

Ry. Extension to ern Receives Reading.

Arch 29.—A bill to in- s Nest Southern rail- expected would meet ion in the legislature, reading this afternoon. This is the railway from the Crow's Nest to connect with the tem.

NAY RAILWAY.

onditions Imposed by vernment.

Arch 29.—The full text which the provincial es to impose on the ng to construct the d have been publish- ills:

shall not be payable is completed and in the satisfaction of the an council, and secur- fication has been given maintenance and oper- y;

per annum of the gross lway shall be paid to such sum of 4 per cent. charge upon the earn-

obtaining the benefit shall be constructed continuous line in the

ant-governor-in-council control of freight and be charged by the rail-

nt of a charter being minion government for ver or parallel to the act, the foregoing ction shall be assumed y the company so in-

contract and obligation y, prior to any other

steam ferry for the ars for freight and pas- perated daily between Vancouver island, at nt points, and that a nction shall be made Vancouver and New

specifications and con- posed contract for the s railway shall be sub- vial of the lieutenant,

and that the contracts d to public tender and such conditions as the r-in council shall award al thereunder accepted approval;

or Japanese shall be the construction of the

shall be employed on g construction unless it is the satisfaction of the r-in-council that the proceeded with without of aliens.

Dropped Dead.

March 30.—John J. Jes- migration agent, a pro- Columbia, who crossed coast in 1860, via what d Washington, dropped today from apoplexy.

N SAT UPON.

gistration in Favor of a Railway Ruled Out.

In the legislature to- Nelson seconded by ptempted to get a motion favoring the government railway from the Crow's fields to the American ed the house a few days posing it. Martin ruled

is, Rossland, moved for connection with the prop- of railways in the prov- two hours on the ques- on was negatived on a te of 11 to 25.

TABLE PROJECT.

mes Returns From Seeking Station.

ril 1.—The steamer Qua- a survey of the coast for Pacific cable, has re- ferred that a more fa- landing than that at San mate, and that it will be at Alberni. En- go to Australia by the day to select a landing chern colonies. The con- steamer, larger than any 00 tons of cable for the s to the Fiji islands.

ON BLACKLIST.

holders Who do Not Grocery Bills.

ril 1.—The Vancouver on has prepared a black- s to whom all credit s refused. The number s the heads of families in

MacPherson, Sutherland een formed, with three Vancouver.

stewart of the Vancou- day.

TENDANTS RESIGN.

Westminster Respecting the Superintendent.

ril 1.—(Special.)—Thir- have resigned their posi- nial asylum at New memorial has been sent secretary giving details rone put upon us," as y. They have grievances d disliked the manner h they were treated by rintendent. Dr. Man-

# ROSSLAND WEEKLY MINER.

Two Dollars a Year

ROSSLAND, B. C., THURSDAY, APRIL 11, 1901

Sixth Year, Number 24

## RAILWAY COMPETITION ENDORSED

### Public Meeting Last Night Adopts a Resolution Declaring for an Independent Coast-Kootenay Line, So Safe-guarded That it Cannot be Acquired by C. P. R.—

#### Prominent Citizens Speak.

With no uncertain sound Rossland declared last evening for railway competition between the coast and the Kootenays, by any entangling connection or alliance with the Canadian Pacific railroad. A large and enthusiastic audience attended the public meeting held in Miners' Union hall and the sentiments of the speakers were warmly applauded throughout.

