

GUNN GETS DAMAGES

\$2000 Awarded Le Roi Employee Injured Last Fall.

Jury Considered Mine Superintendent Guilty of Negligence.

(From Thursday's Daily.)

Donald Gunn was awarded \$2000 damages against the Le Roi Mining company last night at the supreme court sittings.

The case attracted widespread interest among the workmen of the city because of the tragic nature of the accident in which Gunn was injured.

Put of Tuesday and most of yesterday was taken up with the evidence in the action. After the noon adjournment counsel for the plaintiff and defense addressed the jury.

Mr. Justice Irving, whose charge occupied fifteen or twenty minutes. At 2:15 the jury retired, to return at 8 p. m. with the statement that because of some misunderstanding as to the nature of the questions asked they were unable to agree on a verdict.

Q.—Was the injury to the plaintiff caused by the negligence of any person in the service of the company, who had superintendence intrusted to him, whilst in the exercise of such superintendence?

A.—Yes. Inasmuch as Superintendent Dunkle did not advise the plaintiff of the probable danger.

Q.—If yes, who?

A.—Superintendent Dunkle.

Q.—Was the injury to the plaintiff caused by reason of the negligence of any person in the service of the company to whose orders the plaintiff was bound to conform and did conform?

A.—No. We have no evidence to show that such accident was caused by the order given for blasting.

Q.—Did the injury result from his having so conformed?

A.—We have no evidence to show that it did.

Q.—Did the plaintiff, knowing the nature and the condition of the ground and fully appreciating the risk of accident he ran by working in the stope referred to, under the circumstances voluntarily assume to take such risk upon himself?

A.—No.

Q.—Was the injury of which the plaintiff complains caused by reason of any defect in the condition or arrangement in the premises, by reason of any defect in the construction of the scaffolds or other erections erected by the defendants, or in the material used in the construction thereof?

A.—We do not think so.

Q.—If you say in answer to question seven that there was any negligence in making the erection or in not discovering the defects or in not remedying the defects, in what did such negligence consist?

ing when next in Rossland. The present is Judge Irving's first court in this city subsequent to the chief justice's order, and the matter will come up today in consequence of the writ of certiorari in claimed to be paramount to the quashing of the original conviction.

QUESTION OF POSTS.

A Wager That is Settled According to Expert Opinion.

Editor Miner: Will you kindly decide the following bet: Does it take more posts to build a practical fence over a hill or up one side and down the other than it does on the level, posts to be same distance apart?

A bets it takes more posts. B bets it takes the same number.

Henry B. Smith, C. E., P. L. S., informs The Miner that the answer to the foregoing is comparatively simple. If the distance between the posts is measured horizontally the question of grade does not affect the number of posts to cover any given distance.

Therefore the reply is that it does not take more posts to build a practical fence on a sidehill than on the level, and B wins the wager.

The Miner will be pleased to learn when the bet in the foregoing wager will be paid.

TALKS PATRIOTISM

NEW BAPTIST PASTOR BELIEVES IN ROSSLAND AND ENTHUSES

AUDIENCE

"STICK UP FOR YOUR OWN TOWN!" HE URGES WARMLY.

(From Friday's Daily.)

"Stick up for your own town! It's bound to come out all right, and the time is almost at hand when the experience of the past and the experiments of the present will have their result in the restoration of great activity. The town is bound to be all right, with its mountains of ore, and every resident ought to believe in it. Talk about your town and speak well of it. Then others will be convinced of its bright future and everyone will be the better for it!"

This cheery and patriotic sentiment emanated from Rev. Mr. Van Sickle, the new pastor of the Baptist church, in the course of an address to the members and friends of the church last night, when he was the recipient of a complimentary reception. His remarks were warmly applauded, and it will be generally gratifying to know that the Golden City has so warm and ardent an advocate in one of its pulpits.

The function at the Baptist church was well attended, and of a pleasant nature. On the platform were Rev. A. M. Sanford, M. A., pastor of the Methodist church; Rev. Mr. Gunn, pastor of the Presbyterian church; Captains Hurst and Long of the salvation Army, and Mr. Coffyn, representing the congregation. Mr. Sanford officiated as chairman, and extended a hearty welcome to the new pastor. Mr. Gunn followed in a similar strain, and the Army officers did likewise.

