

Rossland Weekly Miner.

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THE SUBSCRIPTION PRICE OF THE WEEKLY ROSSLAND MINER for all points in the United States and Canada is Two and one-half Dollars a year or One Dollar and fifty cents for six months or all other countries Three and one-half Dollars a year—invariably in advance.

A WAIL FROM ONTARIO.

Demands, actual or prospective, on the Dominion treasury by the eastern provinces have caused the Toronto Mail and Empire to issue the alarming announcement that "Ontario is to be squeezed again." That paper sets forth the disturbing situation in this way: "Quebec is seeking an addition of \$450,000 annually to the subsidy payable to it out of the Federal treasury. This is a revival of the raid devised in Premier Mercier's time. Along with the demand comes a proposal that the Halifax fishery award of 1877 be divided among the eastern provinces. The amount is \$1,500,000. By the Dominion the money was received; but the interest was paid out, and is still being paid out, to the fishermen of the east in the shape of bounties to their important industry. Quebec calls for a share of the award, with interest to date. Premier Parent declares that if he receives what he regards as due to the province the amount will aggregate three and a third millions of dollars. New Brunswick, according to the attorney-general of that province, is looking for its proportion, and presumably Nova Scotia and Prince Edward Island will follow. It is estimated by the Montreal Gazette that if we pay all that is asked it will cost us \$10,000,000 to divide \$4,500,000 among the claimants. This includes interest, which, as has been pointed out, is paid annually in the form of fishery bounties. It is important to note how Ontario is faring. Quebec has ceased to subsidize railways, and has referred all applicants to Ottawa, where they are generously attended to. The Maritime provinces have abandoned subsidies and have decided that Ottawa may build, own and operate at a loss all the railways needed there. Ontario, on the other hand, still gives subsidies, and we are to build, out of our own resources and without Dominion aid, a Temiscamingue line. In a word, the various governments require Ontario to supply her own wants at her own cost, and to pay for the railway requirements of the other provinces as well. Since the Laurier government has been in office a million dollars has been paid to Nova Scotia and New Brunswick on account of provincial railway enterprises, while \$30,000 a year has been added to the Prince Edward Island provincial subsidy. Now we are asked to give \$10,000,000 to the east to recover the fishery award, which yielded \$4,500,000, and upon which interest has been regularly paid. And, in addition, we are to subscribe \$450,000 annually to Quebec's provincial revenue. The Ontario taxpayer is squeezed by the Dominion government for the benefit of its eastern friends, and the Ontario government is squeezing him again by adding to his municipal taxes." If Ontario is to be squeezed so painfully by the burden of far eastern exactions, what is to be said of British Columbia, whose people pay more than twice as much per capita into the treasury as do those of the premier province? This disproportion in the revenue contributions from the provinces has been frequently pointed to, but the Mail and Empire is quite as blind as other easterners to the injustice done to us. It is rather surprising, indeed, that the paper has not included British Columbia in the list of those who are endeavoring to submit poor Ontario to the "squeezing" process.

THE LEAD PROBLEM.

In its discussion of the lead problem in British Columbia the Canadian Mining Review hits on the main difficulty when it points to the want of a good market. Asia is a large consumer of lead, but there are many ready to supply its wants, and British Columbia has not much chance to compete with the States and Mexico in the European market. An increase of duty would give lead producers here the monopoly of supplying our own country's needs; but, as the Review says, the demand in Canada for lead in all its forms is small in comparison with the possible production of even a few of our largest mines. The very heavy freight charges between British Columbia and eastern points would also be a handicap, which it would require a high duty to overcome. One drop of comfort we have, to which

the Review did not refer, namely, that the Canadian market must expand rapidly in the near future. Our population is at present increasing apace, and the increase is mainly in the west, in which region lead producers of British Columbia should have an advantage if freights are placed on a reasonable basis. It is also possible that they could compete more successfully for Oriental trade than the Review supposes, provided the carriage tolls are not kept up to the straining point, as they undoubtedly are at present.

A MISTAKEN COURSE.

