

Weekly Rossland Miner.

Published Every Thursday by the ROSSLAND MINER PRINTING & PUBLISHING CO. LIMITED LIABILITY. LONDON OFFICE: WALKER, 24 Coleman Street, London. TORONTO OFFICE: CENTRAL PRESS AGENCY, L.D., 83 Yonge St. SPOKANE OFFICE: ALEXANDER & Co., Advertising Agents, Room F First National Bank Building. EASTERN AGENT: EMANUEL KATZ, 230 Temple Court, New York.

THE SUBSCRIPTION PRICE OF THE WEEKLY ROSSLAND MINER for all points in the United States and Canada is Two Dollars a year or One Dollar and Twenty-five Cents for six months, for all other countries Three Dollars a year—invariably in advance. The subscription price of the DAILY MINER is \$1 per month, \$5 for six months or \$10 for one year, foreign \$12.50 in advance.

NEED OF SIR WILLIAM HERE

Sir William Van Horne would do wisely, in the interests of his company, if he would hasten his arrival in British Columbia. His presence here, from a strictly C. P. R. standpoint, is urgently required. His agents are not showing good management in the Corbin charter affair. Blunder after blunder has been committed at a time when it was desirable that the "smoothest" diplomacy should be displayed. To such a lamentable pass, indeed, have the acknowledged agents of his company brought matters that no respectable newspaper in the province dare now yield the corporation any open assistance in its fight for monopoly. The managers of such papers recognize the fact very clearly that by such a step they would jeopardize their influence with their readers, if, indeed, they would not disastrously affect their business. This is the case with those journals which have ever been friendly towards the C. P. R., and which, whether rightly or wrongly, have been suspected of having a secret understanding with that corporation, but which have kept any such association from becoming public, and have discussed matters of provincial interest in an apparently frank and public-spirited manner. Now and again some of them have attempted to render service to the company which subsidizes them by raising the national cry of "Canada for the Canadians," and on this ground of asking for the exclusion of the American road; but when they are not thus ultra-loyal they are silent about this charter question.

There is, however, throughout the province a number of small fry newspapers on the continual lookout for someone to buy their "views" on this question or that, and with these venal sheets the C. P. R. is just now attempting to sway public opinion. Even these tatterdemalion prints, however, without cash, without credit, without responsibility, whose precarious existence is threatened with utter extinction every time an extra galley of type is set, are ashamed of the service which their poverty compels them to perform, and they seek to hide themselves from merited public contempt behind reproduced articles written by a hireling which, if more disabed, is at least more courageous than themselves.

Some time ago there appeared in a Victoria paper called the Globe, which has been in existence for about two months, a leading article entitled "An enemy in disguise," in which the Rossland Miner was accused of attacking the C. P. R. for reasons other than in the public interest. The article was a tissue of falsehoods, and we so stated at the time. Despite this, however, every paper in the Kootenays whose editorial columns, as we think we are fairly entitled to infer from their utterances, are for sale, reproduced the article, and some, whose needs at the time were rather pressing, set it in unusually large type, over two columns of space, and surrounded with a flowering border, which no doubt was charged for as extra. So far as we have seen, however, none of those publications with the exception of the Nelson Miner, which everybody knows is absolutely C. P. R. property, the Vernon News and the Trail Creek News, has attempted any original argument in defence of the monopoly to whom it has yielded its independence. On such a question no one knowing the circumstances would pay any heed whatever to the Nelson Miner. The Vernon News' novel argument that the C. P. R. should be given a railway monopoly of the Boundary Creek country because this would be in the interest of the Okanagan farmers, for whose exclusive benefit the mineral country, according to it, ought to be opened up, has previously been returned to the Trail Creek News in a particularly bad plight. The shadow of the silver-lead stack, which the C. P. R. has erected down there and which is not intended to be used except as a menace to other enterprise, no doubt darkens the whole atmosphere and renders any close view of things impossible. This is so entirely the case that it would be useless to discuss the matter—the only thing is to express regret that it should be so and wish the proprietors of the paper better luck in the future.