Having been greeted with warm applause, Mr. Van Sickle expressed his gratification at the cordial remarks by preceding speakers and then gave vent to the statement already quoted. He followed by remarking that he had come to Rossland to preach "Christ and Him crucified" and to confine his efforts to this work. His conviction was that the way to reform public life was to turn the hearts of individuals, and all his work would be along this line.

Following the speeches, musical and other features were announced. Supper was served in the school room by the ladies of the church, to whose labors the success of the evening was largely due. Among those in attendance were: Mr. and Mrs. Charles Coffin, Mr. and Mrs. M. R. McQuarrie, Mr. and Mrs. Wm. Seed, Mr. and Mrs. John Wood, Mr. and Mrs. J. Mackenzie, Mr. and Mrs. Fred Coffin, Mr. and Mrs. George Sharen, Mr. and Mrs. F. G. Conkey, Mr. and Mrs. Anderson, Mr. and Mrs. H. Turner, Mrs. Innes, Mrs. Sibley, Mrs. Roberts, Mrs. McKeown, Mrs. Frye, Captain Hurst, Captain Long, Mrs. Bristow, Mrs. Holly, Mr. and Mrs. C. M. Oliver, Miss Grace Oliver, Miss Erisley, Mrs. Beverley, Miss Alma Beverley, Mrs. W. Pyper, Mrs. Teasdale, Mr. Britt, Mr. Parker, Mr. McMillan, T. P. Rogers, A. E. McQuarrie, Mr. McIver, Mr. and Mrs. George Owen, Mrs. Alex. Dunlop, Miss Seed, Rev. A. M. Sanford, Mr. and Mrs. J. E. Taylor, Miss Allie Bissell, Mr. and Mrs. James Lawlor, Rev. Mr. Gunn, Miss Zilla Oliver, W. Elley, E. Taylor and A. W. Baur.

OTHER CASES.

The case of Dempster vs. Salmo Consolidated came up during the day, but was postponed until this morning. Defendants securing costs of the day, Charles R. Hamilton appeared for the plaintiff, J. A. Macdonald for the defense.

Harris vs. English Canadian was called, but was set over to the April sittings here. Charles R. Hamilton, for the defendant, stated that a counter claim had been instituted, on the result of which the main suit would hinge, hence the application for the postponement.

Lion Brewing company vs. Bradstreet's, action for damages for libel, is now being heard. Charles R. Hamilton appears for the plaintiff, with J. A. Macdonald for the defendant corporation.

Today's list will include an application for a writ of certiorari in the matter of Rex vs. Geiser. It will be remembered that in the fall of 1901 Albert Geiser was convicted of a breach of the Alien Labor Act in the police court at Rossland. The defendants first appealed to Mr. Justice Walkem for a special case, and the application was dismissed. Then an appeal was taken to Mr. Justice Irving for a writ of certiorari in October, 1901, and its issuance was refused. The application for certiorari was then brought before the late Chief Justice McColl, who referred the matter back to Judge Irving.

THE CAMP'S TRIBUTE

John H. Mackenzie Bears Away Tokens of Esteem.

Gifts From Business and Union Men and Mine Officers.

(From Thursday's Daily.)

John H. Mackenzie, the retiring general manager of the Le Roi mine and Northport smelter, leaves this morning for Spokane en route to California, where he will reside in future. Mr. Mackenzie carries away with him various tangible evidences of the esteem and respect in which he is held by Rosslanders generally. As a mine manager and an citizen, he has achieved as much in the direction of meriting the regard of the community in fifteen months as would probably have been the case had he lived here as many years. His departure is keenly and genuinely regretted on all sides, and if good wishes count for anything Mr. Mackenzie's future pathway through life will be strewn with roses.

It had been the intention of the retiring Le Roi manager to quietly depart from the Golden City, and to this end he resolutely declined the complimentary banquet which his friends insisted upon extending until it was seen that insistence was distasteful. A less ostentatious but equally effective means was then taken of conveying to Mr. Mackenzie in tangible form the evidences of his popularity. Before leaving he was in receipt of no less than three presentations, all of value and each emblematic of a kindred sentiment from different sources.

Yesterday afternoon the office staff of the company and the mine officials waited upon Mr. Mackenzie and presented to him a beautiful composite Masonic charm. It bore the insignia of the Thirty-second degree, of which he is a member, and the Knights Templar and of the Royal Arch degree. John Dunlop, foreman carpenter at the Le Roi, made the presentation on behalf of the donors. During the day Mr. Mackenzie bade farewell to the workmen with whom he has been identified since coming to Rossland. The number included not a few who had been with Mr. Mackenzie in California, and the most interesting was, perhaps, manifested by this section of the Le Roi crew.

