

(Editorial concluded from Page 4.)

THE STICKEEN SUBSIDY SCHEME.

The Vancouver World is unable to understand why THE MINER is opposed to the proposed Provincial subsidy for the construction of the Stickeen-Teslin railway. It says it has failed to observe that we have heretofore opposed in any way the granting of a subsidy by the Provincial government to any railway enterprise in Southern British Columbia, and that we are, therefore, singularly inconsistent in opposing a similar policy in the northwest section of the Province. The World hints that THE MINER possibly is not aware of the immense advantages which are likely to be derived to the coast cities and to the Province as a whole, from the construction of this line of railway. Then it makes the remarkable assertion that Northwestern British Columbia is known to be equally as rich in its mineral deposits as is the southern section, and that it is claimed by many well-known mining experts to be even more so. It speaks of "mineral deposits of incalculable value" in Cassiar. In conclusion the World advises THE MINER to rise above localism and sectionalism, and hints that this paper is not familiar with the details of the scheme.

The old adage, "None are so blind as those who will not see," is very applicable to the World in this instance. As before stated in these columns, THE MINER is opposed to the granting of a Provincial subsidy of either money or land to the builders of the proposed railway for the reason that neither the extent and values of the natural resources nor the present population of that portion of the Province through which the road would run justify it. The World's assertion that Northwestern British Columbia is known to be equally as rich in its mineral resources as is this district is nothing short of preposterous, and the reference to the claims of well-known experts is not worth serious consideration. We challenge the Vancouver paper to name the location, character and extent of the mineral deposits it speaks of and to publish a list of its "experts" and authorities. If the World has failed to observe that THE MINER has opposed in any way the granting of a subsidy by the Provincial government to any railroad enterprise in this section it is because its editor has not read what was printed in these columns concerning the B. C. Southern grab, and still more recently of the Vancouver, Victoria & Eastern charter mongers and subsidy hunters. The World is a fit subject for ridicule when it charges this journal with localism and sectionalism. THE MINER has discussed the Yukon railway scheme strictly from a Provincial standpoint, and with the balance of the up-country press is opposed to it because even its most enthusiastic supporters cannot show why the Province as a whole will benefit to an extent commensurate with the proposed outlay. The strongest point that can be made in favor of the scheme is that the cities of Vancouver and Victoria will profit from the sale of supplies to the builders of the road during the period of construction.

The World like its fellow-conspirator, the Colonist, carefully avoids any statement concerning the profits that the railway company is liable to make. We think we can divine the reason for this. If they say the road will be a paying venture, they will be called upon to explain what excuse there is for subsidizing it. If, on the other hand, they assert that the line will always be operated at a financial loss to its owners, their contentions about the benefits of the Yukon trade and the richness of the natural resources of Cassiar are at once knocked on the head.

If the World and the Colonist succeed in persuading the government to take up this subsidy scheme it is safe to say that the Turner administration will be lured to certain political ruin, for the up-country districts will not tolerate such a palpable scheme to raid the public treasury.

THE U. S. AND SPANISH FLEETS.

It is evident from the preparations that are being made on both sides that hostilities between the United States and Spain would be confined almost entirely to naval warfare. There has been no really first-class tests of the merits of the modern, up-to-date man-of-war except that which was afforded by the recent war between Japan and China and the petty fights between the South American republics. These have not been satisfactory, but it looks as though a war between Spain and the United States will be a severe test of the efficiency of the warship of the period. It is obvious that the respective rival navies are very near equal in a great many respects. Where one is weak in places the other is strong and vice versa. According to the data compiled in the New York World Almanac for 1898 Spain has one first-class battleship and the United States nine. Battleships and the United States have each two second and third-class battleships. Of seagoing coast defense vessels the United States has two and Spain none. Of non-seagoing coast defense vessels the United States has fourteen and Spain two. These will not play a very prominent part except for harbor defense. Of armored cruisers Spain has eight and the United States two. Of protected and partially protected cruisers Spain has twelve, and the United States sixteen. Of unprotected cruisers the United States has five and Spain four. Of gunboats of the first class the United States has eighteen and Spain eleven. Of gunboats of the second and third class Spain has thirteen and the United States three. Of torpedo boats of the first class Spain has eleven and the United States eighteen. Of torpedo boats of the second class Spain has twenty-eight and the United States one. Of torpedo boats of the third class Spain has nine and the United States two. Then in addition to this both countries have a lot of non-descript and obsolete vessels which are merely auxiliary, or of the tender sort, and will not be of much use in fighting.

