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THE WATERWORKS PROPOSAL.

That an explanation on the part of the members of the city council is due to the citizens in connection with the new waterworks policy, adopted at the meeting on the 29th of last month, will be admitted, we think, by the aldermen themselves. During the campaign over the waterworks by-law it was explicitly stated by the mayor and the members of the council, that their intention was to put in a thoroughly efficient domestic and fire service for the amount of the appropriation voted. It was on the strength of these representations that the by-law was carried by the substantial majority it obtained. Both prior and subsequent to the passage of this by-law, the aldermen who took an active part in advocating it, made it very clear that they were not favoring patching up a system which they had condemned as imperfect, and to a very large extent as worthless. Nor did they hesitate to say that to obtain the Stoney creek source of supply was their main object in the purchase of the present system from the old company. This was their attitude till two weeks ago. What has occasioned the change of front and the decision to repair and patch up the existing plant at the expenditure of the large sum which will be required to accomplish it, and which will leave a comparatively small balance for new and absolutely necessary work? Is it that they have obtained new light on the question after a more exhaustive examination? If so, then they should make this clear to the citizens so that there may be no misconception of their action; and to guard themselves yet more against public criticism, they ought to furnish a detailed statement of the estimated cost of the various portions of the work ordered, and show wherein the community will obtain an advantage by such work over putting in what would be very largely a new system.

In a brief consideration of the matter a few days ago, we placed the amount necessary to the repairs which have been decided upon at about \$30,000, and we think that this is by no means above the mark. The work to be covered by this amount may be summarized as follows, with estimates furnished by Mr. Fellows:

First, the raising of the present dam on Stoney creek at least five feet, providing a storage reservoir with a capacity of at least 500,000 gallons. This work will cost \$900.

Second, the construction of a new reservoir, capacity 170,000 gallons on the Peters grant, and the purchase of additional ground on which a series of reservoirs, which may be cleaned and repaired in succession as necessary, may be erected. This tank will be the same size as the reservoir on Virginia ground, and will be situated at the middle of the stove pipe line, reducing the pressure on the main. It will cost \$2,000, exclusive of valves and fittings.

Third, the covering of the stove pipe line with 18 inches of soil, at a cost of \$3,000. This work will obviate all danger of the water supply being cut off during the winter frosts.

Fourth, the construction of a new ten-inch pipe line from the reservoir to Columbia avenue via Spokane street.

Fifth, the laying of an eight-inch main from the main line of Spokane street along Second avenue, St. Paul street and Columbia avenue.

Sixth, the connection, by means of a six-inch pipe of the reservoir with the Sheep creek flume, at the point of discharge on Le Roi ground.

Let us consider these various parts of the work as they are here set down.

(1) Is it not a fact that the water which is now entering the dam on Stoney creek is very little force by reason of the leakage under the dam, and if the dam were raised five feet, as suggested, the water would not reach it at all as long as this leakage continues? Is it not a fact that the waterworks company put forth most strenuous efforts to stop this leakage and entirely failed? If this is so, will not the work herein proposed be entirely fruitless and the money expended on it wasted?

(2) The construction of the new reservoir is certainly a necessity, but would it not be wiser to erect a permanent structure if we are to have a system of waterworks which will not require extensive repairs every few years. Such a reservoir as now proposed would have a life of from six to eight years only.

(3) To cover the stove pipe line, as suggested, is an undertaking of considerable magnitude, it seems to us, than the council imagines, and the utility of the work is questionable. In the first place

the pipe is now leaking at many points, and that under circumstances most favorable to its good condition, as there is no pressure upon it. These leakages, too, we understand cannot be prevented owing to the fact that the staves are not as broad at the butt-ends as they are in the middle; that they are manufactured from different classes of woods, and that the rings to tighten them are too weak to be screwed up sufficiently to prevent the leakages. If these are the facts of the case, what would be the result in case the valve at the upper tank were closed, as it would have to be when it was necessary to make repairs? Simply that with the full pressure of water upon it, the pipe would leak at every seam. Then, again, it is an indisputable fact that the action of the water, thus coming out under pressure, were the staves covered with soil, as proposed, would gather the sand, which would eat in and cut the pipe, a result that would be disastrous. In addition to this, too, a considerable portion of the pipe is elevated on trestles over draws of considerable extent, and how Mr. Fellows expects to cover the pipe where these occur, he no doubt has explained to the council, but of this explanation the citizens are as yet in ignorance. The trestle work is not strong enough to support a cover which would contain the earth, and to fill the draws would be ruinously expensive. Before leaving this part of the subject, it must not be forgotten that the pipe is, in places, above the hydraulic grade, though not seriously so.

