armament, and stations in these times of competition in navy-building. If Canada had to protect her own sea commerce and foreign interests she would know the cost.

THE MILITARY RESOURCES OF CANADA.

Sir William Nicholson, director general of the British military intelligence department, has been passing through Canada on his way to the east of war in the east. His visit to Ottawa was to give him some interesting information as to Canada's important military resources. At present about 35,000 of his militia are armed with the Lee-Enfield rifle, while in another five years it is expected that the improved Ross rifle, made in Quebec, will be in the hands of 65,000 additional volunteers. There would thus be a defensive force of 100,000 men all thoroughly well armed and equipped, for Sir Frederick Eborse, the minister of militia, is giving the utmost attention to this job. He has a well developed plan for organizing Canada an effective force of 165,000 men ready at short notice to render service to their country and to the empire. Lord Dundonald is also working out a scheme for perfecting Canada's defense, and the British military intelligence office will not fail that this country has vast resources of men and means that may be called upon in time of need.

ROSSLAND'S PATROLL.

Rosland has made excellent progress industrially during the last few months. The camp has gradually crept out of the old dorrums and is beginning to experience the benefits of the trade winds of prosperity. Yesterday two mines distributed \$40,000 for the February payroll, and when the men at the other properties get their wages on the 15th inst, something like \$30,000 will have been put in circulation for 25 days work. Added to this is another \$30,000 for the men employed at the new reduction works at Trail. This is there in and around Rosland a total monthly payroll of \$120,000 from the mines and the attendant industries, without counting another \$10,000 for the local lumbering industry. This, in itself, is a gratifying showing, and there is considerable satisfaction to be derived from the fact that there will be a steady and certain increase in the monthly payroll of this camp from now on. It is safe to say that there is no town in British Columbia that is more prosperous than Rosland, and its town has better business prospects than any other town in the province.

BRITISH POLITICS.

It is still the best option in England that the mother country is in for a term of Liberal rule before Chamberlainism can triumph. That Chamberlain will make greater progress with his propaganda when he gets a loyal and fighting opposition party behind him, which is free from the embarrassment of office-holding, is almost certain, so the sooner the elections come and the "stop-gap" ministry gets out of the way, the better. Our course in Canada should, meantime, be governed by the probability that we must wait some time before the preference comes within the range of practical politics. We are all for it, when it comes; but it is a question of time, and it is coming tomorrow. Meantime we have our own destiny to work out, our own industrial life to foster, and our own west to fill.

GUSH.

Our American cousins are great heroes worshippers. While their daughters are worshipping at the shrine of titled foreigners, the fathers are engaged in heaping sickeningly fulsome praise upon their own countrymen. The latest gush is how President Roosevelt recently described his lieutenant, Mr. Root:

"Eltha Root is the ablest man I have known in our government service. I will go further. He is the greatest man that has appeared in the public life of any country, in any position, on either side of the ocean in my time. Rich, rich, rich! But the president is not in the same class with the Rev. Dr. Cordland Myers, of Brooklyn, when it costed a year of the supererogative degree. Listen to the Rev. Dr. Cordland Myers as he discourses from his pulpit:

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by those most familiar with the circumstances that this represented something akin to high-water level in this direction, and that, if this could be even maintained, the record was one of which to be proud. But, astonishing as was the number of entries in 1902 when compared with those of the previous year, they were eclipsed by those of the last fiscal year, which showed an increase of more than 40 per cent; the number of entries aggregating the enormous total of 31,333. The land thus disposed of covered an area of more than 5,000,000 acres. In addition, railway companies disposed of about 4-4 million acres, and, including land sold by the department, between nine and ten millions of acres were last year transferred to settlers.

The bearing of this fact on the development of Western Canada is obvious to anyone giving it consideration. The men who last year located on the land are now producers. By next year their industry will have materially added to the value of the exportable products of the West, and with each succeeding year the increase will be greater. Their labor will speedily realize the legend-blazoned across the Canadian Coronation Arch—"Canada, the Granary of the Empire"—and will rapidly advance the time when the agricultural pre-eminence of the Canadian West will be universally acknowledged.