Mayor Lalonde presided, briefly explaining the object of the meeting. He introduced Mr. Smith Curtis, M. P., as the first speaker. Mr. Curtis in opening his remarks observed that not in many years had the railway situation assumed the importance and interest which it had today. There have been many applications for charters at Victoria, with the government thus far had failed to intimate its real attitude toward them. It was understood that although some of them might be allowed respecting the evidence of its intentions respecting others only leaked out piecemeal to the public. This situation equally applied to the proposed Coast-Kootenay as well as to the Crow's Nest Southern railway. He condemned the government for failing to take the public into its confidence. He pictured the overwhelming change of sentiment prevailing in the coast cities respecting the wisdom of establishing railway competition with the interior. He recalled the fact that a few years ago the Victoria board of trade had opposed the entrance of Mr. Curtis into the Boundary country and had resolutely adopted a hostile attitude toward any enterprise tending to develop the resources of the Kootenays. This, he declared, formed a marked contrast to a recent vote of the people in Victoria when they carried a proposition for a railway to Chilliwack with provision for ferry connection with the island and a stipulation that a working arrangement be effected with the Great Northern railway. The meeting in Victoria now was that representatives should resign if they failed to support a competitive line. He expressed the belief that there was no doubt about the unanimity of sentiment on this question prevailing throughout the interior. To various deputations the premier in replying to them said that he proposed to make the best bargain in the interests of the country. He practically said that he was not out for competition, being merely content to obtain what he considered the best terms. Mr. Curtis argued that the C.P.R. had already obtained all that they were clearly entitled to from the people. The various bounties and subsidies already paid to them exceeded \$136,000,000. It should be borne in mind that while Mr. Dunsmuir agreed to use his best judgment in the more or less business relations with the C.P.R., Mr. Curtis considered this a very arbitrary method of disposing of so momentous a question. The people, after all, had to pay the subsidies and their wishes and representations should be listened to. It was his belief that Dunsmuir would have to give way, or else retire from office. This was not a party question and it gratified him to find out that some of his Conservative opponents were the staunchest champions of railway competition. If the present government failed to do its duty these people he had referred to could consistently work for the establishment of a new government which would grant the relief sought for. Everybody knew his (the speaker's) views on the question of government ownership of railways, views that in the last election had failed to meet the approval of the electorate. Now the country was face to face with a question of railway competition. Quoting from Shakespeare about "time and tide" Mr. Curtis said the great opportunity which now presented itself should be embraced, as no such opportunity might arise for years to come. The country had been enjoying a period of expansion and was now on the crest of the wave. He, therefore, believed that no time should be lost in hastening the construction of railways, especially when the conditions were so favorable. Any delay would result in a delay of five or six years and thus the dream of mining development and competitive railways would not soon be realized. Business conditions at the coast at present were not any too favorable. If the government did its duty the country would soon enjoy the greatest boom in its history. Any neglect on its part might mean ten years' delay.

Mr. Curtis pointed out that the finance minister justified the increase in the poll tax on the ground that there was not sufficient revenue to meet all demands. This course he considered very illogical. As the principle of taxing according to one's ability to pay was not followed out, and besides the government had a ready remedy at hand if it chose to apply it. He instanced the Crow's Nest railway project and the prospective development of the mines if the legislature granted the charter now being sought for. Beyond a doubt the establishment of a railway connection with the Great Northern would result within three years in a daily output of 10,000 tons of coal, thus giving the government a revenue of \$300,000 per annum more, and indirectly \$200,000 more than it now has. Which both the government and the C.P.R. were opposed to the granting of that charter.

The question was one which deeply interested Rossland, the nerve centre of the mining districts. Stimulation in any section would be sure to react here. If the Crow's Nest people expended \$2,000,000 or \$3,000,000 in building the road and as men more in machinery and smelters, the entire province would derive marked benefit therefrom. Continuing, he said Mr. Dunsmuir was seeking a subsidy for his own railway, but at the same time took good care not to insert any restrictions imposed upon other applicants. If a competing line from coast to Kootenay subsidized by the government, with a traffic arrangement with the Great Northern, were secured it would mean that the C.P.R. would also have to build a through line. This meant the expenditure of \$15,000,000 within three years, besides the construction of a railway on Vancouver island. Then there were other necessary roads and branches. With the capital to be invested in smelters, etc., he estimated that not less than \$43,000,000 would be expended before four years had elapsed. The resulting good would stimulate the mining industry and enrich all the pioneers. Labor would also derive marked benefits and labor troubles would be unheard of. He estimated that if the food products of the Okanagan valley could be shipped direct to Rossland the rate of living of each family would witness a reduction of \$1 per day. Personally he did not care to whom the subsidy was given, provided it secured competition and a traffic arrangement with the Great Northern railway. As an instance of the conditions which prevailed where a monopoly existed he cited the experience of a friend who had sent express parcels of equal size to Ottawa and Qu'Appelle. The rate to Ottawa was 60 cents, while the charge to the northwest point was \$1. Mr. Curtis went on to show the disadvantages which the people of the Boundary labored under with regard to reaching points on the coast. The route was a round-about one and involved great loss of time to travelers. After declaring that the C.P.R. really had no conception or appreciation of the resources of the province, he quoted a few statistics and indulged in a few predictions. The tonnage of Rossland riding in 1899 was only 170,000 tons, yet by the end of the current year the output would be at the rate of 1,500,000 tons in the following year the production, he predicted, will reach 2,500,000 tons. He had no doubt, if a policy of railway competition was carried out, the exports of the province ten years hence would reach \$160,000,000, or one-half of the total exports of Canada in 1899.