(4) A 10-inch pipe line from the reservoir to Columbia avenue would not by any means furnish a complete fire service. To give the city adequate service in this respect a pipe line of not less than 38 inches is requisite.

(5) The eight-inch main ought to be laid on Columbia avenue, which is the principal street of the city, and the six-inch main now on Columbia avenue, ought to be taken up. It seems absurd that while Second avenue is to have an eight-inch main, Columbia avenue is to get along with one of six inches. But we suppose the decision arrived at was to avoid tearing up the present main on Columbia avenue. If this is the case, it is not creditable to the good judgment of the council. Nor is there anything in the proposals regarding the taking up of the 12 to 2 1/2-inch pipes which constitute the largest part of the distribution system, and which are incapable of furnishing anything like a proper fire service. Any engineer will endorse the statement that a four-inch pipe is the least which will give a volume of water adequate for a fire service.

(6) The present Le Roi flume is in a state of disrepair, and a new one will have to be put in if the proposed connection is made; besides, it is an uncovered flume and liable to freeze in winter. It is now, and for some considerable time has been, used as a foot path; it is leaking and has sagged and fallen out of repair. To put in a new one, or even patch up the old one so that it will answer for a short time, will be a very expensive matter indeed.

These are some of the objections which we offer to the proposed work ordered by the council, and if the aldermen are able to remove them, no doubt the citizens will feel more comfortable regarding the disposition of the money they voted for the water system which their representatives promised to put in.

It must never be forgotten that the present system was only intended to give a domestic service, and that it was not constructed on proper lines, or in fact, on any definite lines at all. It was simply a system intended to supply water for its purpose of producing a revenue for its owners. And it is this system which the council, by their action on August 29th, decided to continue.

SILVER-LEAD QUESTION.

The silver-lead question, though discussion and agitation concerning it are confined at present to British Columbia, threatens before long to be an important one, not merely to the mining population of the Kootenays, but to the whole Canadian people. The eastern provinces should hasten to rid themselves of the notion that they have no interests at stake. The entire influence of the Canadian Pacific Railway company—that powerful corporation, whose insatiable greed has retarded the growth of the Dominion more than all other hostile agencies put together, is at the present moment being exerted to coerce or cajole the Ottawa government into enacting legislation which will hand over the monopoly of the Canadian lead trade to the railway. Any legislation so dictated or advised by that corporation should be studied from all sides, and with the most scrupulous minuteness before being put on the statute books; but when, as in the present case, the railway company has stepped outside of its legitimate functions as a public carrier, and has entered as an active competitor into the business of lead smelting, the public and the government may rest assured that it has very good reasons for any recommendations it may make regarding alterations in the tariff.

All who take an interest in public questions are familiar with the situation of the lead industry in British Columbia. By the Dingley tariff, which came into operation on July 1st, 1897, the lead market of the United States was closed to Canadian

producers, as the duties on lead ores and the Kootenays is to develop the low grade mines of the country. The proposal affecting the Canadian tariff, which Mr. Aldridge laid before the convention and which he stated would have been seconded even by those C. P. R. magnates who are interested in the lead mines (had they been present) plainly reveals the lead output of this province. What were these proposals? They were: (1) that lead smelted in Canada and refined in bond in the United States should be re-admitted into Canada free of the Canadian duty on pig lead of 15 per cent, and (2) that Canadian import duties on white lead, litharge, red lead or other manufactured lead should be increased to 30 per cent so as to correspond to the present Canadian duties on lead, pipe, sheet lead, etc., it being understood that the present duty on pig lead of 15 per cent should be maintained.