The article in the Victoria Globe, which the rest of the C. P. R. press copied, contained no argument whatever, as we pointed out. It was simply a statement that the Rossland Miner was attacking the C. P. R. for designs of its own and not in the interest of the country. Not one of our charges was denied, nor was any attempt made to dispute the soundness of any argument we employed or any inference at which we arrived. The charge against us of ulterior motives is one which is not worthy of a reply. The people of Rossland and of the Kootenay district can speak for what the Rossland Miner has done for this country and our own particular camp. This paper, we are quite safe in saying, possesses the entire confidence of the community among which it exists and whose interests it has always tried to serve. Its statements are accepted without question wherever it circulates, in Canada, in the United States and in Europe, because it has never de-

ceived the public or intentionally printed what was not absolutely correct. Our record is unimpeachable and will remain so. Our paper is growing with the growth of this district in which our interests are all centered, and this district we want to see untrammelled by monopoly; we want healthy competition in all branches of industrial enterprise because this will promote the speedy and prosperous development of our mining properties. We naturally stand out against a great corporation which is trying to shackle the country with its monopolistic fetters; because monopoly, in itself a curse wherever it has existed, is doubly so when operated by a company with a record such as the C. P. R. has and in a country whose great wealth must excite in the managers of that company a cupidity dangerous to all commercial freedom.

The people of the Boundary Creek country, the residents of the entire district, in fact, are in accord with us. Our position on this question is theirs. Every respectable and independent Board of Trade in the province, and some of the municipal councils, have endorsed this charter as necessary to the country's proper development. And yet to all the resolutions passed by those bodies, to all that we have said in favor of the Corbin charter and in exposure of the misconduct, past and present, of the C. P. R. company, the sole answer that can be made by that corporation is that the Rossland Miner is an enemy in disguise.

Surely there is a very simple and satisfactory answer to all the drivel which has been poured out about preserving our trade in the Boundary Creek country for ourselves. The mine owners there will send their ore for treatment to the smelters which will give them the best terms. Smelters erected in the district will certainly have the advantage by reason of cheapness in the haulage and should be able to compete with the United States smelters in all other respects. The ore then should naturally go to them and two railways competing for the business will keep the rates of transportation down to a proper figure. If at any time by reason of circumstances at present unforeseen it became necessary to give the local smelting industry protection that could be done by the government by tariff regulation. It would be disastrous to the interests of the country, however, whose future is bound up in its mineral properties, that the entire railway transportation should be handed over to one company, which should have the privilege of charging what toll it pleased for haulage. This would mean the granting of a power which might be misused by any company, and which certainly would be abused by the Canadian Pacific railway. On what possible ground should any corporation have it in its power to make more than a fair charge for the service it gives? If the C. P. R. is to be allowed to charge a percentage on the earnings of the mines it would be as well to allow it to have the country at once and develop it itself for its own benefit. It would then take some of the risk which under the proposed state of affairs will be thrown entirely upon the shoulders of the public.

The Victoria Globe would have done well if it had not so early in its existence shown itself the tool of monopoly. Its action will indicate to the people what it is and it will have to bear the consequences. No newspaper which does not fill a public need has any honest excuse for its existence. It should be supported by legitimate advertising and the returns from its circulation. If its opinions or its news columns are purchasable it is because it would die without such accidental and questionable assistance. It is better that the province of British Columbia should have no newspapers than that it should have such as advocate measures which are not in the public interest.

MONTREAL THE MINING BECCA.