According to the despatches from Victoria, Premier Dunsmuir forced an adjournment of the house until Tuesday, to all appearances with the object of avoiding further debate on the Canadian Northern contract. A direct charge was made that the open bargain with the MacKenzie & Mann syndicate is accompanied by a concealed agreement whereby the Comox and Cape Scott charter held by the premier is to be sold to the said syndicate. To this charge no answer was made. In that matter the leader of the government showed very little wisdom, since his silence would surely be taken as an admission that all is not straight in his dealings with the syndicate. It must be the verdict of all impartial and unprejudiced people that the attitude of the government in regard to this proposed transaction has from the first been lacking in frankness. Considering that the money and land to be given to the company are the property of the people, not of the ministers, it seems plain that the people collectively should have been freely consulted on the proposition. Instead of that course being followed an endeavor was made to use it as a weapon forged solely for the benefit of the government in the Victoria contest. The ministers would appear to have reasoned thus: "If we can only by this means induce the Victoria electors to return our candidate, the rest of the province can go hang." Victorians may accept the inducement, but if the bargain were to be submitted to the whole electorate of the province its condemnation would be exceedingly emphatic. As proof of this it is only necessary to quote the following summary of some of its terms: "Twenty thousand acres of land per mile, along the railway, are to be granted, in sections, as the railway is completed. If there is not enough land along the railway to satisfy the agreement, the company may go outside and take contiguous lands in blocks of one mile square. The land is exempt from provincial or municipal taxation while in the possession of the company, and the capital stock and revenues of the company are exempt from provincial taxation for ten years. . . . If at any time prior to November 1st, 1902, the company shall, in writing, notify the government that, after a preliminary survey, the engineers report the road impracticable and the company does not wish to be bound by the agreement, such notification shall amount to a cancellation of the agreement and all covenants therein contained."

THE ARMY CHANGES.

Mr. Broderick's scheme of army reform is said to involve the inclusion of army corps from the colonies, though the dispatches are not very clear as to the modus operandi in this particular part of the scheme. Canada, for instance, is put down for a contribution of "four militia army corps," and until that term is further elucidated there will necessarily be some guessing as to its exact import. In a general way it may safely be assumed that the experience gained from the South African war will result in some marked improvements in the British military system. At the same time there would be more ground for hope if the war office were not so badly afflicted with fossilism and fidelity to red tape. These are the growths of centuries and will be hard to extirpate. But if allowance is made for all the adverse circumstances, a pronounced advance in the military status of the empire may reasonably be expected as a result of the South African experience. An exchange well observes on this point: "The press of continental Europe and of the United States affects to believe that the resistance of the Boers has shaken the foundations of the empire, but the newspapers merely give voice to the wish of their readers, and the foreign governments know well that the popular view is quite erroneous. It is probably no exaggeration to say that Great Britain is at the present time the foremost military power in the world. Counting the Indian army, she could bring nearly half a million soldiers into the field, under officers who have waged war on a grand scale, and who, if service is the advantage which military men believe it to be, ought to be able to sweep the forces of any continental country out of their path. But it is not

merely the improvement in her army which has raised Britain's prestige in Europe. Her rivals and enemies of the continent have perhaps been impressed quite as much by the rapidity with which she transported a force of 250,000 men, with munitions of war, a distance of many thousand miles across the ocean, as by the effectiveness of that force. Till she performed it the feat was considered impossible, and such a demonstration of power probably did more to raise her in the estimation of the rulers of Europe than a successful war would have done. There is little doubt but that the powers would have interfered in the South African war if Britain had been in the crippled condition portrayed by the continental press, and their studied courtesy is ample evidence that whatever may be the belief of the people the governments are under no delusion as to the power of the empire."

THE VICTORIA ELECTION.

Colonel Prior, the new minister of mines in the Dunsmuir government, has been elected in Victoria, defeating Mr. Bodwell, the opposition candidate, by a comparatively small majority. His success is clearly due to the influence of the railway bargain by virtue of which the capital city hopes to become the terminus of the Canadian Northern transcontinental line. Those who know Victoria well can appreciate the force of such influences there, and it would not have been surprising if Mr. Prior, combining that advantage with the prestige of a portfolio, had secured a much greater majority. However, he is elected, and the government is saved for the time being. Now the developments in the house will be watched with even closer attention than before. There is no great amount of faith placed in politicians' pledges, so it may not greatly astonish the public to find Mr. Martin and his followers voting for the contract with MacKenzie and Mann, though only a few weeks ago they declared solemnly against the principle of subsidizing railway builders with grants of public land. They have now the choice between standing by that declaration, which would mean the defeat of the government, and stultifying themselves by voting for the contract in order to keep the government in power. The unfolding of events in the next few days will be of great interest to the people of this province, who have only too little ground for hope that sanity and stability will soon characterize the administration of their affairs.

THE LATE REVERSE.