Since there has been talk of war both countries have purchased war vessels and in this competition the United States has had the best of it as she is better supplied with money than Spain. From the foregoing it will be seen that the navies are about equal in fighting strength. This being the case the outcome will rest with the fighting and strategic ability of the men who are in the vessels and to a certain extent to chance. There is one factor, too, that has not been given a great deal of consideration and which to us seems to be most important. This is the Holland submarine boat. This is said to be the only successful submarine craft that has yet been made. It is claimed by the inventor that with this vessel he could destroy the entire Spanish fleet in a few hours if he could have it assemble in one place. This vessel disappeared a few days ago from the harbor of New York and is supposed to be with the U. S. flying squadron. This submarine vessel is to be feared as the most vulnerable point, the bottom. It is thought that this vessel will make a record for itself and revolutionize naval warfare, just as the Monitor did during the war of the rebellion in the United States. If this submarine craft can be operated successfully it will render every iron warship in the world ineffective as a fighting machine, because there can be no possible line of defense against its attacks.

There is another factor that is unfavorable to the Spanish, and that is their war vessels will of necessity be compelled to operate at points remote from bases of supply, and this will be favorable to the United States.

Looking over the situation it would seem that the chances for the defeat of the Spanish on the sea are very great, particularly if they will battle ship for ship and man for man against the Americans.

OBJECT LESSON FOR MURDERERS.

At Nelson Friday murderer Davis, who on the 13th of February, without just cause or provocation, shot and killed Dennis Connors at Kuskonook, paid the penalty for the crime of depriving a fellow creature of his life. In this case there were no unseeming delays or trifling with the iron hand of justice, for in two months and nine days from the time that Davis crimsoned his hands with the blood of a fellow-man he was a limp corpse swinging on the grim gallows. The law says an eye for an eye, a tooth for a tooth and a life for a life, and the full penalty in this case has been paid. This is as it should be, and it is the strict and rigid enforcement of the law as it is administered in this province that often stays the hand of the would-be murderer.

An incident occurred in Vancouver a year or so since which aptly illustrates this point. The police in one of the American cities on Puget sound drove the toughs and plug-uglies out because of a series of outrages that had been committed. Some of these outlaws sought refuge in Vancouver. Two of these expatriated ones became involved in a deadly row in a saloon. During its progress one drew a pistol and was ready to kill the other. Just as he was about to pull the trigger to deprive his antagonist of life, he suddenly said: "I forgot that I was in British Columbia. If I kill this fellow I am sure to be hanged." Then he put his weapon in his pocket and turned and fled from the man he had been fighting with. This incident reveals that it is a wise thing to enforce the law. In Genesis it says: "Whoso sheddeth man's blood, by man shall his blood be shed," and this idea has been carried out by men in all times and ages. The sentiment that "lies under capital punishment for murder is not one of revenge for the crime committed, but rather it is for the deterrent effect that executions have on those who are inclined to kill.

The more rigid enforcement of the law against murder in Canada as compared to the laxness in this respect in the United States, accounts for the few crimes of this kind in the former country as compared with the many in the latter, in proportion to the number of the population. The number of murders in the United States in the ten years ending with 1895 was, according to the record kept by the Chicago Tribune, 48,834. This includes manslaughter of all kinds when perpetrated by an individual, whether by premeditation or passion, or by insane persons, or in self-defense, rioting, duels, and resisting arrest by officers of the law. The number of legal executions in the same period was 1,030, and of lynchings 1,655. The percentage of lynchings to killings was 2.20. The percentage of killings to total deaths in the same period was

0.52, or about 52 per 10,000. This is an awful showing, but if the laws against murder were administered as vigorously in the United States as they are in Canada the United States might have a record similar to that of Canada, where crimes of this sort are reduced to the minimum.