The scepter of the mining power is being transferred from Toronto to Montreal; that is to say, there are more investments being made in mining shares and mines there today than in any other city in the Dominion of Canada. This is according to the report which one of our prominent brokers has just brought from Montreal. The facts, too, show that what he says is correct. The Montrealers do not play for small stakes in the mining game, and a meritorious property, the price of which is a million or even more, can be placed there as readily as one that only costs \$100,000. Montreal people have always been noted for being conservative, and are therefore, slow to take hold of that which is new, but when they do go in for anything they do it on a large and thorough scale, and they are not afraid of expenses. This is revealed in their acquisition of such properties as the Payne, the Republic, the Old Ironsides and the Knob Hill. The judgment shown by the investors of this ancient city is to be commended, as each and everyone of the properties mentioned is certain to yield large profits. This will redound to the advantage of the mining interests of this section, as where one set of individuals in a city, like Montreal, are successful it encourages others in the same city to embark in similar ventures. It is, therefore, palpable that the successes made by recent Montreal investors will be the cause of much more of the money of that section being placed in our mining properties in the future.

It is obvious to all that it is to the interest of the mining industry as a whole that those who put their capital into mining ventures should make money. If something over a majority of the investments were unsuccessful the business would soon get such a "black eye" that it would in time be impossible to float even the most promising proposition. The Miner is, therefore, pleased to note that the investors of Montreal have shown such wise discrimination in their purchases, and therefore congratulates them on the fact that they have secured five or six properties that are hard to match in any section of the world. These investors deserve to succeed, for they have shown that they have the nerve to put up large sums in order to secure that which they knew is first class. That they will make a

great success of their ventures is a foregone conclusion. Toronto will now have to endeavor to recover her mining laurels, now that Montreal has wrested them away from her.

SIR HIBBERT TUPPER'S INTENTION.

The report that Sir Hibbert Tupper is about to resign his seat in the Federal House and enter British Columbia politics will be received with considerable surprise by the great majority of the people in this province, and the statement that he will obtain support from no considerable or unimportant portion of the liberal party here will be met with pretty general repudiation. Despite this there may be more in Sir Hibbert's claim than we are at present aware of. Throughout the interior of British Columbia the complexion of politics is very different from what it is in the East, but on the Coast, and especially in Vancouver and Victoria, party feeling runs fairly high, and the division between Conservatives and Reformers is becoming more and more pronounced. On the face of it this would seem to be an argument against the likelihood of Sir Hibbert obtaining liberal support, and under ordinary circumstances it would; but the circumstances at the present time are not ordinary. The present provincial government has no decided party complexion, and it is dominated by two men, Hon. Joseph Martin and Hon. F. C. Cotton, who are diametrically opposed in their political views. By conviction one is a liberal, while the other is a conservative of the ultra type. Both are men of much force of character and ambitious of power, and although they work together with apparent harmony at the present time, there are those who foresee a disruption at no distant date. In the meantime with neither party is the government grateful. The conservatives feel distinctly hostile and regard the opposition as representing them in the House, while the liberals, although accepting the government as largely their creation, are by no means satisfied with the personnel of the cabinet. Even with Hon. Joe Martin they are not on terms of extreme cordiality in a party sense and they imagine they have more than one reason for the coolness which has grown up between them, and perhaps they have. It may be, too, that this coolness is encouraged from Ottawa, where Mr. Martin is non persona grata, and where his loyalty to the present government, whose victory at the last Federal elections he certainly materially assisted, is distinctly doubted. At any rate it seems impossible at the present time for a good liberal supporter to be enthusiastic both over the Dominion government and over Mr. Martin. Mr. Martin has a personal grievance against the Laurier administration, and the grievance is, perhaps, not without good cause. After doing much hard work for them he was "thrown," as the representative in the cabinet from the west for Hon. Clifford Sifton. At the time it was confidently asserted that his fall was like that of Lucifer, and that his political career was closed. But Mr. Martin fell on his feet, and if a little diminished in glory, he has acquired an even larger fund of the fighting quality for which he has always been distinguished, together with a well-defined desire for revenge. His present position gives him the power to make himself felt and it is said that he has exercised this power already to the annoyance of his old party friends at Ottawa. Some go so far as to credit his alien labor law to his hostility. They say that it accomplished its purpose in preventing the commissioners arriving at an amicable and satisfactory understanding at their Washington meeting. They also say that his present course of action is pursued with a clear purpose of entrenching himself in power by appealing to another than a party element, and that his legislation, if he becomes assured of this seat, may be expected to be opposed to the best interests of the province, by discouraging the investment of capital. In addition to this Mr. Martin as a cabinet minister is the same autocratic personage that he was in Winnipeg; that he was in the councils of his party in the Dominion; impatient of opposition and contemptuous of advice from the members of his party or his colleagues in the House. He is not a man of tact and suavity and is apt to offend influential men who are disposed to be friendly, but who resent having their advances and advice treated in the cavalier manner Mr. Martin receives them.