In the evening a delegation representing Rossland Miners' Union No. 28 called upon Mr. Mackenzie and requested his acceptance of an ebony walking stick having a massive gold head suitably engraved. The gift was indeed handsome, and was tendered as a souvenir of the pleasant relations existing between the recipient and the donors during the past fifteen months.

At night an interesting event transpired at the Rossland Club. A gathering of business men took place, in the course of which Mr. Mackenzie was presented with a magnificent sterling silver tea set. The set was enclosed in a satin-lined receptacle, the whole constituting a highly useful and valuable gift. Worthy of the donors and recipient alike, J. S. C. Fraser, manager of the Bank of Montreal, officiated as spokesman, and discharged his duties admirably. To the guest of the evening Mr. Fraser conveyed succinctly the sentiments of respect and goodwill which citizens and business men generally felt toward him.

Mr. Mackenzie's reply was neat, but brief. "You know I'm a worker and not a talker," said the recipient of the gift as he expressed his warm thanks to his assembled friends, coupled with an expression of confidence in the future of the province as a mining country and a wish that he might return at a later date. A hearty invitation was extended to all to visit him in his permanent connection with the Golden City this morning, a hard-headed, careful and eminently capable mine manager. Possibly the strongest demonstration of his ability is the fact that during 1902 the Le Roi mine earned close to a million dollars in profits, marked reductions in mining and smelting costs being a feature of his administration. In business dealings he was delightfully frank, and it was an axiom that his word was his bond in every detail. Naturally his principals' interests were foremost in all his business relations, but as the company's interests were almost invariably those of the community as a corporation, this attitude always placed him in the position of advancing the city's interests in common with his own as an official. To his men he was just, and this is all the sturdy mine workers of the west ask of their employers. From start to finish, Mr. Mackenzie's value has been realized and appreciated, as yesterday's incidents fully bear out.

Prior to his departure Mr. Mackenzie said some kind things about British Columbia as a field for mining investment. His conservatism and capability are so strongly established as to add unusual weight to his views on the subject. Referring to the Rossland district, Mr. Mackenzie was naturally reticent and confined himself to touching briefly upon the improvement in the local situation achieved recently, expressing the belief that the future had brighter things in store for the camp than the past had witnessed. Discussing the Boundary he was more free in his remarks. Until recently, he said, he had not been satisfied that the

immense low grade ore deposits characteristic of Boundary could be operated profitably, but of late he had been convinced that such was the case, and that substantial profits were to be gleaned under existing conditions. Mr. Mackenzie certainly left the impression that he was a believer in Boundary's bright future. It is on the cards that he may return next summer for the purpose of inspecting certain Boundary properties. Already he has gone partially over the ground, but the heavy snowfall interfered to some extent with his investigations. As to British Columbia generally, Mr. Mackenzie has optimistic views for the future. He is impressed with the vast resources of the country, and says: "You already have some great mines, and the future will see the number largely increased by the development of properties yet in the prospect stage."

On behalf of the citizens of Rossland generally The Miner sincerely hopes that in the sunny Golden State, John H. Mackenzie will recover the good health which he has to some extent lost through almost a quarter of a century's unremitting labor in positions of responsibility in the mines of several states and provinces. The rest from labor which he purposes taking has been thoroughly earned, and his Rossland friends trust that when next he puts foot within the boundaries of the Golden City it will be with youth and health renewed. The latch-string will ever be on the outside!

THE CASE OF ALBI

FRIENDS OF THE IMPRISONED ITALIAN SEEK EXECUTIVE CLEMENCY.

HE HAS SERVED HALF OF A FIVE-YEAR SENTENCE.

Another attempt is being made to secure a pardon for William Rafael Albi, the Rossland man sentenced to five years' imprisonment by Mr. Justice Walkem at Nelson on October 19, 1900. A former effort in this direction was unsuccessful, but another petition has been prepared and a large number of signatures have already been secured.

It will be remembered that Albi shot Herbert McArthur at the Columbia saloon on First avenue. McArthur came to Albi's rooms and demanded admission. Being refused the intruder broke open the door and was received with a volley by Albi. McArthur fell, and Albi beat him on the face and head with the gun.

