

SELWYN ON THE CROW'S NEST PASS.

Dr. Selwyn has re-emerged with a letter to the Globe on the Crow's Nest Pass Railway. Two paragraphs of it read as follows:

"During the extended official travels of the writer in his position as Director of the Geological and Natural History Survey of Canada for twenty five years, from 1869 to 1897, he has had great and unusual facilities and opportunities for observing and noting the steady and solid progress and development which has been made, notwithstanding the retarding influences of party politics, unhealthy artificial booms and the misrepresentations of the enemies of Canada and of disappointed speculators.

"The Crow's Nest Pass Railway does not differ from any other government-built and operated railway. They never have paid, and never can pay, either the cost of the building or of operating, because they have never been built or operated on business principles. As regards building by the Canadian Pacific Railway, or some other independent company, the only question, so far as the interests of the whole Dominion are concerned, is by whom is the road likely to be built cheapest, and by whom can it be most efficiently and satisfactorily operated. Common sense and past experience answers at once, by the Canadian Pacific Railway Company, whose much-abused monopoly has certainly resulted in placing Canada in her present high and enviable position amongst the dependencies of the empire, and there seems no reason to fear that even a further extension of the monopoly will result otherwise than in further promoting the best interests of the country."

During the last thirty years Canada has made solid progress. The Canadian Pacific Railway has a hide-bound monopoly throughout the districts which have advanced most.

Therefore the monopoly is beneficial.

And such an argument as that is presented by a man supposed to be a man of science?

A BIG VEIN.

A special correspondent of the Globe gives the history of the Sawbill mine as follows:

"In Port Arthur I had a conversation with Mr. Hille, a mining engineer, whose opinions in regard to the region have at times been pretty roughly treated, but who with the lapse of time has come off pretty well against his adversaries. Eight years ago he was sent to Canada to report on some nickel properties for Krupp, the great gunmaker. Arrived here, he found many new or unexpected geological conditions, and spent three months in looking over the field before venturing to make a report. His opinion of the mineral resources of the district caused him to remain at Port Arthur. Then, and for a while since, there was a silver fever about Port Arthur. Nothing else was sought. The areas known to contain silver were carefully prospected, and naturally not a few of the prospectors got into quite different geological areas at times, and brought in rock which showed good gold values on assay. Silver, however, was then the only desirable mineral, and such prospects as showed only gold were left untouched. All along Mr. Hille urged prospectors to look for gold, and in process of time by such prospectors, and by others who went there of their own accord, gold was found, and apparently in abundance.

"One of the lucky ones was Mr. James Hammond, of Port Arthur. His importance in the community began with the discovery of the now famous dyke on the east shore of Sawbill lake. This is not even a quartz, but a quartzite, a rock not so clean-looking as the regular quartz. But the values given by a number of pieces of the rock assayed were very considerable. After making the assays Mr. Hille accompanied Mr. Hammond to the spot, and the engineer tells with a somewhat professional relish of an incident of that visit. Mr. Hammond had found the vein to be from thirty to fifty feet wide, and so extraordinary a body of ore as this would present, where any depth at all could be reached, was at once evident. But the engineer on going along the trend of the vein or dyke found evidences that even this width would be exceeded, so, taking pick and tapeline, they explored at various places, reaching at length a width of 462 feet at one place. There are said to be other very large veins within a mile or two of this one, whose value will be tested this coming summer."

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" 9:30 "	Sprule's	" 2:45 "
" 9:54 "	Whitewater	" 2:00 "
" 10:07 "	Bear Lake	" 1:48 "
" 10:18 "	McGulgan	" 1:33 "
" 10:30 "	Bailey's	" 1:21 "
" 10:39 "	Junction	" 1:12 "
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No. 4. PASSENGER, Daily, except Sunday—
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