The fact that more than 50,000 took up land in Canada last year is an evidence that the stream of immigration towards Canada still continues to increase. This is borne out by the report. The movement of population towards Canada was last year the largest in its history, no less than 123,000 homeseekers locating in the Dominion during the twelve months. Under Clifford Sifton's administration of the department of the interior the rate of immigration has increased eight-fold.

Every Canadian will therefore feel gratified at the knowledge that the volume of desirable immigration moving towards Canada is increasing each year by leaps and bounds; every Liberal will feel jubilant that the energy and ability of the minister of the interior have achieved results so gratifying; and every Westerner, irrespective of party affiliations, should feel thankful that in a matter so vital to the development and prosperity of the Canadian West, it commands the services of so able a representative.

THE PROSPECTOR.

Of the prospector a great deal has been recently said in print. Some insist that he is passing away, or has already become a thing of the past. We do not believe a word of it. The prospector, like the pioneer, is a type of Western civilization, which simply moves back as permanent settlements advance. The recent histories of the Kootenays and Alaska, of Thunder Mountain and of Atlin, indeed, of every modern mining discovery show this to be true. The cabin of the hardy prospector is yet to be found in the ravines and gulches where the foot of the engineer has never trod. He has still to find the veins of gold, silver, copper, and his father crossed the plains in '49, and as such patience and endurance as history accords to the early gold-seeker.

A SPLENDID RECORD.

In no branch of the Canadian public service has a greater transformation, both in governing spirit and in matters of administration, resulted from the change of government in 1896, than in the interior department. In no department have the controlling forces that at that time assumed the direction of Canadian affairs more completely demonstrated the immeasurable superiority of the new over the old methods, and the substantial benefits accruing to the Dominion thereby. The complete reversal of all its traditions, the inauguration of an administrative policy that has produced and secured as a principle that the department should exist simply and solely for the benefit and service of the people, and the business-like efficiency and promptness of the methods then introduced, surprised and scandalized those long accustomed to officialdom and bureaucracy of the Circumlocution Office type.

Seven years have passed since the interior department was reorganized, and with each succeeding year the vindication of the minister of the interior has become more and more apparent, recognized by even the most inveterate of his political opponents. In the face of the indisputable facts, they are compelled, grudgingly and tardily if it may be, but still compelled, to acknowledge that success absolute and complete has resulted from the policy he initiated, and that his expectations have been conspicuously justified by events. To few men in public life has vindication so ample been accorded within so brief a time.

The annual report of the department has just been issued. Expansion and growth of a most remarkable kind have characterized the whole of Canada within recent years, but in no part of the Dominion have these been so marked as in the West, and of this growth and expansion, at least in part, the interior report is an epitome. The significance of the facts it contains is best illustrated by a few comparisons. Take, for example, the land-claim entries. Under Conservator Dill the homesteads entered for sank from 7,483 in 1882 to 1,837 in 1896. With the accession to power of the Liberals, and the changed methods resulting therefrom, the number grew yearly. In 1897 it was 2,384, in 1898, 4,848, in 1899, 6,688, in 1900, 7,550, and in 1901, 9,108. Two years ago the increase in the number of entries showed a most phenomenal increase, rising to the unprecedented total of 22,215. It was felt

C. F. Jackson, president of the board of trade, was elected president of the new local branch, Campbell Sweeney, local manager of the Bank of Montreal, was elected treasurer, and Messrs. George Sheldon Williams and T. J. Smith were appointed secretaries. Amongst the twelve members of the executive committee is to be found the name of H. T. Lockyer. When gentlemen of such prominence in Vancouver and elsewhere have consented to identify themselves with the Provincial Mining Association the success of the association is assured.

GROWING NEED OF THE GROWING WEST.