When the case came to trial at Nelson, Albi was convicted of assault in an aggravated form, but there was a certain measure of extenuation in the circumstances, and his sentence would, possibly, have been comparatively light, had he not made a fatal blunder. When asked by the court if he had anything to say why sentence should not be passed, Albi started the court room and astounded his attorneys by responding: "No. I don't expect to get justice on this side of the line." A five year sentence was promptly imposed. Albi has served half of the sentence, and his friends believe it is time that executive clemency should be exercised, lest the idea should arise that persecution for a foolish and ill-considered remark had been substituted for punishment for an offence against the criminal code.

About a year ago a similar petition was sent to Ottawa. Eight months later a reply was received to the effect that the governor-general could not see his way clear to interfere with the action of the trial judge.

MR. SWEENEY TALKS.

Arrangements for Bank of Montreal Opening in Spokane.

"The Bank of Montreal will have a branch doing business in Spokane within two weeks, I think. I am not prepared to say what the capital of the local bank will be, but I am sure it will be more than \$100,000. The financial end will be arranged by headquarters at Montreal."

trade will undoubtedly give this important matter the attention it deserves."

Robert Hunter, of Hunter Bros.—"If it were not for the present excessive freight charges the merchants of Rossland would be able to sell their wares at a much less cost. As it is we can barely make ends meet in our endeavor to keep prices down. The freight charges of the railways are exorbitant, and every effort possible should be made to induce those in authority to make the necessary reductions. This is certainly a matter worthy of the consideration of the Associated Boards of Trade."

G. W. McBride—"I should like to see the Rossland board of trade and the Associated Boards of Trade of Eastern British Columbia give this question of freight rates the attention it deserves. There is no need, as The Miner has very sensibly said, to approach this matter in an acrimonious or undiplomatic spirit. What we want is that the railway companies be made to understand that the present industrial condition of the Kootenays is seriously handicapped by the existing freight tariffs. If they can be induced to realize that lower rates mean a material increase in freight, we shall gain the object for which we are all so earnestly striving."

E. W. C. Jackson, secretary of the Associated Boards of Trade—"As I don't know anything about the present freight rates, either transcontinental or local, I cannot possibly say whether they are reasonable or not. It is a pretty safe guess, however, that both could be reduced to the mutual advantage of the railway company and its customers. The development and settlement of Manitoba and the Northwest, as well as British Columbia, was brought to a standstill for 14 years by the failure of the C. P. R. to recognize the necessity of so adjusting freight rates that the producers of the country could make something over a bare living. The present boom in Manitoba and Northwest lands is solely due to the fact that cheap farming land can no longer be found in the United States, and unless the railways make a radical reduction in their rates, and thus enable the people now in the country to make money, the boom will be short-lived. The same shortsighted policy of charging all and more than the traffic would bear used to be the rule in British Columbia and most probably is now."

When the Rossland board of trade and the Associated Boards take up the question of freight rates into the Kootenays they will essay a task that will enlist the solid support of the people of the Kootenays. The question has been at issue so long as to become almost an old story, but the burden is as grievous today as it was years ago, and it is this fact that leads to the deduction that the railroads have not taken the generous attitude toward a country in its infancy and requiring fostering care. Instead of being fostered, the Kootenays have been plundered and hampered by vexatious freight tariffs.

Excessive freight charges have been general in every line of transportation. The merchants and miners have been loaded down with the last cent in freight rates that their business would stand. The accuracy of this assertion will not be doubted, and the question is as to the best means of bringing out the salient facts relating to freight charges, the improved situation to be developed under a schedule of rates that would be more consistent and equitable than the present scale, and the best method of placing the matter before the proper people and conducting the campaign for remedial steps.

Generally speaking it may be stated that the entire community is alive to the facts, and has been for years. Any move that offers a hope of success in the direction of securing less oppressive freight rates is hailed with satisfaction, as is indicated by the following brief expressions of opinion gathered at random yesterday afternoon:

George Agnew—"It is certainly a good thing to try to secure some reduction in freight rates generally. If the railroad companies were really alive to the situation they could do more to help the Rossland district and the Kootenays generally."

J. H. Robinson—"There is no doubt that the practise of charging all the traffic will stand detrimental to the interests of the country, and the only way to accomplish anything in the direction of reform is to keep constantly pegging away."