The first of these proposals means that no lead refineries are to be erected in Canada if the C. P. R. can help it, and that instead of assisting to build up a lead trade in the Orient for the benefit of our mining population the railway company are determined to get out of the Canadian lead product the last dollar that is in it. It matters not that the Dominion government placed the 15 per cent duty on pig lead for the express purpose of fostering and protecting the industry of lead refining; the existence of such an industry would not suit the railway company. The surplus product of refined lead would inevitably go by way of Vancouver, as it would thus get the benefit of the cheap ocean rates to the world's markets and escape the long haul and the heavy tolls of the C. P. R. company to Montreal and other eastern ports. But if the duty on Canadian lead bullion refined in bond, in the United States were only removed the lead refining industry would go irrevocably to that country and the C. P. R. company would thereafter get the haul on lead ore to the Trail smelter, the haul on the lead bullion thence to the United States refineries, and finally the haul on the refined lead to Canadian points. As, moreover, the railway company would purchase the lead outright at Trail and would distribute it refined article to their business patrons throughout Canada, and as no traffickers in refined lead could possibly compete with a railway corporation, whose line they would be obliged to use, and to whose crushing charges and exactions they would be forced to submit, it follows that the C. P. R. company, if the tariff is "doctored" to meet their wishes, will secure the absolute monopoly of the sale and transportation of lead in Canada; and that is undoubtedly the object for which they are working.

The second proposal which Mr. Aldridge placed before the assembled Boards of Trade of Eastern British Columbia and for which he craved their support, would be carried into effect, "create a market for 6,500 tons of pig lead per annum in addition to the present consumption, and would at the same time create the manufacture of white lead and other manufactured lead in Eastern Canada." These forms of manufactured lead are at present imported into Canada from the United States, and are either admitted free of duty or are subject to duties not exceeding in any case 5 per cent. The imposition of a 30 per cent duty would render possible and profitable their manufacture in Canada. The Canadian Pacific Railway company, if we suppose Mr. Aldridge's first proposal to have gone into effect, would supply the 6,500 tons of pig lead required to produce these substances; and we should not plead guilty to feeling overwhelmed surprise if the company or companies that would be organized to undertake the new manufacture were found to consist of C. P. R. company directors.

When the mask is torn off its fair professions we find the C. P. R. company to be the same buccaneering corporation as ever. Mr. Aldridge was good enough to inform the convention that "the managing director of a company which is one of the biggest consumers of pig lead in Canada" and "the managing director of the Canadian Paint company" were absolutely in accord with his proposals. "Therefore," he concluded with an affrontery that would have done credit to Sir Wm. Van Horne himself, "there can be no parties with any particular interests in Canada who can oppose these resolutions in any shape or form." We beg to remind Mr. Aldridge that there are parties with very particular interests in Canada who can and, if they understand what is to their advantage, unquestionably will oppose these proposals of the C. P. R. company, of which he was made the mouthpiece. Those parties, who are invariably left out of count in the calculations of the railway company, are the Canadian people. Pressure should at once be brought to bear on the Dominion government with the view of inducing them to make a firm stand against these latest demands of the C. P. R. company. Otherwise the people of this Dominion will find themselves saddled in perpetuity with a monopoly of lead and its associate products, while the C. P. R. will reap a rich harvest from prices fixed to suit themselves.

These are the professed objects of the railway company in the purchase of the smelter. But experience of that corporation has long since convinced every thoughtful enquirer that the public interest is not its care; and we are not surprised when we examine Mr. Aldridge's speech at the convention and draw the natural inferences from it, and particularly from the amendment which he submitted to Mr. Buchanan's motion favoring unrestricted reciprocity in lead ores as between the United States and Canada—we are not surprised to find that the C. P. R. Co.'s objects, in entering upon the business of smelting, were really quite different from those by which they profess to have been actuated. In fact, the purchase of the smelter was the first step in a well-concocted plot to secure to themselves the monopoly of the lead trade of Canada, and Mr. Aldridge might have spared himself the unavailing humiliation of giving currency, at Sir Wm. Van Horne's dictation, to the incredible statement that the C. P. R.'s object in

the Kootenays is to develop the low grade mines of the country. The proposal affecting the Canadian tariff, which Mr. Aldridge laid before the convention and which he stated would have been seconded even by those C. P. R. magnates who are interested in the lead mines (had they been present) plainly reveals the lead output of this province. What were these proposals? They were: (1) that lead smelted in Canada and refined in bond in the United States should be re-admitted into Canada free of the Canadian duty on pig lead of 15 per cent, and (2) that Canadian import duties on white lead, litharge, red lead or other manufactured lead should be increased to 30 per cent so as to correspond to the present Canadian duties on lead, pipe, sheet lead, etc., it being understood that the present duty on pig lead of 15 per cent should be maintained.