The officers of the law, who so well executed their duty on the Davis case, from the executioner to the judge, are to be commended for a faithful performance of what at the best was a most disagreeable duty.

INQUIRERS ANSWERED.

A number of letters of inquiry have been received at this office from young men inquiring if Kootenay was a good place for them to locate in. In some instances the inquirers were those who depended on laboring work for their livelihood, and in others they were individuals who had been educated in metallurgical and technical institutions. These inquirers are answered in a bunch as follows:

There are few places in the world that offer better advantages to young men than British Columbia. This is particularly true in the mining sections of the Province. The mining industry in this vicinity is in its infancy, and is capable of wonderful expansion, and there are numerous fortunes in the hills waiting for those who have the courage and the energy to find and uncover them. There are few occupations that yield as good returns in the same short time as mining. This is particularly true in a country like the Kootenay, where there are veins of mineral almost everywhere. Here it is not like a country that has long been settled and every foot of which has been gone over and all that is desirable taken up and developed, and where the chances of success are limited. Here we have a mining country that is almost virgin, and a surface which has only been scratched here and there. What has been accomplished in the way of the extraction of precious metals is nothing more than the faint shadow of what is to follow. The opportunities for even ordinary young men, who have not had a special training, is very great, but it is even greater for those who are armed and equipped for the hunt for a fortune among the hills of Kootenay by special or technical knowledge of the mining business, like that which is possessed by those who made inquiries through this paper. The success, it must be remembered, cannot be accomplished without hard work, integrity and a singleness of purpose, no matter how well a man may be equipped with technical and theoretical knowledge at the start. Simple knowledge, without the energy or the ingenuity to apply it, would result in failure here just as the same as it would in any part of the world. While this is true, it seems to us that there is no better field anywhere for a young man to win success than is offered by the mining section in this vicinity. Therefore, we say to the individuals who write us letters of inquiry, come to Rossland, and if you do not make a fortune here in a few years it will be your own fault.

EFFICIENCY.

The British America corporation is to be congratulated upon obtaining the services of such an exceptional corps of officials. The theory upon which the management of the company is working is the true one, for it evidently considers that the best is always the cheapest in the long run. Cheap men labor and they bring forth results that are cheap. Men of ability want fair compensation for their services and the result of their labor reveals that in reality they are cheaper than those who are willing to work for whatever they can get.

The British America corporation, which in point of capitalization and resources, is the biggest mining company in British Columbia, has vast interests in this district. These are so great and the operations of the company are to be conducted upon so large a scale that its affairs must be conducted by men of known skill and ability. This policy of the company has resulted in the assembling of a staff that it would be difficult for any mining company in this or any other section to duplicate. It includes Hon. C. H. Mackintosh, the Canadian director, who is a man of affairs and a promoter of no small ability, which is evidenced by the fact that he went to London and through Whitaker Wright formed the British America corporation. Then there is Edwin Durant, the office manager of the company. Mr. Durant has had experience in the management of the affairs of large mining ventures in various parts of the world, and is what may be termed a cosmopolitan in gigantic schemes. He is said, in common with Hon. Mr. Mackintosh, to enjoy the fullest confidence of Whitaker Wright. Then comes W. A. Carlyle, engineer-in-chief of the company. Mr. Carlyle is the right man in the right place for there is, perhaps, no better informed man on the mineral resources of British Columbia in general and the Trail creek division in particular, both from the standpoint of a scientist and that of a practical engineer. D. J. Macdonald, superintendent of the Columbia and Kootenay, was for a time the Provincial inspector of mines and previous to that had been connected in the capacity of superintendent with several mines in various camps on this

continent. He brings with him into the employ of the company a knowledge that has been acquired during many years of apprenticeship at the mining business and he is a past master of the art of successful mining. W. S. Haskins is the superintendent of the Nickel Plate and the Great Western. Mr. Haskins has long been recognized as a mining man of ability, and he knows the properties of this division like an open book. John M. Long is the superintendent of the Josie, and as he has been operating that property for a long time he is well acquainted with it, and in his hands it cannot fail to be made a producer, as the company has ample funds on hand with which to carry on such development work as may be necessary.