W. F. MacNeill—"I have always contended that the Kootenays did not get a fair deal in the matter of freight rates. A comparison of rates to Vancouver with those to Rossland will show a difference in favor of the coast altogether too large to be explained on any reasonable ground."

J. B. Johnson, president of the Rossland board of trade—"We will certainly bring the matter of freight rates to the attention of the Rossland and Associated boards and endeavor to secure some remedy."

C. O. Lalonde—"I have done all in my power to bring the matter of better freight rates to the point where something can be accomplished. You may be surprised to learn that today we are paying fifteen cents per hundred more for goods delivered at the Rossland depots than was the case in 1895, '96 and '97, when merchandise was brought to the head of the Arrow lakes over the Canadian Pacific, down the lakes by an independent steamer line and from Trail to our doors in Rossland by freighters. In those days the rate was \$3.85 per hundred, as compared with \$4.40 today, and I have the documents in my desk that prove the assertion in black and white."

T. Russell Morrow—"There's no use in talking. The railroads must give us better rates if this community and country are to prosper."

E. W. Ruff—"Lower freight rates are necessary if this country is to be permitted to prosper."

C. F. Jackson—"In the long run it would pay the railways to materially reduce their freight tariffs."

J. M. Jordan—"High freights are keeping back the development of the country and curtailing our prosperity. If the railways will do something to help build up the camp, they will be the first to benefit."

J. Morris of Gray & Morris—"Present freight rates are too high to permit the district enjoying its full measure of prosperity. If the railways will help the country, the country will help the railways."

Harry McIntosh—"If the country prospers the railways will prosper. Why can't the railways give the country a chance?"

Col. King—"I sincerely believe that it lies within the power of the railways to help this country to a condition of unexampled prosperity. They can do this by lowering their freight tariffs and at the same time reap additional benefit from the increased volume of business that would then be available for them."

F. Empey, of Empey Bros.—"The camp stands in great need of the fostering care of the railways. It has been my opinion that a country with resources like Rossland and the surrounding district can be made a great source of revenue for the transportation companies if in the initial stages of development those companies will adopt a liberal policy in the matter of freight rates."

A. B. Mackenzie, secretary of the Rossland board—"The Miner is to be congratulated upon its bold stand for lower freight rates, both as regards the hauling of ore to the smelters and transcontinental tariffs. The board of

RATES MUST BE LOWER

Local and Transcontinental Freight Tariffs Too High.

The Boards of Trade Will Show Reduction Means Prosperity.

When the Rossland board of trade and the Associated Boards take up the question of freight rates into the Kootenays they will essay a task that will enlist the solid support of the people of the Kootenays. The question has been at issue so long as to become almost an old story, but the burden is as grievous today as it was years ago, and it is this fact that leads to the deduction that the railroads have not taken the generous attitude toward a country in its infancy and requiring fostering care. Instead of being fostered, the Kootenays have been plundered and hampered by vexatious freight tariffs.

Excessive freight charges have been general in every line of transportation. The merchants and miners have been loaded down with the last cent in freight rates that their business would stand. The accuracy of this assertion will not be doubted, and the question is as to the best means of bringing out the salient facts relating to freight charges, the improved situation to be developed under a schedule of rates that would be more consistent and equitable than the present scale, and the best method of placing the matter before the proper people and conducting the campaign for remedial steps.

Generally speaking it may be stated that the entire community is alive to the facts, and has been for years. Any move that offers a hope of success in the direction of securing less oppressive freight rates is hailed with satisfaction, as is indicated by the following brief expressions of opinion gathered at random yesterday afternoon:

George Agnew—"It is certainly a good thing to try to secure some reduction in freight rates generally. If the railroad companies were really alive to the situation they could do more to help the Rossland district and the Kootenays generally."

J. H. Robinson—"There is no doubt that the practise of charging all the traffic will stand detrimental to the interests of the country, and the only way to accomplish anything in the direction of reform is to keep constantly pegging away."

W. F. MacNeill—"I have always contended that the Kootenays did not get a fair deal in the matter of freight rates. A comparison of rates to Vancouver with those to Rossland will show a difference in favor of the coast altogether too large to be explained on any reasonable ground."

J. B. Johnson, president of the Rossland board of trade—"We will certainly bring the matter of freight rates to the attention of the Rossland and Associated boards and endeavor to secure some remedy."