Under such conditions it is by no means improbable that Sir Hibbert Tupper, a clever man and an amiable gentleman, one who possesses a long parliamentary experience and was a useful member of a former government, who besides is an excellent speaker and noted for his tact, should be looked to by the great body of the conservatives and a considerable element of the liberals to unite them against the present nondescript combination which rules at Victoria.

Personally Sir Hibbert Tupper will be welcomed to the provincial arena. He has everything in his favor as a public man. No taint attaches to him and although it has been a favorite liberal cry that he is the son of his father and that his political success has been due to this, it is not seriously accepted, even by extremists, to the full extent which it is urged on the hustings. He has shown himself in parliament a man of genuine force and vigor, and he will make himself powerfully felt once he obtains a seat in the legislature. The province should welcome able men of either party to its councils if they will honestly direct their energies to the upbuilding of the country.

It looks as though this friendship of the Canadian Pacific for the Grand Trunk is not sincere, and that it is one of loaded dice methods to defeat the Kettle River railway. If the charter is again refused, it will be a comparatively easy matter for the C. P. R. to pick a quarrel with the Grand Trunk with that road.

James J. Hill has marked the resumption of apparently cordial relations between the two big Canadian railways, and it is said he has, to a certain extent, checked the move by lowering the rates on the Great Northern. This has created the greatest consternation in the Van Horne-Shaughnessy camp. It is said that messengers were at once dispatched to Mr. Hill in order to learn what in the world was the matter. Mr. Hill replied that he wanted

VANCOUVER'S ACTION.

In a dispatch from Vancouver, received on Thursday, an impression was conveyed that the Board of Trade of that city intended to remain neutral in the fight over the Corbin charter. The dispatch bore all the evidences, as others sent

out from that city have, of C. P. R. inspiration, and is, therefore, not to be relied on. The facts are that the question was brought up and somewhat warmly discussed, many speaking strongly in favor of the charter, and was finally referred to a committee to report on at a meeting to be held a week later. This is not as bad as we were led to believe, but it is bad enough. Of course the Vancouver Board of Trade may yet follow the example of the Board of Trade of Victoria and pass a resolution in accord with the views expressed by that body and by all Boards of Trade in the Kootenays which have so far dealt with the question.

The mere fact, however, that the Vancouver Board should have postponed action on a matter of such vital importance to one of the greatest mining districts of the province cannot fail to convey a bad impression—an impression which seriously reflects on the independence of the merchants of the Terminal City. It is well understood that personally the citizens of Vancouver are strongly in accord with the people of the Kootenay district on this matter, and but a few days ago the News-Advertiser, which is by no means hostile to the C. P. R., frankly expressed its opinion that the charter should be granted. In doing so the News-Advertiser but reflected the views of the substantial classes of the city.

If then the merchants, individually are in favor of the charter why should they, when assembled at their Board of Trade hesitate to express their honest convictions? Are we to understand that their fear of the Canadian Pacific railway has reached such a stage that on any question affecting the province they tremble at expressing an opinion which may run counter to the wishes of their master.

Vancouver, of course, is to a considerable extent at the mercy of the big corporation, and if the C. P. R. decided to punish the merchants for taking a step hostile to its dictation it could make it very unpleasant for them; but some such struggle must come before a great while, and the sooner it comes the sooner the people of that city will know exactly where they stand. They will find, too, that it is only by fighting such a company that they can bring it to time. Like all bullies this unwieldy corporation is thoroughly cowardly at heart and retires as soon as it is struck.