The Canadian Pacific railway will lay four hundred miles of track in the Northwest this summer. The Canadian Northern will carry on the heavy extensions it has planned. The companies which have a stake in the country are finally giving evidence of their faith in its future. These extensions are chiefly to the Northwest, and are intended to keep pace with the rapidly extending fringe of settlement. When work has been started upon the Grand Trunk Pacific the Northwest will begin to feel assured that its transportation interests are at last being adequately looked after.

The railways which are established in Western Canada have been actively building for many summers in the past, but their construction has barely been able to keep pace with the demands of the country. The hopper has grown too fast, and the announcement of mere track laying in the West shows that the hopper is continuing growing. Sir William Van Horne advocated an enlargement of the spot. The Grand Trunk Pacific was the answer of the administration to this demand.

The extension of the Canadian Pacific and the Canadian Northern branch lines in the Northwest point clearly to the time when farming lands in the prairie section will have passed from the hands of the government and the railway company into the possession of the settler. The rate of immigration and the history of the United States show that time to be not far distant, and when it comes there will be a demand for land which can be met best by opening the fertile fields of northern Ontario and Quebec. This can only be done with the aid of a railway, which will serve the purpose also of giving another outlet for the produce of the prairie section.

Evidence of the need of this new transcontinental line are daily multiplying, and the only wonder is that any one can be found in Canada willing to raise his voice against it. That there are such men only shows how strong the political ties in this country are, and how ready to cling to the disadvantage of the route.

The report of engineers, the ship loads of immigrants, the faith shown by established railroads, the demands of the prairie people for better communications, the example of the United States settlement, are all indications of Canada of what should be done, and done at once.

WANT CANADIAN WHEAT.

That the day is rapidly nearing when the United States will remove the duty of twenty-five cents per bushel on Canadian wheat is now almost beyond question. Year by year the acreage devoted to the production of wheat in the western sections of the United States in which the hard grades can be grown is decreasing, while the demand is growing greater. Within recent years no less than 800,000 acres have been established in the state of Minnesota, and Minnesota is the banner hard wheat state of the Union. In another generation, it has been prophesied, that unless agricultural science can supply a way of raising the average yield per acre from 15 to 25 bushels per acre, Minnesota will have practically ceased to be a wheat producing state; that is, wheat will no longer be the principal crop. The development of the dairy industry in the western states is also responsible for a largely increased demand for by-products of the milling industry. Today the situation is that the Minnesota millers are finding it ever more and more difficult to purchase all the hard wheat they require for blending with the plentiful supply of soft wheats grown farther south. They are even prevented from importing Canadian wheat and milling it in bond for their export business because the law demands that the by-products of this wheat shall likewise be exported, and this cannot be profitably done. The milling industry of Minneapolis, the most valuable industrial asset of the state, is, therefore, if not threatened with extinction, at least facing a time when it will be much less important than it is today. The solution of the problem confronting it is the free importation of Canadian wheat. Given this, and there is no reason why the plentiful supply of soft wheat available, it cannot go on expanding indefinitely.

The presence of American buyers in the Canadian field would be a very good thing for the Canadian wheat grower. The greater the number of competitors for his produce, the greater should be the price he can obtain. If the Minneapolis millers should, through the removal of the duty on Canadian wheat, become extensive purchasers, it would do much towards simplifying the Canadian transportation problem by materially reducing the amount of grain requiring to be transported either to the Great Lakes or to the seaboard. The remarkable feature of this movement in the United

States looking to the free admission of Canadian wheat is that its principal support comes from the Minnesota representatives in congress, the very men responsible for the present prohibitive duty. An even more significant fact is that the removal of this duty is being agitated for to a very large extent irrespective of the securing of compensation from Canada. This is as it should be. If the United States wants Canadian wheat it can have it whenever it sees fit to remove the duty. There is no reason why Canada should bonus the United States to act in its own interests.

THE NORTHERN ROUTE.