C. O. Lalonde—"I have done all in my power to bring the matter of better freight rates to the point where something can be accomplished. You may be surprised to learn that today we are paying fifteen cents per hundred more for goods delivered at the Rossland depots than was the case in 1895, '96 and '97, when merchandise was brought to the head of the Arrow lakes over the Canadian Pacific, down the lakes by an independent steamer line and from Trail to our doors in Rossland by freighters. In those days the rate was \$3.85 per hundred, as compared with \$4.40 today, and I have the documents in my desk that prove the assertion in black and white."

T. Russell Morrow—"There's no use in talking. The railroads must give us better rates if this community and country are to prosper."

E. W. Ruff—"Lower freight rates are necessary if this country is to be permitted to prosper."

C. F. Jackson—"In the long run it would pay the railways to materially reduce their freight tariffs."

J. M. Jordan—"High freights are keeping back the development of the country and curtailing our prosperity. If the railways will do something to help build up the camp, they will be the first to benefit."

J. Morris of Gray & Morris—"Present freight rates are too high to permit the district enjoying its full measure of prosperity. If the railways will help the country, the country will help the railways."

Harry McIntosh—"If the country prospers the railways will prosper. Why can't the railways give the country a chance?"

Col. King—"I sincerely believe that it lies within the power of the railways to help this country to a condition of unexampled prosperity. They can do this by lowering their freight tariffs and at the same time reap additional benefit from the increased volume of business that would then be available for them."

F. Empey, of Empey Bros.—"The camp stands in great need of the fostering care of the railways. It has been my opinion that a country with resources like Rossland and the surrounding district can be made a great source of revenue for the transportation companies if in the initial stages of development those companies will adopt a liberal policy in the matter of freight rates."

A. B. Mackenzie, secretary of the Rossland board—"The Miner is to be congratulated upon its bold stand for lower freight rates, both as regards the hauling of ore to the smelters and transcontinental tariffs. The board of

trade will undoubtedly give this important matter the attention it deserves."

Robert Hunter, of Hunter Bros.—"If it were not for the present excessive freight charges the merchants of Rossland would be able to sell their wares at a much less cost. As it is we can barely make ends meet in our endeavor to keep prices down. The freight charges of the railways are exorbitant, and every effort possible should be made to induce those in authority to make the necessary reductions. This is certainly a matter worthy of the consideration of the Associated Boards of Trade."

G. W. McBride—"I should like to see the Rossland board of trade and the Associated Boards of Trade of Eastern British Columbia give this question of freight rates the attention it deserves. There is no need, as The Miner has very sensibly said, to approach this matter in an acrimonious or undiplomatic spirit. What we want is that the railway companies be made to understand that the present industrial condition of the Kootenays is seriously handicapped by the existing freight tariffs. If they can be induced to realize that lower rates mean a material increase in freight, we shall gain the object for which we are all so earnestly striving."

E. W. C. Jackson, secretary of the Associated Boards of Trade—"As I don't know anything about the present freight rates, either transcontinental or local, I cannot possibly say whether they are reasonable or not. It is a pretty safe guess, however, that both could be reduced to the mutual advantage of the railway company and its customers. The development and settlement of Manitoba and the Northwest, as well as British Columbia, was brought to a standstill for 14 years by the failure of the C. P. R. to recognize the necessity of so adjusting freight rates that the producers of the country could make something over a bare living. The present boom in Manitoba and Northwest lands is solely due to the fact that cheap farming land can no longer be found in the United States, and unless the railways make a radical reduction in their rates, and thus enable the people now in the country to make money, the boom will be short-lived. The same shortsighted policy of charging all and more than the traffic would bear used to be the rule in British Columbia and most probably is now."

When the Rossland board of trade and the Associated Boards take up the question of freight rates into the Kootenays they will essay a task that will enlist the solid support of the people of the Kootenays. The question has been at issue so long as to become almost an old story, but the burden is as grievous today as it was years ago, and it is this fact that leads to the deduction that the railroads have not taken the generous attitude toward a country in its infancy and requiring fostering care. Instead of being fostered, the Kootenays have been plundered and hampered by vexatious freight tariffs.