Alderman R. W. Rolt followed, and moved the following resolution: Resolved, That it being assumed the provincial government will not build the direct Coast-Kootenay railway as a public work, but intends as declared in the speech from the throne, to subsidize a company to build it, then it is the company that should go only to a competitive line entirely independent of the C.P.R., with provisions absolutely preventing any amalgamation with or control by the C.P.R.; also that such railway should be extended at least as far as the Boundary at Cascade, and that it is the imperative duty of the government in the interest of the country to have such railway begun the earliest possible date, and that copies of this resolution be forwarded to the members of the Provincial government at Victoria forthwith.

After paying a tribute to Mr. Curtis, the speaker pointed out that Premier Dunsmuir was arrogating to himself the authority in proposing to be the judge of what should constitute the best policy for the province in regard to the proposed Coast-Kootenay railway. Possibly a bargain which might possess temporary advantages would in the long run prove to be anything but effective. It was a sinister spectacle to see the whole province in the hands of the C.P.R. The present issue was not one of party politics. Every Canadian was proud of the C.P.R. as a national undertaking, but he saw no reason why people should worship it as a fetish and give it everything it wanted. Mr. Rolt concluded by declaring that railway competition in Rossland had greatly stimulated the output of ore, and competition in smelting had also been of advantage.

Mr. J. B. McArthur, in seconding the resolution, said he felt deeply interested in the railway question. The C.P.R. officials had informed him that he was taking a very selfish view simply because he was working in his own interest. He did not deny that he had a selfish motive in favoring a policy which would result in developing our enormous mineral resources and in greatly adding to our population. He had interests in various districts, including the Boundary and the Similkameen, and all of them would be greatly benefited by railway competition. The transportation question in Canada now transcended all other issues in importance. As an illustration of progressive ideas he went on to show the wise steps adopted by the Ontario government in connecting New Ontario with the older section of the province by a railway free from combination with the C.P.R. or Grand Trunk. In Manitoba, the C.P.R. made a better offer than the Great Northern or Mann & Mackenzie, but the government did not

## THE MINE MANAGERS TALK

### INTERVIEWS REGARDING THE RECENT THREATENED TROUBLE.

What Mr. Bernard Macdonald, of the Le Roi, and Mr. Edmund Kirby, of the War Eagle, Etc., Say.

In view of the publicity which has been given to the recent difference of opinion between the mine managers and the mine workers in Rossland camp, on the question of allowing walking delegates to visit the mines during working hours and question the workers as to their union principles to strike was desirable the part of the Miner to interview the gentlemen in charge of the principal mines in the camp and to ask them for an expression of opinion in regard to the matter generally and the threatened trouble which has been so fortunately averted.

A representative of the Miner, consequently, made a point of calling on Mr. Bernard Macdonald, manager of the B. C. companies, and Mr. E. B. Kirby, manager for the War Eagle and Centre Star.

Mr. Macdonald, when asked what he had to say regarding the matter, said: "If you will allow me to analyze the vote cast on the occasion to which you refer, and make a few remarks on the general situation, as indicated thereby, I am quite willing to say what I think. The voting for and against the proposition to strike was conducted by open poll in the Miners' Union hall during the entire day of the 8th inst., so that all the members in that body, working on the various shifts in the mines, had an opportunity to cast their vote. The result of that voting, as is now currently reported, was that a total of 389 votes were cast, of which 277 were in favor of the strike and 112 against it."