The people of Vancouver enjoy an excellent reputation for enterprise and foresight. They have built up a splendid commercial community and their prosperity will be still further increased by the advancement of the interior of the province, for which it must become a distributing point. They will then serve their own interests and give a well merited rebuff to an over-weening self constituted dictator by passing the resolution in favor of the Corbin charter.

HILL IS A MASTER AT FENCE.

The contest over the Kettle River Valley railway charter is a very pretty one, because of the chief figures engaged in it. On the side of the Canadian Pacific are Sir William Van Horne and his faithful lieutenant, T. G. Shaughnessy. Both were born in the United States, and became citizens of Canada by adoption. On the other side, in favor of the charter, is James J. Hill of the Great Northern railway, who is a native of Canada, and has become an American citizen by adoption. It is obvious to all who know the men that Canada was largely the loser by this trade, for James J. Hill is worth a dozen of men like Sir William and Mr. Shaughnessy. In the United States he is recognized today as one of the greatest railway men in that country. There are men of standing and ability who declare that he is at the very head of the list of railway men as far as ability to build and operate railways is concerned. He is a wonderful man for details as well as for matters of a large nature, and it has been said of him that he knows every tie and nail on the Great Northern system. Mr. Hill's career is strong evidence that he is all that his admirers claim for him. In a contest for supremacy with men of the calibre of Sir William Van Horne and T. G. Shaughnessy, it seems to us, Hill should be an easy winner. There is, of course, always the possibility that in a struggle of the kind under consideration with men of the Van Horne type unfair methods may be used, but barring chicanery, it would seem that James J. Hill is certain to secure this charter.

It is, therefore, with considerable interest that some of the latest moves in this contest are noted. The Canadian Pacific has made up with its much hated rival, the Grand Trunk railway. It will be remembered that last year when the Kettle River Valley railway charter was before the Dominion parliament it was favored by the Grand Trunk railway, because if the road was constructed it would enable the Grand Trunk to secure traffic in Southern British Columbia by running over the American trunk lines. The C. P. R., with the help of the British Columbia legislature and a number of boards of trades in various parts of the country, which misrepresented the sentiments of the people, defeated the attempt to get the charter. Now that the Grand Trunk and Canadian Pacific are apparently friendly, the former is said to be indifferent as to the Kettle River Valley railway charter, as it can reach Southern British Columbia via the Canadian Pacific railway tracks.

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ed the Kettle River Valley charter, and if a promise was given that it would be granted he would restore the rates. This was his ultimatum. If this fails, Mr. Hill, who is a resourceful man and one who was not born in Canada for nothing, has other arrows in his quiver, which will in turn be fired at Van Horne till he comes off his high horse of monopoly and concludes to allow the people of the Boundary country a competing railway. By the time that Sir William and his friends get through with Jim Hill it is certain that they will realize that they have been in a fight, and with a man who always inflicts more punishment than he receives.

A SHAMELESS THREAT.

The last issue of the Grand Forks Miner contains a charge against the C. P. R. company which, if true, calls for prompt and resolute action on the part of the Dominion government. The charge is contained in a report of an interview with a representative of the paper had with John A. Manly, a citizen of that town.

"H. T. Wilgress, the right of way man of the C. P. R.," Mr. Manly said, "demanded for his corporation one-third of my property interests in Grand Forks. This was accompanied with the threat that if I refused, the C. P. R. would yet make the grass grow in the streets of Grand Forks, and the place would be wiped off the map. I do not like being bullied, but in a spirit of fairness agreed to give the right of way and depot grounds. The city of Grand Forks, I knew, was willing at the same time to concede the right of way through the city. This proposition did not meet the favor of Mr. Wilgress, who with blatant braggadocio declared that the depot would be located one mile west of Grand Forks, and that the C. P. R. would do all in its power to kill our town. Mr. Wilgress went further. He boastfully asserted that we need not expect any relief from the Corbin railway project because his employers had money enough to control the railway committee of the house of commons."