Later news in regard to the disaster to Lord Methuen's force unfortunately does not lessen its extent, yet, as the Miner said yesterday, there appears to be no reason for panic on its account. General Delarey is not strong enough to accomplish anything more than a successful attack on some isolated British force. The worst result of his success in this case will be the encouragement it gives to the Boers to continue their useless and hopeless struggle. Reports circulated among them will greatly exaggerate the extent of Delarey's achievement, and the capture of a prominent British general will give them a real excuse for boasting. It is possible that many of the more ignorant among the men of the former republics and also among the Cape Colony Dutch will be incited to further efforts through this means. But even this influence may very shortly be counteracted by another such movement as that which Lord Kitchener effected lately in the eastern part of the Orange River Colony.

Rightly, the public men of Great Britain have agreed that for the present judgment should be suspended as to responsibility for the reverse. While complete knowledge of the details is wanting it seems peculiarly ungracious and cold-blooded to say that either the general or the men of the force were at fault. The leader is badly wounded and a prisoner, and it would be impossible in so short a time to gather such evidence as would fix responsibility for the affair. One feature that must attract attention is the failure to detect the presence of so large a body of Boers in the immediate neighborhood. This lack of intelligent scouting has been the weak point of the British side of the campaign all through, and the cause of most reverses. In operating against an ordinary enemy this weakness would not prove so disastrous, but the Boers have an almost superhuman faculty of using stealth in their movements.

The despatches also show that the Boers' success was in great measure due to their wearing khaki uniforms, so that they could not be distinguished from British soldiers. This is unmitigated treachery, and a distinct violation of the rules of civilized warfare. Those rules would justify the prompt shooting as a spy of any Boer captured while wearing such a uniform, yet what a howl would go up

from the pro-Boers if the rules were enforced in this particular.

THE ANGLO-JAPANESE TREATY.

During the Chinese troubles of the last two years which the principal powers combined their efforts to suppress, the British and Japanese governments came to see that their interests were almost identical, and the treaty is the result of that knowledge. The preamble of the agreement sets out succinctly the motives actuating the two nations. It states that the desire is to maintain the independence and territorial integrity of both China and Korea so that equal opportunities for the commerce and industry of all nations shall be secured. Six articles from the body of the document and the main provisions are that if one power becomes involved with another nation in war in defence of the interests covered by the treaty its ally is to remain neutral and endeavor to prevent a coalition against the one engaged; if unsuccessful in this it must come to the assistance of the other.

One of the most pleasing features of this new departure on the part of Great Britain is the unanimous chorus of approval with which news of the treaty has been received throughout the world. It is regarded as a guarantee of peace, and an assurance that the policy of the "open door" will be maintained. The Russian newspapers have even disclaimed any hostility on the part of the Russian government to the new order of things, although any designs Russia may have had on Chinese or Korean territory are now effectually checked. The Russians are content to argue for the present that their policy is the same and always has been the same as the present treaty will ensure.

Any special step taken by Great Britain in her foreign policy will naturally be followed with great interest by Canadians of all classes. Her interests are largely our interests and will become more so day by day. There is one feature of this new treaty which will undoubtedly cause some misgivings, especially to the people of British Columbia. We refer to what has generally been called the Chinese question, but it is almost as much Japanese as Chinese. A surprising degree of weakness has been exhibited by the Canadian government in dealing with this matter. As long as they are pliant and quiescent the home authorities will easily argue them into the belief that great imperial issues are at stake and that nothing must be done by Canada to jeopardize Great Britain's position in the far east. There arguments were tried on Australia, but without success, and today we see Australia congratulating Great Britain on having entered into the treaty and at the same time reminding her that Australia's position remains unchanged, and that nothing must be done to prevent her remaining a "White Australia."

Why cannot Canada take the same stand? A little more backbone on the part of the Dominion authorities would bring about the desired result. A precedent ought not to be necessary in a case like this. If one is wanted we have only to point to the Commonwealth of Australia.

The Dominion census gives this table of the electoral districts of British Columbia and their respective populations:

Table with 2 columns: District Name and Population. Includes Burrard district, Cassiar, Bennett and Atlin, New Westminster, Vancouver Island, Victoria (2 members), Yale and Cariboo.

The smallest district has two members, and the others one each. Yale and Cariboo, which includes the Kootenays, has more than twice the population and only half the representation of Victoria. The anomaly cannot be corrected too soon, but we shall very likely have to put up with it for the life of the present parliament. A prompt remedy would come as an agreeable surprise.

A despatch from Gravesend, England, says: "Captain Toozes, of the steamship Anglian, from Boston, has been fined £3 3s and assessed 25 17s 6d costs for not notifying the authorities of two cases of smallpox among the cattlemen on board the ship. These two had been vaccinated with the others before leaving Boston, but had sucked the virus from their arms. They were the only ones attacked with the disease." The two cattlemen may by this time have revised their ideas in regard to vaccination.