Yesterday it was announced that the services of H. E. D. Merry had been secured by the B. A. C. Mr. Merry will be a most desirable acquisition. Before he came to British Columbia three years since he was employed for 13 years in Swansea, Wales, in the largest reduction works in the world. During this period he had a practical experience of the most valuable kind in the matter of the reduction of refractory ores by many processes, and is considered one of the best informed men on the treatment of ores in the country. Indeed, with his metallurgical knowledge may be said to be inborn, as his father is one of the best metallurgical chemists in Great Britain, and began the tutelage of his son when he was a mere lad.

With so capable a staff of officers, an array of mining properties that it would be hard to duplicate and plenty of means for development work, the British America corporation can set sail with a fair wind, and if it does not ultimately land in the harbor of success with a big cargo of dividends it will be because there is no pay ore to be found in the ground in this section of British Columbia.

A NEW TRANS-CANADA SCHEME.

The London Times is the authority for the statement that another trans-Canadian railway will be built in the near future. The Canadian Pacific, it is claimed, is too close to the American boundary to be of service as a military road. The Times writer assumes that its exposure to attack from an enemy across the line was one of the principal motives in projecting the trans-Canadian road, which is to have its Atlantic terminus at Quebec and its Pacific at Port Simpson, on the Skeena river. The Times states that the location as determined will be as direct a line as possible from Quebec to the north end of Lake Winnipeg, thence bearing southwesterly to Prince Albert, and then onward along the valleys of the Saskatchewan, Peace and Skeena rivers to the Pacific.

If this course be drawn upon the map of Canada it will be seen that the new line and the line of the Canadian Pacific will enclose across the main body of the Dominion a long wedge-shaped strip of territory of which the narrower end lies on the 150 miles of the St. Lawrence that flows towards the Atlantic between Montreal and Quebec, and the wider end attains to a breadth of about 500 miles on the Pacific coast. The breadth of the strip throughout its whole extent varies from about 150 to 500 miles. The length of the projected upper line from Quebec to Fort Simpson will be 2,400 miles. The length of the lower line from Montreal to Vancouver is 2,521 miles.

To Western Canadians, especially those who live near the American border, the chances of a war between Great Britain and the United States is considered so very remote that they are scarcely worth reckoning as a factor. However, it is hoped that the predictions of the Times may be quickly fulfilled, so that the more northerly portions of the Dominion may be provided with transportation facilities. The route that the Times has outlined traverses a region of remarkable richness and infinite possibilities in the way of successful settlement. The agricultural lands of the Saskatchewan valley, covering millions of acres, are known to produce the finest wheat grown, while the country to the westward is exceedingly rich in minerals and timber. The construction of this railway would almost immediately be the means of doubling the present population of Canada. A charter was granted by Parliament last year for this project, and although no surveys of the line have been made, the fact that the Times gives the matter such prominence is a strong indication that the plans for its construction must be well under way and, what is more important, the scheme is heartily approved of by the Home Government.

DEEP-LEVEL mining is the order of the day in the Elocan as well as in the Trail Creek division, and the results obtained there are highly satisfactory. In the Whitewater Deep mine 18 inches of high grade galena has been encountered at the 1,000-foot level. Truly this is a great mining country.

It is hoped that the Roseland board of trade and other commercial bodies of Southern British Columbia are prepared to declare themselves upon the question of a Provincial subsidy for the proposed Stickeen-Teslin railway. A bill embodying the intentions of the government in this respect will be introduced in the legislative assembly in a few days.

The Victoria Colonist, commenting on the rapid growth of Roseland as a business center and the fact that this city is now the metropolis of Southern British Columbia, expresses the belief that the Mountain City is likely to become a place of much greater importance than it is now. Yes, Roseland in the next few years will be another Johannesburg.