### TEMPORARILY SHUT DOWN.

#### Evening Star Closes Operations Until the Roads Harden.

The Evening Star yesterday closed down on account of the condition of the roads, and the likelihood of not being able to ship for the next 90 days. This was done under the direction of Mr. George B. McAuley, the managing director, and the board of directors. The following despatch was received from Spokane directing that the mine be shut down: Spokane, Wash., April 6.—Mr. C. P. Chamberlain, Rossland, B. C. At a meeting of the directors held last night it was resolved to shut down the Evening Star mine for the present. (Signed.) GEORGE B. MAULEY, Managing Director.

Mr. Chamberlain, who has been in charge of the work on the Evening Star since November 29, 1898, when operations were resumed on the property by the organized company, stated last evening that the ore last shipments made showed that the ore ran \$30 to the ton in gold. There is a good showing of ore in the mine on the third level and elsewhere. Two assessments of one-half a cent each have been levied, and the shares are still assessable to the extent of a cent. It was thought best to close down the mine, and as the roads will not be in good condition for two or perhaps three months, it was deemed expedient to cease operations for that period. When operations are resumed there is ore enough in sight on the third level and in other places to run the mine at a 100-foot level, and is in a much better condition than when the new company took hold of it.

### Crown Grant Applied for.

George Pfunder has had the work for a crown grant done on the City of Victoria claim, which adjoins the mine. A mineral claim in the southern part of the city. A crown grant has been applied for.

### A SPLENDID ENTERPRISE.

#### Paradise Will Ship 1,000 Tons of Ore This Season.

R. R. Bruce, M.E., has been at Trail with a view of making an arrangement for the earliest shipping of ore from the Paradise mine at Windermere, from which he shipped 1,000 tons of sand carbonates this winter. The ore is at the landing on the Columbia river at Peterborough, and the Upper Columbia Navigation company are arranging for shipping it to Golden where it will be placed on cars for future shipment. The drop in lead has unfortunately affected the prospects of the good returns expected, but the ore still carries values which, under reasonably good transportation and smelting facilities, would make it profitable to mine, and we hope to hear that the returns will well reward Mr. Bruce for the splendid enterprise he has shown in the development of this property in the face of great difficulties. Mr. Bruce informs us that the drop in lead means a loss of \$14,000 a ton in the crushed product from the Paradise mine. Revelstoke Mail.

### SMELTER FOR MIDWAY.

Reported That Mr. James Breen Has Reached a Decision.

Spokane, Wash., April 10.—(Special.)—It is stated here on good authority that Mr. James Breen of the Dominion Copper company, operating the Brooklyn and Stenwinder properties at Phoenix, has decided to locate his proposed smelter at Midway, B. C., and that he will be shortly for Chicago in order to place the order for the machinery. His contention is that by locating at Midway he will be the centre of a large mining territory and be as well situated in regard to the mines on the American side as the smelter at Grand Forks.

### Death of Mr. J. C. McLagan.

Vancouver, April 10.—(Special.)—Mr. J. C. McLagan, editor and proprietor of the World, died this afternoon.

## FISHER MAIDEN GROUP SOLD

### ACQUIRED BY A ROSSLAND AND SPOKANE SYNDICATE.

The Group Carries Dry Ore of a High Grade—An Interesting History of the Property.

The Fisher Maiden group of mining claims has been purchased from the Bank of Montreal by C. H. Fisher, representing a Spokane syndicate. The Fisher Maiden is situated on Four-Mile creek near the town of Silverton, and has been one of the most promising dry ore propositions in British Columbia. The group of mines has had quite a history since the first ledge was struck. The group was originally located by John Papham and A. A. Webb in 1883. They did considerable work on the claims, and about 200 tons of ore were shipped, which gave smelter returns of 222 ounces in silver and 12-7-10 per cent lead. Another shipment gave 324 ounces in silver and 32-5-10 per cent lead.

