

Rossland Weekly Miner.

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A LEAD PIPE CINCH.

Several months ago it was announced that an understanding had been arrived at between the Great Northern railway and the Canadian Pacific railway, whereby a switch was to be put in which would allow the transference of cars from the tracks of one company to those of the other, and so obviate the necessity for the transhipment of freight. The understanding, however, has never been carried into effect, and the refusal of the C. P. R. to do so has occasioned and is causing serious loss and inconvenience to the mine owners and merchants of the camp. The motive underlying the refusal of the C. P. R. to complete any such agreement is readily understood. One of the main objects which they have in view is to prevent, as far as possible, all competition with the Trail smelter in the handling of ores of the Boundary country. The low rate of treatment offered by the Northport smelter, as compared with that which is to be obtained from the smelter at Trail, would undoubtedly induce the mine owners in Boundary to send the output of their mines to Northport, but the C. P. R. has so bottled up the country that this cannot be done except at a loss. Ore consigned to Northport from any of the shippers in the camps in that district would have to be transferred at Rossland from the C. P. R. cars to the cars of the Red Mountain line, and the labor and expense, as well as the time involved in this, would more than negative the advantage to be gained in the cheaper rate at Northport. Accordingly, all shipments from the Boundary Creek country are now transported to and treated at Trail at the rate of \$7 per ton. By this admirable arrangement the C. P. R. not only gets the advantage of the haul, but it holds up the mine owners for an excessive price for smelting their ores. The game is a good one, regarded from the standpoint of pirates, but can scarcely be regarded as conscientious in a company which has made such glowing promises and has professed such a deep interest in the progress and prosperity of the camp. Methods of this kind would be short sighted, did the company not know that they are dealing with a people rich in patience and forgiving to a fault. They do know this, however, and they take the fullest advantage of it. They never fail to play the part of extortionists in their treatment of the people, and they confidently hope that they will be able to maintain the advantageous position they at present possess owing to the docility of the people of the community and their power over parliament.

But they are looking farther forward than this. While they are able to prevent railroad competition in the Boundary Creek country, they will always secure the long haul on the products of the mines there, which might be sent to the smelters in Nebraska, Kansas or Washington. This however is probably not the worst feature of the case. It will easily be seen what a monopoly this condition of affairs gives to the C. P. R. company in the carriage of goods from any point on the continent of America into the Boundary Creek country. It must be remembered that that district is rapidly growing in population, and that there is immense activity resulting from the development of its mineral properties. There is, therefore, a great demand for all kinds of mining machinery, as well as for every other class of merchandise, and today the C. P. R. company is hardly able to furnish cars for the carriage of the freight going into that district. Now, we will say that there is a consignment of goods from Toronto or Montreal for Greenwood or Phoenix. Owing to the extortionate freight rates charged by the C. P. R. company it might be desirable to ship these goods over the Grand Trunk and its connections among the American lines. The difficulty, however, is at once presented, that when the goods reach Rossland or Nelson the car will have to be opened and the goods taken out, carted some distance and replaced in a C. P. R. car. This, of course, at once determines the shipper and the consignee to employ the C. P. R. route, although they know that they are being robbed by so doing. Did they employ the Grand Trunk and the American lines, they very well understand that in addition to the transhipment which would be necessary, delays would occur at the points of transhipment, which, in the case of many goods, might practically amount to an actual sacrifice of their value. In the case of goods coming from New York it would

be wisdom on the part of the shipper to send them, for the same reasons that are mentioned above, to the nearest point on the Canadian Pacific line, and give the monopoly the benefit throughout the entire length of the route. The same can be said of shipments sent from Vancouver and Victoria to the Boundary country. We thus see that it was not for any advantage in the distant future that the C. P. R. company was fighting when it made its desperate and successful stand against the granting of a charter for the construction of the Kettle River Valley railroad at the last two sessions of the Dominion house. They were struggling for an actual and immediate benefit in the shape of revenue to their railroad and to their smelter at Trail, and the railroad committee of the House of Commons, by displaying their friendship to the C. P. R., and thereby causing the withdrawal of the application for the charter, became the instruments and the accomplices of the C. P. R. in defrauding the people of that immense and growing district out of their hard won dollars, so necessary, at this stage of development, to the opening up of the mineral resources of the country.