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HON. MR. COTTON HERE.

Despite the fact that no previous intention was given of the visit of the finance minister Hon. F. C. Cotton, his presence here calls for some public recognition on the part of the citizens. As the

strongest personality in the government, too, and the ablest man in public life in the province, an effort should be made to acquaint him with the exact condition of affairs in this camp and the surrounding district, and thoroughly inform him of the many pressing needs which can only be supplied by the administration. It is the misfortune of cabinet ministers, and the misfortune is shared to an even greater degree by the general community, that their steps are continually dogged by the ward politician and the office seeker, who, by reason of their superior effrontery, interpose themselves between the legislator and those whose interests it is his duty, and in the majority of cases, it is his desire to advance. The member of the government is usually so situated, too, that he is unable to break through the lines of the interested crowds who beleaguer him and reach those with whom he should come into close touch.

Now that Mr. Cotton is here he should be placed in possession of the actual condition of affairs in Rossland, and that by the responsible and representative citizens of the town.

If those who have in charge the interests of the city do not make it their duty to inform him fully of what we need it will not do in future to complain that the government has not done what is right by us. The government can only be guided by the expressed sentiment of a community when it is as far distant from the centre of affairs as Rossland is, and if that sentiment is expressed by the "feelers" and seekers after office instead of by the substantial portion of the citizenship it is not the administration which is at fault.

THE ENGINEERS' VISIT.

The visit of the members of the Canadian Mining Institute to Rossland, was pleasant and instructive to both guests and hosts, because of the opportunity which it gave for the interchanging of ideas among men who have devoted their lives to the study of mining. It was particularly valuable to the visitors, as they were given some of the best lessons in mining while they were visiting and inspecting some of the larger mines of the camp, as well as at the reduction works at Silica and at Trail. Then, too, some of the best informed mining engineers in the camp addressed them and gave them an insight into the geology, mineralogy and other features of the camp, which they could not have obtained from the text books nor in any other way, perhaps, except by practical experience. Besides this, several of the visitors are the representatives of capital and from the manner in which they talked, it is evident that they intend to interest their principals financially in the camp, which they all recognized as the leading mining center of Canada, and one in which the possibilities were just commencing to be known. They were loud in their praise of the camp, and predicted that its future was as assured and as permanent as any mining center could be, and they declared that nothing short of something that would prevent it from producing for many years to come a much larger tonnage than at present. Praise from such a source means something, as mining engineers are usually slow to say anything laudatory of that which does not possess the most undoubted merit. They will, therefore, when they return to their respective homes, constitute a band of missionaries who will do a great deal to bring the genuine merits of the mines around this city to the attention of those who invest in mines in such a way as to redound to the credit of the camp.

C. P. R.'S LATEST SCHEME.

Sir William Van Horne has at length set a limit to the capacity of the C. P. R. company during his time, but the horizon of his ambition is so large that it includes that portion of Canada which the railway company does not as yet possess. "I could die in peace," he is quoted in the New York Times as saying, "if I could see a Canadian fast Atlantic line in connection with the Canadian Pacific railway an accomplished fact." On the face of it this sounds pleasing and even patriotic, but an examination of the particulars of the scheme is not calculated to reassure one that it is the interest of the Dominion that Sir William is so anxious to subserve. Indeed, those who have watched the career of the great railway manager would at once look for the buccaneering motives which lie at the basis of his large project. Nor is there any difficulty in discovering them. The establishment of this fast Atlantic line in connection with the C. P. R., according to Sir William Van Horne's proposal, involves a subsidy to his company of \$750,000 and the hand-over to it of the only national highway which we possess, the Intercolonial. The people of Canada will not be surprised to learn that a subsidy is looked for in connection with the scheme. The C. P. R. has never yet laid a rail on Canadian territory or proposed to do a mile of grading without asking for such a money grant as would cover the cost of the work and give them the accomplished result free of charge. A sense of dismay, however, will be experienced at the affrontery of the demand for possession of the Intercolonial railway, and this feeling will be accentuated by the knowledge that the company having once made public its

intentions, will work for their accomplishment with that ceaseless and unremitting energy and resolution which, unfortunately for the country, has seldom failed of success where this dangerous corporation was concerned.