Anyone who, after reading the official reports of surveyors and explorers in our north country, takes a map of Canada, will be struck by both the commercial and strategic advantages of running a transcontinental railway well to the north. The Miner's opinions in this respect are confirmed by the high authority of Sir Sandford Fleming in a pamphlet just issued in support of the Grand Trunk Pacific. Sir Sandford points out that "a second transcontinental railway opening up the Dominion by establishing a great arterial highway removed from the frontier. This feature of the scheme alone invests the question with special interest to every intelligent and patriotic Canadian." A route such as this, Sir Sandford points out, would save 1432 statute miles over any existing route from Toronto to Liverpool in distance in connecting Europe with Asia, by way of Canada, and the northern route gives easier grades which is an advantage of great practical importance in cost of operating. But more important still is the fact that a new Canada will be created in the region to be traversed which should be developed except by such an arterial line of transportation. Sir Sandford speaks of the arable land making a belt whose northern edge would be 400 miles away from the frontier. We believe this belt of cultivable land will prove to be more than 700 miles broad, measured from any point west of Winnipeg, and that the forest and mineral wealth of the eastern section will also make it pay to keep the route through Ontario and Quebec, possibly terminating eventually at a port on the east coast of Newfoundland or on the coast of Labrador, when science has triumphed over the difficulties of navigation in that part of the ocean. It appears to us that, in the light of the success of state-owned railways in India, South Africa and Australia, this great highway should be built and owned by the Dominion; but whether it should be the state or not, the work should go on.

RUSSIA AND THE UNITED STATES.

It looks exceedingly as though Russia was trying to persuade her own people and the great powers of Europe that the United States is in sympathy with Japan in her struggle for life. The truth can be easily reached. The belief of the people of the United States is that if Russia is sincere when she says she has over-ruled her intention to get out of Manchuria then she has no cause of war with Japan. If she is insincere then on what ground can she look for sympathy from the people of the United States? The position of the U. S. government is just as plain. It is absolutely neutral and will be unless Russia disregards all her promises touching the trade of the States and the integrity of China. The extreme sensitiveness of Russia indicates that she is trying to seek a justification for doing that same thing. The fool dispatches that the American admiral, Evans, has 2000 marines ready to land and that the U. S. Asiatic squadron is preparing to make a demonstration on the coast of Korea are not worth a thought. Of course Admiral Evans has that many marines, but his squadron is swarming on its chains in the harbor of Shanghai, and it was wired to the world two weeks ago that Admiral Evans' request to go up and watch the manoeuvres of the hostile fleets of Japan and Russia had been denied. Admiral Dewey (at the head of the naval board) saying "such an act would not be good sea manners." He had his expedition in Manila Bay with some foreign cruisers there, and while he is a factor no ships of the United States will be in the way of the fighters so long as the United States is at peace with both belligerents. The story that an American ship refused to go to the rescue of perishing seamen is too preposterous for belief. As we look at matters, it is Russia's intention when she can bring her might to bear to take and hold both Manchuria and Korea, and she is already seeking excuses to plead in justification of that contemplated act. Japan has perfectly understood that fact from the first and she is fighting not only for victory but for her own national life.

New Westminster's estimated receipts and expenditures for the year balance at \$161,824. The receipts include a balance in bank of \$18,824.

R. P. Rither's extensive timber limits on Valdez Island and vicinity, cornered property, have been acquired by Thomas Merrill, a millionaire lumberman, of Saginaw, Michigan. It is understood that the latter will locate his headquarters on an extensive scale imported a meeting of the contractors and all the contractors in connection with the extra in the building of the government house. This covers the sum allowed by the contract, and the contractor whom the matter was referred, had been entered against the bill covered by some of the other firms that were working on the building.

Altho' there is no unusual display of naval force at present, the British fleet in the Pacific is at present in the hands of the British navy, and it is believed that the British navy will be in a position to meet any emergency that may arise. The British navy is at present in the hands of the British navy, and it is believed that the British navy will be in a position to meet any emergency that may arise.

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