A SILLY EXHIBITION.

The scene in the provincial legislature Thursday when the assembly was dissolved by the Lieutenant-Governor, was no doubt a very amusing one, but whether the conduct of the members of the house will commend itself to the good sense of the people of the province, is a matter of very serious question. Mr. Joseph Martin may be persona non grata to every representative at present in the assembly, but we think that this was hardly a dignified manner of displaying that sentiment, and every person possessing any sense of fairness, any real sentiment of decency, will sympathize with Martin against the miserable pack of men who could not take their overthrow, by one man, with calmness and dignity. The conduct of Mr. Martin himself in continuing to occupy his seat in the face of the storm which was raging around him, is almost calculated to restore him to the position he occupied in the minds of the people previous to the display of those eccentricities which, during the past six months, have gained for him such an unenviable reputation. The adoption of the resolution by a crowd of venal office seekers who had but one day previous shown their willingness to be bought and sold for cabinet positions, will hardly injure Mr. Martin in the country if, indeed, it does not give him a strength which he would not otherwise have possessed.

The treatment accorded Her Majesty's representative was not only disrespectful, it was cowardly and brutal. And now that we remember, it was but a short month ago that these same individuals who turned their backs on the representative of the crown, were aroused to a white heat of passion against a newspaper and a newspaper correspondent, for the publication of a cleverly written article, in which a few jests were made at the expense of the obese occupant of the gubernatorial chair. They went to the extent of having the newspaper man placed on his trial for libel. At the preliminary hearing three days ago, the court very properly threw the case out.

The whole scene yesterday was intensely silly, and cannot fail to render the legislature of British Columbia ridiculous in the eyes of all reasonable people.

THE CANADIAN CONTINGENT.

The soldiers of the Canadian contingent showed that they have in them material for splendid soldiers in the charge which they made at the battle of Paardeberg, which ended with the surrender of the forces of General Cronje. They made a splendid charge to within 80 yards of the enemy's entrenchments and then held their ground in the face of a galling fire. It was a great feat, well performed, and it was done so well that it excited the admiration of the seasoned troops, who witnessed it and drew forth unusual praise from General Lord Roberts. It is an achievement that will go down in history as remarkable, and it reflects credit not only on Canada but on the entire British empire. It is no wonder, therefore, the "Hurrah for the Canadian contingent" is often heard, or that the citizens everywhere are congratulating one another on the way our troops have conducted themselves. Nor is this praise confined to Canada. The American people feel that they, as neighbors and cousins, have a share in the glory of the achievements of the Canadian contingent, and this is reflected in the utterances of their papers. Read what the Seattle Post-Intelligencer has to say in laudation of the intrepid Canadian soldiers:

"The honors of the day in South Africa belong to the Canadian regiment and the world is ringing with their praises. Whatever one may think of the issues of the war, he must be thrilled by the account of the desperate valor of the troops sent into action by our neighbors on the north. Out of pure loyalty they volunteered for service in a quarrel of the mother country and on a field on the other side of the world. They met a foe whose mettle has proved as firm as that of the Briton. They advanced to within 80 yards of his entrenchments, which the records of this war prove to be an almost unparalleled feat,

and there defended and held their position. The one great British success is the capture of Gen. Cronje and his army. Lord Roberts states explicitly in his dispatch that this was effected chiefly by the gallantry of the Canadians, and the Queen has sent to the Dominion a special message of thanks and congratulations. In all the essentials that make a good fighter these men are Americans, and their indomitable bravery is an honor to the Western world. There is no prouder portion of the empire today than the great confederation on which these deeds shed so bright a luster."

POLITICAL SITUATION.

After the melodramatic exhibition given by the members of the Legislature at the dissolution ceremony on Thursday those who hope for re-election have probably come to their senses and concluded that they have not increased themselves in the estimation of the public. The honors of the occasion seems certainly to have been carried off by Fighting Joe, and whether he succeeds in obtaining the support of the country he at any rate will have the satisfaction of knowing that under very difficult circumstances he played a very much more manly and dignified part than the crowd of hoodlums who sought to place him in a ridiculous position, and only ended by making themselves subjects for scorn.