Now if this accusation is true, the crime of which the company is charged is nothing short of blackmail, and it is blackmail of the most atrocious character. No government with a particle of dignity or self-respect would allow any corporation, no matter how powerful, "to play such a game of hold-up" on the people without bringing it to punishment. This statement, accordingly, should be thoroughly sifted by the railway committee and if the facts are as recorded the offending corporation should be made to answer for its conduct. The shamelessly open and frank manner in which the threat is alleged to have been made is not the least scandalous part of the whole affair, because it shows a confidence on the part of the company in its power over parliament—a power which frees it from accountability to the people. Has it come to such a stage that a large monopoly like the C. P. R. can afford utterly to disregard the ordinary rules of morality and when called to book for it can laugh in the face of the public and bluster and boast of its plethoric pocketbook, with which it claims to have bought the representatives of the people? The members of parliament cannot overlook such a reflection on their honesty. The people of Eastern Canada surely will not be content to see us so oppressed because of our weakness, and because there are men in the house of commons who are purchasable.

THE PLAINS OF ABRAHAM.

It seems pretty well assured by this time that the indignation felt both on this continent and in England at the proposal to cut up the Plains of Abraham, the battle field on which Wolfe shattered French power in this Dominion, will vent itself in words and that no effectual effort will be made to preserve the site as a historic landmark. It is understood that in response to the representations from all quarters the government has refused to take any action looking to the future. Accordingly, the Ursuline nuns, who are the freehold proprietors, have had the property surveyed and laid out in building lots, intersected by nine streets, and have announced them for sale with possession on May 1st, 1901.

It is a melancholy reflection that there should be so little regard for their country's past among the people of Canada that the expressed intention of devoting such a historic remembrance to strictly commercial purposes should excite no sympathy whatever in parliament. Throughout the Dominion, too, it is left to historic societies, largely composed of ladies possessed of a great deal of zeal, but very little worldly or business knowledge, to raise their voices against this desecration. Such a spot, rendered so memorable by countless heroism would, were it in possession of the people of the United States, be guarded with the most jealous care—it would be sacred ground, in which would be erected statues to statesmen and warriors. In Canada a strictly commercial view is taken and money outweighs sentiment.

THE BRITISH INVESTOR.

The problems and difficulties attending the investment of British capital in Canada, the Toronto Globe says, are discussed at considerable length by the London Financial Times, and the subject is introduced by reciting a long list of complaints. The Times finds that since "Klondike" became a name familiar to English ears Great Britain has been made a hunting ground for the adventurers of various nationalities who had any sort of property in Canada which they wished to sell. One promoter is quoted as saying: "What I want is to sell and get the cash in my pocket, and when I've got it the British public can go to Dawson." Some English promoters of a very undesirable class have been sedulously endeavoring to

exploit Canada. But many concerns brought out under quite irreproachable auspices have been none too successful. Some pushing gentlemen have tried selling outright instead of selling stock in the case of British Columbia mines, and the plan appears to have left even more room for roguery than the usual style of company promotion. Some of these alleged mines were not known to be such in British Columbia, though they had engineers' certificates and such like testimonials in abundance.

These experiences lead up to the advice that English investors should make a personal examination whenever possible, or at least in every case send a thoroughly trustworthy agent to go over the ground. This is regarded as impossible with the great army of small investors whom "the dishonest company promoter and the tout of worthless shares prey upon." These are advised not to be caught by big promises nor by Canadian names and designations, however high-sounding, which they know nothing about, and not to buy anything which has not received the approval of some recognized authority in England. The Times has more faith in the natural honesty of company promoters, as it insists that there are undoubtedly good openings for British capital, and that it would be a great pity to drive the British investor elsewhere when the nearest and most important colony is entering on a period of expansion.

LARGE ORE BODIES ARE PROFITABLE.

