

## A PROTEST FROM ROSSLAND.

Rossland advises of the 14th say that a committee consisting of Messrs. Oliver Durant, J. S. MacArthur, and J. F. McKae, appointed at a mass meeting on Thursday night to prepare a memorial to the Dominion Government opposing an export duty on Kossland ores, has completed its labors. The memorial is very lengthy. It begins by reciting that the first agitation to impose an export duty on Kossland ores originated at Nelson, and that a mass meeting was held, when the resolutions already published were adopted unanimously. It then quotes the statements and arguments therein contained. First, as to the capacity of the Rossland mines, it says that within a few months at the present rate of development the output of half a dozen mines will reach 2,550 tons of ore per day, as follows:

	Tons.
Columbia and Kootenay .. . . .	250
Centre Star .. . . .	1,000
Le Roi .. . . .	800
War Eagle .. . . .	250
Josie and others .. . . .	250

The paper then says the Trail smelter has a capacity not exceeding 250 tons per day, while the Nelson and Pilot Bay smelters cannot be included, as with the present railway facilities and freight rates neither plant can afford to purchase Rossland ores. It then states that if the charges for transportation and treatment of Rossland ore were reasonable, the company would today be shipping 1,000 tons per day instead of 300.

"The great and crying need of Rossland camp to-day," the memorial continues, "is cheap and direct communication with the Columbia River in the direction of Robson. The C.P.R. has already surveyed a line to Robson on easy grades which would not exceed twenty miles in length, and a railway along this route could be quickly and cheaply built, at a cost not exceeding \$250,000. The day this line is built Rossland will furnish the C.P.R. with not less than 1,000 tons per day."

The memorial then goes on to say that the natural smelting point of Kootenay is in the neighborhood of Robson, where all the different varieties of Kootenay ore, together with fuel and fluxes, can be most cheaply assembled. It then states that several mining companies stand prepared to erect a smelter; then they are assured that the C.P.R. will build the line, and the manager of the Centre Star Company is in possession of a letter from a well-known banker of the United States, who has already invested over \$250,000 in this camp, stating that he will furnish all the money necessary to erect and operate a smelter of a capacity of not less than 500 tons per day, and also stating that on no account would he erect a smelter in the State of Washington; that the principal stockholders of the War Eagle Company have also announced their intention of building a smelter at or near Robson as soon as cheap transportation is provided.

There is a strong and apparently well grounded rumor, says the memorial, among the owners of the camp that there exists between Mr. Heinze and the C.P.R. some understanding by which the C.P.R. agrees to keep out of this camp, and it shall be between them considered Mr. Heinze's reserve. This opinion is strengthened by the fact that in a recent authorized statement issued by the officials of the C.P.R. it was said they were negotiating with Mr. Heinze for satisfactory rates for Rossland, and if they were not granted the C.P.R. would build its own line. This was over a month ago, but nothing further had been heard of the matter, and so far as the public knows nothing has been done. The memorial recites the claims of the Rossland mine-owners on the Dominion Government and the C.P.R., showing how they have developed their properties under adverse conditions until they are in a position to ship not less than 750 tons of ore per day. They

also claim that they made the construction of the Crow's Nest Pass line necessary, and justified the Government in voting an enormous bonus. The memorial concludes by showing that an export duty on ores would be most injurious, and urging the Government to permit no unnecessary delay to occur in building a road from Robson to Rossland, which is all that is needed to secure a reduction of Rossland ores in Kootenay.

A special from Nelson says Mr. Paul Johnson, manager of the Hall mines smelter, has resigned, to take a more lucrative position with the Guggenheims at Ajuai, Mexico. He will probably be succeeded at Nelson by Mr. R. Hadley.

## EDUCATED LABOR.

It is stated that an effort is being made in Russia to discourage education among the working classes. Some arrests are reported as having been made for teaching workmen how to read and write. The reasons given are that when labor was uneducated in these matters, it was not so accessible to plotters against the public peace. The ignorant Muscovite was a contented creature. He was tame on black bread; submitted to harsh treatment without rebelling against it, and his ambition, if he had any, was without mental or moral life. The idea that educated labor is prone to discontent and anarchy is by no means limited to the august dominions of the Czar. It is, however, a grave mistake. Education does not always keep a man from making an ass of himself, but it certainly reduces the population of fools, of which in all countries there is always a deplorable surplusage. In educated labor we have the Gibraltar of progress and prosperity. —*Age of Steel.*