What the outcome of the elections is going to be is a rather difficult question to determine under present conditions. Mr. Martin is certainly not the recognized leader of the Liberal party in the province. In fact, he is regarded by many of them, and especially those who hold to federal party lines, as an enemy within the camp, if indeed, he can be regarded as within the camp at all. It may be difficult, therefore, for him to draw any very considerable support from this quarter, and yet it is hard to see where he is going to get his support unless he gets it here. He can hardly expect that the straight conservative element will lend him aid, and he must anticipate the strongest hostility from the members and supporters of the late government. His policy, which he has very fully mapped out, will undoubtedly gain for him a considerable vote from the more radical portion of the electorate, but it is hardly possible that this would be sufficient to return him to power. Then, again, the conservative party seems to be considerably split up, and if the action of the late government and its supporters is adhered to, it looks as if there might be a three-cornered fight. Mr. Cotton, who is undoubtedly the dominant mind in the counsels of that faction, and who has just been elected leader in place of Mr. Semlin, has decided that party lines shall not be regarded by him, his supporters, and they will undoubtedly carry with them a considerable portion of the conservative vote. The straight conservatives, who recently organized in New Westminster under the leadership of Mr. Charles Wilson, will also put candidates in the field in the hope of securing a majority of the constituencies.

The entire situation is rather perplexing and not at all satisfactory because there does not seem to be a campaign conducted as it would appear this is to be conducted that there is a desire on the part of any of the various factions to look to the interests of the province. The personal feelings and ambitions of the leading men in the contest are altogether too much in evidence, and we think this feature of the case will strike the average elector very forcibly.

AN ARRAIGNMENT OF THE C. P. R.

At the last session of the House of Commons the residents of the cities in the Boundary Creek district not only sent communications to the government and to the members of Parliament from this district, asking that the charter applied for to construct the Kettle River Valley railroad should be granted, but they sent a deputation of influential men who thoroughly understood the situation to press their wishes upon the administration. Nothing that they could do, however, had the desired effect, and the application was withdrawn in the face of the adverse opinion of the railway committee—an opinion which was created by the judicious expenditure of Canadian Pacific railroad money. It is to be hoped that when the question of granting this charter is taken up by the railway committee at the present session a little more careful and more honest reflection will have convinced the members of that body that it is in the interests not only of the Boundary Creek country but of the whole Dominion that a favorable conclusion should be reached.

The attention of the members of the committee is drawn to the following article from the Grand Forks Daily Gazette, which is the expression, not so much of a newspaper, as it is of the people of that immense district whose mineral wealth is so great and which at the present time is laboring under all the many disadvantages which have been created for it by a railway corporation whose sole object is to kill not only all rivalry into

itself but all industrial development from which it does not obtain the lions share of the returns:

"We have received from business men a number of verbal and written endorsements of our suggestion that the Grand Forks Board of Trade should protest against the new freight tariff in force on the Columbia & Western railway. By organized and persistent effort especially at a time when Parliament is in session, and when the government is sensitive to outraged public opinion, can a grave wrong be righted. The Canadian Pacific railway has entirely misjudged the temper of the people of the Boundary if it imagines they will meekly submit. A spirit of freedom and independence, which brooks no intolerance, or oppression, pervades this Western country. The fond anticipations that the advent of a railway meant relief have proven to be an empty delusion; rather have we been squeezed in steel fetters that will relentlessly and ceaselessly tighten their clasp. Far better the picturesque and profane freighter, the dusty 40-mile stretch to Bossburg, and the incidental inconveniences of such means of transportation than acquiescence in a situation already grown demoralizing and exasperating. The history of the Canadian Pacific railway is an unbroken record of terrorism, blatant bluff, extortion, petty larceny, and highway robbery; and the same old chapter is being unfolded and rewritten in our midst.

"We have already pointed out that the reduction in freight charges which became effective on Thursday really constitute no reduction at all because 'the construction department' exacted abnormally high rates. This consideration must be borne in mind when dealing with the question. Taking the official figures quoted by the Canadian Pacific railway, it can be shown that the new rates are little less than those that have been in force for months past.

Here is a comparison of the two tariffs the first five classifications being utilized for this purpose:

Table with 3 columns: Class, New Rate, Old Rate. Rows 1-5 showing rates for different freight classes.