While high grade mining propositions are looked on with much favor, some splendid results have been secured from large bodies of low grade ore. Very high grade ore is usually pockety, and it is often found in small veins, and these frequently do not give the best results. Great wide veins of low grade ore which assay the same throughout that can be made to yield just a little per ton over the cost of treatment are being sought for more and more. Miners are beginning to pay more attention, therefore, to quantity than to quality than they used to, and a proposition where the ore deposits are large and the conditions favorable for cheap reduction does not go long begging for a purchaser. Mines of this sort are lasting, and they go on yielding dividends indefinitely. The Treadwell mine near Juneau, Alaska, is a case in point. This mine has paid in dividends \$3,625,000, and before it was acquired by the Treadwell company, when the mine was owned by the Alaska Mining and Milling company, it had paid \$700,000 in dividends. The ore of this mine is very low grade. It never exceeds \$3.00 a ton, and it often averages only a few cents over \$2 per ton, but the conditions are such that the maximum of economy in reduction is possible. For example, the ore is free milling, and water power is utilized in the 250-stamp quartz mill that is used to reduce the ore. The ore is quarried out, and the vein is somewhere in the neighborhood of 400 feet wide. A competent mining engineer some time since reported that there was enough ore "in sight" in this great property to keep the mill running for at least 100 years. The Homestake mine in South Dakota has paid up to February 1st last \$7,306,250 in dividends, and does this on ore that does not exceed \$4 per ton in value. The Quincy copper mine in Michigan has paid up to February last, when it declared a dividend of \$3.50 per share, a total of \$10,470,000. The ore of the Quincy only averages three per cent copper. The Tamarack, another Michigan copper mine, has paid \$5,570,000 in dividends on ore that only averaged three per cent copper.

The results attained by the last two named copper mines show the great possibilities of the copper propositions in the Boundary Creek section and further to the west. There are deposits there which run from three to 15 per cent in copper, and some of the ore bodies are of great width. Indeed, it is claimed for some of the veins that they are considerably over 100 feet in width. When such large dividends can be secured from mines like the Tamarack and the Quincy, the ores of which only average about three per cent, what great results may be looked for when the percentage of copper is as high as it is in the Boundary country. The vista of prosperity that is apparent in that section is nothing short of wonderful.

STOCK EXCHANGE FORMED.

The brokers of the city have established the Rossland Mining and Stock Exchange. This is a good move on their part and will be of great benefit to the business. There will hereafter be more stability to the market as the quotations will now have an official character, which will be given to them by the board and there will not be a lot of go-as-you-please quotations, which were a prominent characteristic of the advertisements of the brokers in the past. It was not an uncommon incident to see a stock quoted in four different ways in one issue of this paper in the announcements of the brokers. The idea now is to print no brokers' quotations in the advertisements, but to publish daily as news matter the official prices, bid and asked, and the sales that are daily made in the exchange. These will be sent out by telegraph, and will keep the people elsewhere informed of the condition of the market here. This will extensively advertise the fact that this city is the place in which to purchase shares. The Rossland Mining and Stock Exchange ought to be a great success.

Knights Templars in Conclave.

Richmond, Ind., April 19.—The Knight Templars of Indiana met in this city today in forty-fifth annual conclave. In their honor the city was elaborately decorated with the colors and emblems of Masonry. Preceding the business session this afternoon there was a general parade, participated in by a number of full commanderies and led by Commander John H. Nicholson of this city. At the opening session of the Grand Commandery, held in the parlors of the Westcott Hotel, the report of the Grand Officers was read and referred to committees. The sessions will be continued and concluded tomorrow.

Wanted—Two first class solicitors.

Apply Miner office.

NEWS

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Ore Ship

Kaslo, April 19.—The suspension of months has given a breathing space to the meannime of properties of large scale has which will be question is setti The law is to convey the title, which would be clause as follow every such day's of wages shall \$3.50. The int such law is the the advent of the The invitation board of trade Southeastern Br representatives t ally the beginni will affect histo ditions that hav since the era of gun, have not a lately represent men, which me it is possible th inent needs of the lated, and such in regard to them to common acc reception accord be inferred that Kootenay and S Rossland in June M. S. Davys e party, arrived in believed that the company and the will be adjuste, erty will be sped manent mine. The men employ completed their company has de tunnel 50 feet, th Davy to warrant The shipments t ing April 15th via

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