Excessive freight charges have been general in every line of transportation. The merchants and miners have been loaded down with the last cent in freight rates that their business would stand. The accuracy of this assertion will not be doubted, and the question is as to the best means of bringing out the salient facts relating to freight charges, the improved situation to be developed under a schedule of rates that would be more consistent and equitable than the present scale, and the best method of placing the matter before the proper people and conducting the campaign for remedial steps.

Generally speaking it may be stated that the entire community is alive to the facts, and has been for years. Any move that offers a hope of success in the direction of securing less oppressive freight rates is hailed with satisfaction, as is indicated by the following brief expressions of opinion gathered at random yesterday afternoon:

George Agnew—"It is certainly a good thing to try to secure some reduction in freight rates generally. If the railroad companies were really alive to the situation they could do more to help the Rossland district and the Kootenays generally."

J. H. Robinson—"There is no doubt that the practise of charging all the traffic will stand detrimental to the interests of the country, and the only way to accomplish anything in the direction of reform is to keep constantly pegging away."

W. F. MacNeill—"I have always contended that the Kootenays did not get a fair deal in the matter of freight rates. A comparison of rates to Vancouver with those to Rossland will show a difference in favor of the coast altogether too large to be explained on any reasonable ground."

J. B. Johnson, president of the Rossland board of trade—"We will certainly bring the matter of freight rates to the attention of the Rossland and Associated boards and endeavor to secure some remedy."

C. O. Lalonde—"I have done all in my power to bring the matter of better freight rates to the point where something can be accomplished. You may be surprised to learn that today we are paying fifteen cents per hundred more for goods delivered at the Rossland depots than was the case in 1895, '96 and '97, when merchandise was brought to the head of the Arrow lakes over the Canadian Pacific, down the lakes by an independent steamer line and from Trail to our doors in Rossland by freighters. In those days the rate was \$3.85 per hundred, as compared with \$4.40 today, and I have the documents in my desk that prove the assertion in black and white."

T. Russell Morrow—"There's no use in talking. The railroads must give us better rates if this community and country are to prosper."

E. W. Ruff—"Lower freight rates are necessary if this country is to be permitted to prosper."

C. F. Jackson—"In the long run it would pay the railways to materially reduce their freight tariffs."

J. M. Jordan—"High freights are keeping back the development of the country and curtailing our prosperity. If the railways will do something to help build up the camp, they will be the first to benefit."

J. Morris of Gray & Morris—"Present freight rates are too high to permit the district enjoying its full measure of prosperity. If the railways will help the country, the country will help the railways."

Harry McIntosh—"If the country prospers the railways will prosper. Why can't the railways give the country a chance?"

Col. King—"I sincerely believe that it lies within the power of the railways to help this country to a condition of unexampled prosperity. They can do this by lowering their freight tariffs and at the same time reap additional benefit from the increased volume of business that would then be available for them."

F. Empey, of Empey Bros.—"The camp stands in great need of the fostering care of the railways. It has been my opinion that a country with resources like Rossland and the surrounding district can be made a great source of revenue for the transportation companies if in the initial stages of development those companies will adopt a liberal policy in the matter of freight rates."

A. B. Mackenzie, secretary of the Rossland board—"The Miner is to be congratulated upon its bold stand for lower freight rates, both as regards the hauling of ore to the smelters and transcontinental tariffs. The board of

trade will undoubtedly give this important matter the attention it deserves."

Robert Hunter, of Hunter Bros.—"If it were not for the present excessive freight charges the merchants of Rossland would be able to sell their wares at a much less cost. As it is we can barely make ends meet in our endeavor to keep prices down. The freight charges of the railways are exorbitant, and every effort possible should be made to induce those in authority to make the necessary reductions. This is certainly a matter worthy of the consideration of the Associated Boards of Trade."

G. W. McBride—"I should like to see the Rossland board of trade and the Associated Boards of Trade of Eastern British Columbia give this question of freight rates the attention it deserves. There is no need, as The Miner has very sensibly said, to approach this matter in an acrimonious or undiplomatic spirit. What we want is that the railway companies be made to understand that the present industrial condition of the Kootenays is seriously handicapped by the existing freight tariffs. If they can be induced to realize that lower rates mean a material increase in freight, we shall gain the object for which we are all so earnestly striving."

E. W. C. Jackson, secretary of the Associated Boards of Trade—"As I don't know anything about the present freight rates, either transcontinental or local, I cannot possibly say whether they are reasonable or not. It is a pretty safe guess, however, that both could be reduced to the mutual advantage of the railway company and