"These figures relate to the carriage of freight, per hundred weight, from Robson to Grand Forks. It will be seen that No. 1 and No. 2 classes get the best terms of the series. The great bulk of incoming freight (say 85 per cent), however, is billed in the fourth and fifth classifications, where the reductions over the contractors' rates are very paltry, amounting to eleven and ten cents per hundred respectively. By some devious method extra charges are sometimes added. A prominent citizen who received a prepaid 41-pound package of freight from New York yesterday was mulcted for \$5.27. This sum, it was intimated, represented the cost of carriage from Robson to Grand Forks. A brief experience with the C. P. R. has completely demonstrated the urgent necessity for railway competition in the Boundary country. This object will be achieved a few months after parliament grants the Kettle River Railway charter. Advice from Ottawa indicate a majority of the legislators are awakening to a realization of our requirements. The measure is regarded favorably, and despite the opposition of the C. P. R. lobbyists, will pass both senate and Commons with flying colors."

MONTREAL RIOTS.

The strongest evidence which could be furnished of a latent hostility in the mind of a certain, but we think a very small, element of the French Canadian people, to British connection and British institutions is found in the riots which are now taking place in Montreal. They have their origin in an attempt on the part of the British student element to celebrate the relief of Ladysmith. The students of Laval university organized a counter demonstration, and a conflict on the streets of the city was only averted by the intervention of the militia. That in a Canadian city, the largest and most important in a country which has sent three contingents of soldiers, among whom were a great many French Canadians, to the assistance of the Mother country in South Africa, an important success of the British arms should find an element of opposition to its celebration, is almost unaccountable; and that a French Canadian paper, which possesses the largest circulation of any similar publication in the Dominion, should declare that there is a possibility of such a misunderstanding between the youthful element of the two peoples, rendering confederation into its original fragments, is scarcely creditable. It would appear certainly as if in this case the wish was father to the thought, and it lends strong color to the accusations which the Conservative press has been making against Hon. J. I. Tarte. Despite the utterances of La Patrie, however, there is little danger of a disruption of confederation, even were the number of disloyal Montreal rioters multiplied by a hundred, and consisted of men instead of boys. Not only will British connection be maintained, but Federal connection as well, and it will be maintained in the face of all acts or utterances from whatsoever quarter.

It is an undoubted truth, that there is in Quebec, among a certain section, at least, a feeling of enmity to Great Britain which the Conservative papers have accused Hon. Mr. Tarte of fanning into flame. The very fact that it should be Mr. Tarte's paper that gave utterance to the sentiment expressed above is, too, a strong corroboration of the charges which have been made against him. That any such feeling should exist in Quebec is most regrettable, and it is certainly pleasing to know that it only animates a very small portion of the people, and that portion which is under the direct control of aspiring and unscrupulous politicians. Mr. Tarte will have some difficulty in explaining the statements contained in his paper in regard to this matter, and the Liberal journals in the east will be put to the trouble of finding more and sufficient excuses for the man whom they have gone a long way out of their usual course to defend during the past few months. The idea that confederation should suffer because a small discontented element in Quebec causes a riot on the streets of Montreal is utterly absurd. Canada today possesses too strong a national life to suffer endangerment of its existence from the appearance of a few angry looking eruptions on the body politic.

SHOULD CHEER UP.

A few people are daily holding inquiries on Rossland, and bringing in various verdicts on what they call a dead town. This is all because there have been a few men laid off, and for the reason that there is apprehension of some further trouble over labor matters. There should not be any grave forebodings in a place with the actualities and possibilities of a camp that is as strong and vigorous as ours is. A camp that has taken out \$10,000,000 since 1895 and which has paid practically \$7,000,000 in dividends, is not likely to be wiped out of existence and go to utter ruin because there is a temporary cessation of activity in a few of its mines. "If you're not keener, Kunnel, your nose will be out of joint," said Smithers, the con man, one day to the old banker up in the prison hospital; "for we're in. There are about 40 active properties now on which over one thousand men are employed. This is more than were at work a year since. A number of these 40 properties have reached, or almost reached, the productive stage or have such showings as to justify the conclusion that they will before a great while, become producers of ore. Such properties as the Velvet, the Douglas-Hunter, the Heather Bell, the No. 1, the Josie etc., cannot much longer be kept out of the list of producers. Under the circumstances, matters might be a great deal worse than they are.