If success should attend their efforts, our parliament might as well cease to exist, for the Canadian Pacific Railway company will control the land from the Atlantic to the Pacific ocean. They already are nearly absolute rulers from the confines of Manitoba to the Pacific seaboard; the territories are their possession beyond dispute, and the whole northern portion of British Columbia. They have locked up the Kootenays and practically excluded railway competition there. The great gold-copper districts are powerless to oppose their will; they have tied up the silver-lead district, and are now negotiating for such legislation as will give them the sovereign control of the entire lead industry of the Dominion. The west they believe they have secured, and now they are turning their attention to the east, which they hope also to make their prey. By the acquisition of the Intercolonial they would prevent for years to come any hope of a second transcontinental railroad in Canada, as they would thus possess the only present means a rival system would have of reaching the Canadian ports of the Atlantic seaboard. This has been foreseen by Sir William Van Horne and his associates, and they accordingly wish not only to remove all fear of a competitor and acquire a line which is every year giving Montreal connection with every port on the Atlantic.

No doubt the C. P. R. company would be satisfied to run a line of steamships between Britain and Canada at the doubling in value and which under their management would yield a handsome revenue, but to secure the only road which would be the country for their own profit, but this and other portions of the scheme are not its serious features in the minds of the corporation. This part of the proposal is simply a bright air bubble to divert the attention of the Canadian people from the real intention of the company which is to round off and complete their railroad system, which will remain imperfect so long as they have not control of the Atlantic as they have of the Pacific seaboard, and while they are unable to dictate and despoil the people of the east as they do those in the west of the Dominion.

THE SOPHIE MOUNTAIN ROAD.

Work is to be commenced on the Sophie mountain wagon road. At first the trees and brush only are to be cleared away, and the bridges across streams constructed. During the coming winter it is to be made into a snow road so that sleighs can be used over it and supplies and machinery transported to the mining properties located along its course. The grades along the road are not heavy. Next year, after the snow goes, the road will be graded and put into such condition that wagons can be run over it. The making of this road is a step in the right direction, for the reason that it will open up a mining section which is second only to Rossland in the Trail Creek division. The chief properties are owned by strong corporations, which are prepared to spend large sums on their development. In a few instances properties on Sophie mountain have been developed into mines. The wisdom of building this road will soon be shown in this new life that will be infused into this district. This will be followed within a short time by an output of ore that will be larger than many, who very closely watch mining events, now imagine. A camp second only in size to Rossland is certain to spring up there. It will, however, be subsidiary to Rossland. The merchants, bankers and other business men here will find that the Sophie mountain camp will be a source of a great deal of profit to them, as in many lines the people there will be compelled to do a great deal of trading and trafficking here.

When the road is hushed to the velvet mine, it should not stop there. The people in the Boundary Creek section should use their influence to have a highway constructed to a junction with this road. This would give this city a wagon road connection with the Boundary Creek country, to say nothing of the good which it would do in the way of aiding in the development of the mining section between here and there. To be sure there is a railway connection, by a roundabout way, between this city and the Boundary Creek country, but at the same time it is desirable to have roads to reach such points as cannot be reached by railroads. That this wagon road connection between here and Cascade City will ultimately be made is certain and the sooner the people of Cascade endeavor to secure this important advantage the better.

Getting Better.

Mr. A. L. Ruff, cashier of the Red Mountain railway and son of Mr. E. W. Ruff, the agent for the company, who has been so very ill with typhoid fever is on the mend. Mr. Ruff said yesterday that the crisis had been reached and passed and with careful treatment and nursing his son would recover.

Going to Greenwood.

Mr. John Hardy, who has been with the Clarendon, leaves for Greenwood today where he goes to take a position in the Clarendon Greenwood Limited. Mr. Hardy has made himself very popular with the people of Rossland during his residence here and the best wishes go with him to his new field of labor.

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