

EDITORIAL NOTES.

The construction of the Crow's Nest Pass railway is now looked on as assured. The Laurier government is practically pledged to do all in its power to further the road. It is the most important link in a development policy which is a necessity to Canada and may, if wisely carried out, make our present leaders glorious as the founders of a new epoch of industrial advancement and prosperity. At the same time the proviso, "if wisely carried out," brings with it a hope and a fear, a hope that the best interests of the people of Canada will be served, a fear lest there should be influences strong enough to suborn the government to their private advantage, and, first wrecking the confidence of the people in the government, bring upon it eventually the same measure of humiliation meted out to its predecessor. We have all through the United States a painful object lesson on the effects of allowing corporate monopolies to dictate to the government, and of permitting transportation companies to be land owners and practically dictators over the business interests of the communities they serve, or are supposed to serve, but really govern. What everyone, the most conservative, and least liable to accusations of advanced social views, recognizes as a lamentable state of affairs on the other side of an imaginary line, many demur when by parity of reasoning it is applied to the relations subsisting between Western Canada and the Canadian Pacific Railway company. And yet it is so obvious a fact as to hardly require proof that wherever the Canadian Pacific Railway company has a transportation monopoly and the same conditions prevail, the same results have accrued to the interests of the people, which we all deplore as lamentable in the United States. Little is heard of the grinding despotism under which industry endeavors to exist in many parts of Western Canada because the power of the corporation is so absolute that it has become a sort of Moloch whom people worship in fear and whom they endeavor to propitiate by sacrifice. And yet how notorious it is that enterprise languishes and industry is stagnant wherever there is no other outlet than by the main line or branches of the Canadian Pacific railway. The people of Eastern Canada who live in the centers of population know nothing and realize little of these things. And they form the public opinion that sways governments and dictates policy. Many of them are in Kootenay now. When they realized the condition of affairs their first feeling was expressed in an outburst of angry amazement. And if they feel so in Kootenay with its competitive systems to what condition would they be reduced if in the innocence of their hearts they had invested in some of the Canadian Pacific railway's peculiar territory. Thus then is the question that confronts the Laurier ministry. Shall the Canadian Pacific Railway company control the Crow's Nest Pass? In some respects this question is of more importance to the East than to the West. British Columbia has her magnificent seaboard on the ocean of the future, the Pacific, and furthermore all the essential resources necessary within her own borders. The East has one commercial avenue to the Pacific, the Crow's Nest Pass. Rogers Pass may be strategic, it certainly is magnificent, but it is not business. To have that pass controlled by the Canadian Pacific railway will injure the West's relations with the East but it will even more seriously injure the East's relations with the West. The Crow's Nest Pass is of such supreme importance in the development of Canada that it should never leave the control of the government. The government should build the railroad through it and control it. Is Mr. Laurier intelligent enough to recognize this? Is he patriotic enough to take a stand upon it? Is he strong enough to declare once and for all "the Canadian Pacific Railway company shall not control the Crow's Nest Pass?"

The Kootenayan, published at Kaslo, publishes a curious article reflecting on the fact that a number of the property owners who would otherwise be municipal voters are disfranchised because they are aliens. It sees in this a design on the part of the government to obstruct the incorporation of towns. It says this will reduce the number of municipal

voters in Rossland to a handful. Apart from the fact that Rossland has a very large proportion of resident British subjects it must be confessed that the act is right in principle. When an alien comes to reside in this country, buys property and enters into business there is nothing to prevent him being a good and valuable citizen of a town. As such he is welcomed and encouraged, receives fair treatment and a free field. His moral influence on public affairs may be great, his advice may be followed and would always be listened to with respect, but, alike in municipal, provincial and national public affairs, the citizens of a country and the citizens alone must be the arbiters of their country's destiny. This is the rule of demarcation, rigid and inflexible, not to be overstepped nor tampered with. There is a dignity in our country's attitude towards aliens in which we take a possibly not illegitimate pride, and from which we reap great benefits. But our citizenship is our greatest and proudest possession, the less because it is not always paraded in season and out, and upon its prerogatives no intrusion would be brooked.

The first number of the Rossland Miner as a daily paper appeared on Tuesday morning. One year and eight months ago the first number of the Rossland Miner came out. It was printed in a log cabin on a Gordon foot-power press. It was started and run by two men who had more friends and more enemies than any other two men in the country. As the camp grew and prospered it grew and prospered, and its appearance today as a neat, well-printed daily is a wonderful evidence of the growth of Rossland. Rossland has not yet reached its zenith. THE REVIEW extends hearty good wishes to the Daily Miner and hopes that it will continue to increase and flourish with the town whose history it has helped to make and for whose future it can do much.

It is in order for everyone qualified to vote in Southwest Kootenay to register before the first day of January. Forms of registration are now to be had at the government office. It is unlikely but it is just possible that the Turner government may be defeated this session. It is dying on its feet any way. If it is defeated a general election during 1897 is a certainty. Everyone who wishes to join the movement to provide British Columbia with a representative and responsible government should not delay to register at once.

A TORONTO paper says "No enterprise of any magnitude has been started in Toronto for many years. We are degenerating into a city of shopkeepers, school teachers and speculators trying to make money by selling real estate and mining shares to one another." It is good for people to be occasionally lambasted. But in British Columbia we don't think quite that of Toronto and Toronto people.

RUSSIA TO BUY SILVER.

In all probability Russia will become a buyer of American silver in the near future, and the result will advance the price. That nation has undertaken to retire its extensive paper currency and substitute rouble and half-rouble pieces, and as it is not a producer of silver it will necessarily become a buyer. France will also be a purchaser for some time to come, as she is undertaking an extensive silver coinage for her Asiatic and African provinces, and while the loss of India and Japan will not be overcome by the purchases of France and Russia, no material decline can be anticipated and an advance is possible.

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Passengers for Trail creek mines connect at Northport with stages and steamer daily.

Close connection at Nelson with steamers for Kaslo and all Kootenay lake points.

Passengers for Kettle river and Boundary creek connect at Marcus with stage daily.

COLUMBIA & WESTERN RAILWAY

Time Table in Effect July 1, 1896.

No. 2, PASSENGER, Daily except Sunday—	
Leaves Rossland	7:00 a. m.
Arrives at Trail	7:45 a. m.
No. 6, PASSENGER, Sunday only—	
Leaves Rossland	8:30 a. m.
Arrives at Trail	9:15 a. m.
No. 4, PASSENGER, Daily—	
Leaves Rossland	3:00 p. m.
Arrives at Trail	4:00 p. m.
No. 2, PASSENGER, Daily except Sunday—	
Leaves Trail	10:30 a. m.
Arrives at Rossland	11:30 a. m.
No. 1, PASSENGER, Daily—	
Leaves Trail	5:00 p. m.
Arrives at Rossland	5:45 p. m.
No. 5, PASSENGER, Sunday only—	
Leaves Trail	11:30 a. m.
Arrives at Rossland	12:45 a. m.

Connection made at Trail with ALL STEAMERS, both up and down the Columbia river.

For freight rates and further particulars, write to F. P. GUTELIUS, Gen'l Sup't, Rossland, B. C.