People should consider that companies like the B. A. C., which has invested something over \$8,000,000 here, and the War Eagle and Centre Star companies, which have put in nearly \$4,000,000, cannot afford to allow such valuable properties to remain unproductive for any great length of time. In order that these companies may get back the principal they have invested, together with interest, in the shape of dividends, the mines which they control must be operated as near to the extent of their capacity as is in keeping with economical mining.

We must not hope to escape from trouble every once in a while. No matter where people live, they have occasional troubles, for it is said that there is only one place free from it, and that is in another world—in paradise. The few people of Rossland who are going around giving utterances to doleful jeremiads should take a more cheerful view of the situation. In time, even the war in South Africa will be over. Then the financial clouds will disappear and the whole situation will have more sunshine in it. Just because we have a little trouble they must not think that Rossland is dead, as a very little time will show that it is a very lively corpse.

CROWDING THE COUNTRY.

The new freight tariff which has been put in force on the Columbia & Western railroad would almost appear to be a challenge on the part of the Canadian Pacific railway to the people of the Kootenays, and the members of Parliament who are now in session at Ottawa. This tariff is one of the most outrageous acts of extortion of which even this corporation has yet been guilty. It is the next thing to an embargo on trade. It is felt most grievously by the merchants of the Boundary and those of this district; it seriously affects the wholesaler and manufacturer in the East, and it is a detriment to the whole country. Although this is true, however, and although the indignation of the people is beginning to be aroused and must have its influence on Parliament, the measure is put into operation in the face of the probability that the house will again consider the granting of a charter for the construction of a competing line, in antagonism to which the big corporation has for two sessions employed all its influence and backed that influence with a liberal disbursement of money. In view of this attitude of callous affrontery, the public is beginning to ask are the managers of that corporation now so assured of their influence with the government, so confident of their control over the members of the railway committee that, while openly plundering the people, they are satisfied that they will be confirmed in the enjoyment of that monopoly which renders possible the continuance of the robbery? It certainly would look like it; it would seem as if they had arrived at the stage of such absolute domination of the

interests of the country that no acts of brigandage no matter how openly or shamelessly committed could imperil the success of their plans.

That they have spent \$5,000,000 in the construction of this road is employed by them as an argument, and is intended as a strong argument, in favor of the exclusion of other lines from the Boundary Creek country, but surely it must strike the members of the government and of Parliament that charters are granted to railway companies for the benefit of the people and not for the aggrandisement of the corporations, for the development and upbuilding of the country, not to swell the dividends of the stockholders. If the shareholders obtain large returns legitimately they do so because the people manifest their need of the road by the support they give it, and the railway and the country prosper together. No company will spend an immense sum of money in the construction of a railway unless it has a fair assurance that the investment is a good one, and the history of the Canadian Pacific railway gives us no reason to suppose that in building the Columbia & Western it was actuated by patriotic or public spirited motives. The managers of that corporation invested their money in that road on the coldest business principles with every certainty that it would pay from the first, and that the returns from it would increase with the lapse of time, and the development of the immense mineral properties which the country possesses. They should not then be permitted to tax the people out of all reason for the transportation of their supplies and play the part of plunderers in a district where they were granted extensive privileges and enjoy a monopoly. Not only, however, do they insist on playing the role of bandits, but they employ the money nicked from the pockets of the people to prevent relief in the form of a competitive line. The situation is a particularly grave one at the present stage of the country's development, and shows how absolutely essential it is that a Parliamentary railway commission, composed of men of ability and spotless integrity should be appointed to adjust all such matters which arise between these great conscienceless corporations and the people. If the \$5,000,000 invested in the Columbia & Western is not yielding what they regard as a reasonable return the company ought not to be allowed to put their fingers in the purses of the residents and abstract enough to make up the deficiency. That is not only dishonest but it is bad policy.