The department of the interior at Ottawa has issued a new and very useful edition of its "Atlas of Western Canada," which was first published some time ago. Its primary object was the furnishing of information to prospective immigrants and home-seekers, and to that end the maps and letterpress seemed very well calculated. Now there have been added full details of the population as shown by the recently taken census, so the atlas in its new shape is a good work of reference for the whole country.

FROM KASLO TO NELSON

Charms of the Steamer Ride Over Kootenay Lake.

The Picturesque Metropolis of the Lake District.

(Special to the Miner.)

NELSON, March 8.—From Kaslo to this place the distance is about 45 miles. Taking the elegant steamer Koonanee at 7:30 a. m., I was landed here in four hours time. A ride on the smooth bosom of the great Kootenay lake is an event not soon to be forgotten. The entire length of the lake, north and south, is about 80 miles. It widens out in many places to several miles, and its large surface mirrors majestic mountains on each side. While not so high nor presenting the pinnacle shapes of the noble peaks surrounding Skoan lake, still they loom up in wild grandeur and are a joy to look upon.

The steamer skirts close to the west shore, and we soon pass the King Solomon group of claims, where are congregated several pretentious buildings. The King Solomon Mining company is a Lima, Ohio, incorporation, and has been operating in this region for several years. They are said to possess a group of good claims. What strikes the observer as most curious is the fact that the members of the company are all spiritualists; in other words, it is a spiritualist organization. That they count the spirits of the dead after the usual fashion of the cult is quite probable, but whether they enjoy special privileges is a moot question.

AINSWORTH CAMP.

A ride of a few miles brings us to Ainsworth, a somewhat noted camp surrounded by several famous properties. The little town is built on a shelving rocky bench, close to the water's edge, and consists of two or three stores and as many hotels. We pass the works of the Highland mine just before reaching Ainsworth, and soon reach the Highlander after leaving the wharf. The latter is said to be one of the best properties in the neighborhood. It has a concentrator. A tunnel 1800 feet in length has been run into the mountain and stoping is now in progress, taking out rich ore. We see a novel feature in connection with this mine in what might be termed a natural air compressor. It is called the Taylor process, and consists in piping the water from a near-by mountain stream and dropping it into the workings through a shaft dug for the purpose. The water is constantly running, requires but little attention, keeps the atmosphere pure, and is withal most simple and economical.

Leaving the west shore of the lake, the steamer heads for the other side and Pilot Bay is soon reached. Here is located what is known as the Pilot Bay smelter, but alas, its fire has long since been extinguished and the place presents a deserted appearance. The smelter, however, is a small affair compared to the one at Trail. Opposite Pilot Bay is what is called the West Arm of the lake, and to this entrance the steamer is headed. The place since been extinguished and the place presents a deserted appearance. The smelter, however, is a small affair compared to the one at Trail. Opposite Pilot Bay is what is called the West Arm of the lake, and to this entrance the steamer is headed. The place since been extinguished and the place presents a deserted appearance. The smelter, however, is a small affair compared to the one at Trail.

NELSON. The approach to Nelson is inspiring. A city built in the most substantial manner, with all modern conveniences and luxuries, reached by several railway lines and enjoying the commerce of a great inland sea, is presented in full view, the slope rising gradually from the water's edge and the buildings all showing to good advantage to the most distant residence portion. The streets are wide and laid out in regular order. It possesses none of the features of the typical mining town; there are no shacks, everything seems to have been built to remain for all time. Costly brick buildings, most of them with stone foundations, and many with marble trimmings, are seen on the main thoroughfares. Even many of the private residences are resting on stone blocks, the second stories being built of wood. It may rightly be called a city of homes, of which its people are proud. It also enjoys the distinction of having the only electric street car line in this part of the world. The government is putting up a magnificent pile for a postoffice, constructed of marble blocks taken from the Mansfield marble quarries opposite Kaslo. These blocks are about two feet in thickness, and will make a notable structure to stand for ages. The possibilities of this marble for future use and export are apparent. Nelson can boast of fine hotels and many fine stores. Most of the banks doing business in Canada are here represented, housed in beautiful structures. The census taken last year gave Nelson a population of 4,700, but including Fairview, or "Bogus town," as it is sometimes locally called, which is reached by the street car line and which is really a part of the city, the population will fully come up to 5,000.

The smelter, known as the Hall Mines, is built at the lower end of the town, and the smoke rising from the big chimneys attest the activity within. It receives ore from the Silver King and the great mines of the Skoan district.