## WASTEFUL ECONOMY.

At the risk of being charged with high treason, and conscious of the fact that such a theory is in contravention of the accepted idea of progress in railway operation, it may be well to raise a question if the present tendency towards heavier track, more powerful locomotives and larger cars has not reached its practical limit, if indeed it has not already exceeded it. The fact that a railroad is primarily designed and operated for the purpose of making money, is too often lost sight of, and some officials in charge of the various departments are apparently impressed with the idea that its chief use is for the exploitation of their various hobbies. Railroads were not intended to establish the superiority of any particular system of construction, either of roadway bridges or buildings; not to prove the superiority of the compound over the single expansion engine, nor even demonstrate the possibility of transporting a given number of passengers or tons of freight over long distances within certain hours. On the contrary, railroads were built and should be operated for the purpose of making money. In this respect they are no different from any other commercial enterprise.

## THE RELATIONS OF COTTON AND CELLULOSE.

The relations of cotton and cellulose present some peculiar chemical phenomena, and these have been the subject of various experiments by textile manufacturers. On exposure to air, cellulose absorbs moisture or water—hygroscopic moisture, or "water of condition"—the amount in cotton being about 8 per cent., this having a very important bearing, it is found, on the spinning properties of the fibre, as it makes the latter soft and elastic, while dry cotton is stiff, brittle and non-elastic. The cotton cellulose is insoluble in all ordinary solvents such as water, ether, alcohol, chloroform, benzene, etc., these agents having no influence in any way on the material. But when cotton or other form of cellulose is heated with a strong solution, 40 to 50 per cent. of zinc chloride,

it slowly dissolves to a syrup liquid, and, on diluting this liquid with water, the cellulose is thrown down in a gelatinous form, but more or less hydrated, and containing some 18 to 25 per cent. zinc oxide in combination.

## SPIDERS AS FOREST PROTECTORS

Dr. C. Keller, of Zurich, asserts that spiders are doing most important work in preserving the forests by protecting trees against devastations on the part of insects. Dr. Keller opened the intestines of a large number of spiders and found that they are voracious enemies of the most noxious insects. According to his idea spiders are more beneficial to the maintenance of forests than all the insect-eating birds put together. Forestry commissioners and other interested people have taken up the subject and prizes are offered for the propagation and distribution of insect-eating spiders in forests.

## THE TRANSPORTATION TAX.

The discriminating duty of 10 per cent. ad valorem which, under the new tariff law is imposed "on all goods, wares or merchandise which shall be imported in vessels not of the United States, or which, being the production or manufacture of any foreign country not contiguous to the United States, shall come into the United States from such contiguous country," is exciting considerable discussion and provoking expressions of opinion of various kinds. For ourselves we are unable to see wherein there is anything unjust in such duty, provided it is admitted that the principle of justice underlies the application of any tariff duty. In the protests that are made the Canadian railroads are referred to as the sufferers therefrom, but it will be noticed that the rule applies equally to vessels not of the United States. The intention of the law, therefore, is evidently to put all foreign carriers on the same plane, and in that aspect of the case there is no more injustice in subjecting the water carrier to such a tax than that the rail carrier should be made to pay. Both are alike unfortunate by reason of location, but no protests on behalf of the foreign vessels have appeared. There is certainly nothing inconsistent in seeking in a bill which protects domestic manufacturers, to include in such protection that other fundamental element of commerce known as transportation. The proposition that if American goods are to be protected, why not American vessels and American railroads, is sound. It is possible, of course, that the application of the rule will in some cases work a hardship, but the entire movement of commerce considered, there would seem as a matter of comparison to be no legitimate objection to the law.—*Railway Review.*

## INDUSTRIAL PROGRESS.

The efforts of manufacturing interests to stimulate demand for their products has so far failed. There has been an improvement in business, but it has been involuntary. Steel makers everywhere are doing more business, but not in a large way. The iron trade at large is gaining slowly even before a decided outside impulse has been imparted. We are now told that when farmers realize on their crops the filtering process by which manufacturing interests are to be benefited, will begin. A strong tonic has been administered and vigor is manifesting itself. Bankers report a sharp improvement in demand for money. Specifications for new work in large numbers were submitted last week. Bids are being made on the basis of present prices. Railroad managers will not hasten their steps. Pig iron and billet rolling mill capacity is such that, in their opinion, much variation in price is improbable. The coal strike is threatening to restrict iron making to a limited extent in two or three localities. Coke production is increasing, and prices are steady.—*Railway Review.*