It is not only the merchants of the district and the manufacturers and wholesalers in the east who are injuriously affected, but the development of the country itself is seriously retarded. By the policy of the C. P. R. in compelling the treatment at their Trail smelter of all ores from the Boundary country they hamper the opening up of the mineral properties there and so injure the entire province, the future of which depends upon the mines. Any fair minded man will readily apprehend the grossness of the breach of honesty committed by a corporation which obtained large grants and immense privileges from the people on the strength of promises to furnish reasonable transportation and cheap smelter rates when they find that some corporation, as soon as it has established itself in the country not only charging excessive prices for the carrying of goods, but diverting by sinister methods all the output of the mines to their own smelter, where they insist on taxing the mine owners about \$2 a ton more for treatment than could be obtained at a rival smelter at Northport. This is fulfillment of promises with a vengeance; it is a noteworthy and characteristic example of the interest shown by the C. P. R. in the growth and prosperity of the country. And yet they should see that this is a shortsighted policy. Surely the managers of the C. P. R. must realize that the Trail smelter is not necessary to the district, but that the district is vitally necessary to the Trail smelter; and that by treating the mine owners fairly they would win their confidence and acquire their patronage. It is well understood that at Trail a rate of \$4 a ton for freight and treatment would pay largely, and would encourage more rapid development, both here and in the Boundary; but with their thimble-rigging methods of doing business they prefer to plunder the investors to encouraging industry. They might take warning by the temporary stoppage of shipments from the War Eagle and Centre Star, which was occasioned largely according to the statement made by Vice-President Blackstock, by the excessive smelter rates at Trail, that their marauding policy will not be tolerated beyond a certain point, even by a meek and long-suffering people, and that if redress cannot be obtained from parliament, the owners of the mines here will feel compelled, in order to satisfy their sense of what is right, to suspend operations. It would be a drastic method of bringing the company to time, but it is not beyond the range of possibility that this may happen.

GREAT NEWSPAPER COUP.

The modern metropolitan journal is the eighth wonder of the world and should be so set down. Neither the Colossus of Rhodes, Diana's temple at Ephesus, the maoleum of Halicarnassus, the Pyramids, the Pharos at Alexandria, the hanging garden of Babylon, nor the colossal gold

and ivory statue of Zeus (Olympia, can compare with machinery used in metropolitan paper, to wit, typesetting machine. The active ability shown in the news, so that anything happens in the world is columns, than there was at the Pyramids. Marvel and possibilities newspaper are only compared. The London Daily newspaper fraternity world a lesson which and space can be annihilated of a paper. It simultaneously in London fac-simile editions of the to February the readers in the north of England had been obliged to wait paper trains from East the railway that leads from to the north. It was the Mail was issued in made its appearance in where it was distributed census of population to city. This made it let the readers of the of the United Kingdom.

The Mail had to compete papers in Manchester and made it necessary that it should be done secured at Manchester, plant installed. Staffs of pressmen, etc., were sent matter that appears in Mail is telegraphed over Manchester office. The editorials, advertisements the same position in the tion as they are in the papers cannot be told at the rate taken to set same type, one paper is of the other.

This is something new and yet the distance between Manchester is only 183 this bold and original Mail's London newspaper that they are losing sub-city of Manchester and it they will doubtless im. It is a pity, however, Harnsworth could not certainly less original granted letters-patent. case, Mr. Harnsworth e vals pay a good round could copy his idea. It is found innovation, and do reap large advantage from has one of the greatest that has taken place since was first issued in Rom

THE ROSSLAND

The political situation of Rossland is approximated as is the situation. It is fairly evident that when it comes, will not strictly party lines, and good thing that this have all along held that wanted, and what the needed was not a par but a good business, members of which unde of the country and would to introduce and pass its requirements. This accepted both by the M and the Cotton party, and withdraws from both of tions a considerable share.

There are quite a number candidates for this contest is hard to say who would finally be accepted. On the streets the name Mackintosh, Hon. T. M. Goodeve, Dr. Bowes and Dick are freely canvassed. Mr. James Martin, too, some, but the consensus that he is not likely to be it is hardly probable tosh or Mr. Daly would of local politics, and if they will not, is correct the contest for the Dr. Bowes, Mayor Good We think it will be body that Mayor Good ability. He is a party not all the time, and his elature would mean the not in the interest of for the Tupper party want no such men in o-latus. We want ne or ardent Eastern polit want men who would ed to lend their supp Island crowd, headed Dr. Bowes is a man of character. He is a is not likely to be mis-ticians who would be if for their own purposes, of public affairs is ver acquaintance with the ince is extremely small so far as mentioned. dates, Mr. Alexander the one who is most able to all classes of a possesses a large and