Nelson has taken the lead of all other places laid out in the early nineties, at the time of the discoveries of the silver-lead deposits of the Skoan mining division. Possibly its connection by railways with the outer world and its easy reach by water have had something to do with this, but many notable mines are located within short shipping distance and the town has become a mining centre. Several of the mines almost within sight, some of them having paid dividends and all known to be rich, are idle at this writing owing to the decline in silver and the slump in lead, but while not attempting to point out the way it is reasonable to believe that all difficulties and obstructions will adjust themselves, as they gradually do in the affairs of life. Then Nelson may expect to spring into a new being, and continue the work so nobly begun on the road to progress.

SOME OF THE MINES.

What is known as the Hall Mines is a valuable and noted property tributary to Nelson. They also own and operate the Hall Mines smelter at this point.

The Ymir is another noted property in the district, operating a large mill of 80 stamps. A big cyaniding plant has just been completed to handle the tailings, which will undoubtedly increase the profits of the company. The output will also be increased. Its profits for a long time have been about \$30,000 per month.

The Athabasca is a valuable property but is at present idle. It has paid many dividends. It is understood that this mine is undergoing reorganization in London, and that the Venus will be included in the new organization. The Silver King, the Poorman, the Granite and the Molly Gibson are other tributary mines that are running with a considerable force and taking out rich ore. It might be well to add that the Granite and Poorman both have mills.

A list of valuable properties adjacent and tributary to Nelson could be given at great length, but time forbids. Snow has departed from the streets of Nelson but it has rained nearly every minute during my stay, and umbrellas are in constant use.

Colonel Egan, of the Miner, seems to be in love with his new home, and is as affable as ever.

A "WIDE OPEN" TOWN

GAMBLING AT THE PRESENT TIME GIVEN FREE REIN IN ROSSLAND.

ROULETTE WHEELS, BLACK JACK AND POKER PLAYED OPENLY.

Rossland is being run as a "wide open" town for the first time in its history. In other years gambling has been permitted in a mild form, but the magnitude of the present operations has never been approached.

An idea of the extent to which gambling is operated at the present time may be obtained from a glance at the following list of games in full swing last night:

- International saloon—One roulette wheel, one stud poker table, one black jack game. Crow & Morris, north side Columbia avenue, (Hotel Allan annex)—One roulette wheel. Crow & Morris, south side Columbia avenue—One roulette wheel. Strand saloon—One roulette wheel, one black jack game. Windsor hotel—One roulette wheel, one black jack game. Clifton saloon—One roulette wheel, one stud poker game, one draw poker game, one black jack game.

The first games were introduced into the city during carnival week, and the wheels made their appearance early last week. General opinion has it that more wheels are to be introduced at once, and that at least one more will be in operation tomorrow in anticipation of lively play while the Le Roi and other pay days are on. Up to the present time the play has been largely confined to what the gamblers term "small money" and is small individual sums wagered. Upwards of 100 men are engaged directly and indirectly in connection with the games, and the introduction of further games will augment this number. Faro bank is prohibited as yet, and the embargo has not been lifted from the money slot machines, although the merchandise machines made their appearance before the first gambling games were opened. The roulette wheels have quite put the slot machines in the shade.

The responsibility for the "wide open" policy is not accepted by anyone. Mayor Clute was seen on the subject yesterday, and stated that he declined to be interviewed, that he did not recognize that gambling existed, and that he was in favor of permitting the greatest degree of personal liberty within reasonable bounds. Further than this His Worship declined to go. F. J. Walker, the remaining member of the board of police commissioners now in the city, takes the same ground. In his official capacity Mr. Walker denies knowledge of the gambling and refuses to discuss the matter for publication. The remaining responsible party in the city is the Chief of Police Ingram, who says when queried on the subject, that he has raided the gamblers twice and that the police court fines testify to the manner in which he has dealt with the proposition.

For a city of 7000 inhabitants at the outside Rossland is better equipped with gambling games, so far as the Miner can learn, than is any town of double the population in the Pacific northwest.

THE ISLANDS SOLD.

Danish Parliament Ratifies Bargain With the States.

COPENHAGEN, March 11.—The Folketing committee met in executive session today and voted by a large majority in favor of the ratification of the treaty providing for the sale of the Danish West Indian islands to the United States.

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WINNIPEG, M train from the es sections. The first on board, the m means. The seco eastern homeseek immigration is sh renewed force. S ed from the soe census settlers. 1,000 person are v port as to which, locate. They say going in via the numbers.

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TORONTO, M years old, on th the Salvation ar round dead on room last night. ural causes.

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Mr. Marten, C turn to the Pro legislature last a plebiscite b election as to sired the subm