Frank Watson bought the group from the locators in 1885 and formed a company from the leading men of Spokane and Rossland, and expended \$23,000 in development. Difficulties then arose which finally terminated in litigation, and the Bank of Montreal bought the group and cleared the title. In all there has been expended on the property about \$35,000. Work will resume about the 1st of May with a large force of men. The syndicate purchasing the property has formed a stock company, known as the Fisher Maiden-Troy Mines, Limited, and is incorporated under the laws of British Columbia. The syndicate has organized from among the following: John Hunner, C. E. McBroome, J. W. Wentworth, Frank Watson, J. S. C. Fraser, J. L. Prickett, W. A. Minnie, T. S. Griffith, H. J. Kresley and O. L. Fisher. The trustees of the new corporation are J. S. C. Fraser, John Hunner, C. E. McBroome and J. W. Wentworth. The following are the officers: John Hunner, president; J. L. Prickett, secretary and treasurer; Frank Watson, manager.

### SIMILKAMEEN SECTION.

Many There Seeking For Coal and Copper Locations.

The Similkameen country is rapidly coming to the front and is destined to take a front rank as a mining center. Such is the opinion of Mr. J. E. Saucier, who has just returned from there. In company with a coal expert he visited Ollala, Princeton, Twenty Mile and other points and is loud in his praise of the mineral sections around these places. He was after coal lands and purchased and took up several sections. He said there are some fine measures of bituminous and semi-anthracite coal. Some of the veins are nine feet wide of clean coal. The intention is to develop these coal measures at an early date. Mr. Saucier has a large syndicate behind him which will operate these coal measures.

While there Mr. Saucier says he saw some very promising properties near Princeton, Ollala and Twenty Mile. The veins are large and the ore carries good values. Real summer weather prevails in the Similkameen, the snows having disappeared several weeks since. The wagon road from Penticton to Princeton, a distance of 72 miles, will be completed within four or five weeks. It is a well constructed highway, and only about eight or nine miles of heavy work remains to be finished. A large number of the representatives of capital are now in that section looking for coal and copper properties. At Aspengrove, a promising mining camp is springing up and Nicola. There was a number of rich gold-copper ledges in that vicinity, and the ground has been staked in all directions.

### A SMELTER RECORD.

#### One Week's Work of the Greenwood Plant.

Mr. Paul Johnson, superintendent of the Mother Lode smelter at Greenwood, wires the following to the Engineering and Mining Journal, New York: Sir: Supplementing the description I gave in the Engineering and Mining Journal of February 16th of the British Columbia Copper company's smelter, I will give you the record of last week's run, as I think it is a record for a blast furnace of size 42 by 150 in. The ore smelted are from the Mother Lode, besides silicious ores, high in silica; otherwise no fluxes are used:

March 9th, ore smelted.....	323
March 10th, ore smelted.....	327
March 11th, ore smelted.....	341
March 12th, ore smelted.....	373
March 13th, ore smelted.....	366
March 14th, ore smelted.....	348
March 15th, ore smelted.....	330
Total.....	2,429
Average per day.....	347

Besides the ore smelted, some slag is put back. The coke used varies from 10 to 12 per cent, depending on the amount of sulphur in the ore and the fineness of the charge. The first matte made varies from 45 to 53 per cent copper, but we have made as high as 58 per cent copper matte. To handle this amount of material, only 30 men are employed, including the foreman; thus averaging 11.5 tons per man per day. At the smelters some years ago one used to figure one man per ton charge smelted.

### MILL WILL SOON BE READY.

Mr. Thomas James, superintendent of the Onondaga Mining company, is in town and is registered at the Allan. He reports that excellent progress is being made with the installation of the ten-stamp mill and that it should be ready for operation in a few weeks. In the meanwhile the development of the mines is being proceeded with and the showing of ore is being increased.

### TO TAP REPUBLIC.

#### Jim Hill Is Likely to Begin Work Immediately.

Spokane, Wash., April 10.—(Special.)—The work of construction on Jim Hill's proposed railway from Marcus to Republic and Midway, it is stated on good authority, will be commenced at Marcus within a fortnight. There is a rumor that Mr. Pat Welch has secured the contract for the first fifty miles.

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