SECURED AN ABLE MAN.

H. E. D. Merry Has Accepted a Place With the B. A. C. Having heard that H. E. D. Merry had joined the services of the British America corporation, a MINER reporter called upon the corporation's office manager, Edwin Durant, to ascertain the truth of the statement. Mr. Durant, who is uniformly courteous, said: "It is a fact that Mr. Merry has accepted a position with the B. A. C. It is well known in England that Mr. Merry was with H. H. Vivian & Co., of Swansea, for 13 years, and it is needless to say that the firm mentioned is famous in every country where mining operations are pursued. For eight years Mr. Merry held the position as assistant manager with H. H. Vivian & Co., and at the present moment his father is managing director of that company, a position he has occupied for the past 45 years.

Mr. Merry has been in Rossland for over two years and has been closely associated with the metallurgical interests of British Columbia.

Ground Floor Proposition

Pooled Shares in the

LARDEAU-GOLDSMITH MINES, LIMITED. The property consists of the Ophir and Oregon mineral claims, in the Lardeau mining division, V. C. of Swaneau, traceable for several miles; paystake four to ten inches; average assays 1,000 oz. silver, 18 1/2 per cent copper, 18 oz. gold, 25 1/2 oz. silver, 1 1/2 per cent copper, 1 1/2 oz. gold, value \$250 to the ton. Good facilities for getting out ore and shipping. The promoters offer a limited number of pooled shares at three cents per share for the purpose of developing the property and placing them on a shipping basis, before selling any of the treasury shares which should then command a price of \$200,000, of which one-half is reserved for working capital. Those who know the celebrated Lardeau district in which the Gold Cup and other well-known shipping mines are situated will require little further information than is contained in the above, and will act promptly. Others can obtain further information by letter, or if a few applications will exhaust this opportunity, orders accompanied by cheque will have precedence.

S. THORNTON LANGLEY & Co.,

ROSSLAND, B. C. ESTABLISHED MARCH, 1895. No. 87. Certificate of the Registration of an Extra Provincial Company. "COMPANIES ACT, 1897."

"Chrysolite Gold Mining and Development Company." Registered the 18th day of March, 1898. I hereby certify that I have this day registered the "Chrysolite Gold Mining and Development Company," as an Extra-Provincial company under the "Companies Act, 1897," to carry out or effect all or any of the objects hereinafter set forth, to which the legislative authority of the legislature of British Columbia extends.

The head office of the company is situated in the city of Valsburg, Walla Walla County, State of Washington. The amount of the capital of the company is one million dollars, divided into one million shares of one dollar each. The office of the company in this province is situated in Rossland, B. C., and S. F. Grosvenor, superintendent of mines, and S. F. Grosvenor, Rossland, is the attorney for the company. The time of the existence of the company is fifty years.

The objects for which the company has been established are: To work, lease, buy, sell, lease, locate, and deal in mines, metals and mineral properties of various kinds and descriptions within the United States and the Province of British Columbia; to lease, buy, lease, locate and hold ditches, flumes and water-rights to construct, lease, buy, sell, and operate mills, concentrators, smelters and reduction works and mining machinery of every kind and description; to build or operate railroads, ferries, tramways or other means of transportation for transporting ore and mining material; to own, lease, buy, sell, lease and locate timber and timber claims, and finally, to do everything consistent, proper and requisite for the carrying out of the objects and purposes aforesaid, in their fullest and broadest sense.

Given under my hand and seal of office at the city of Victoria, Province of British Columbia, this 18th day of March, one thousand eight hundred and ninety-eight. S. Y. WOOLTON, Registrar of Joint Stock Companies.

Fourteen Gold Mines Consolidated

Company, Limited Liability. Notice is hereby given that a special general meeting of the shareholders of the Fourteen Gold Mines consolidated company, limited liability, will be held at the office of the said company at the city of Rossland in the province of British Columbia, on Saturday the 28th day of April, A.D. 1898, at the hour of three o'clock in the afternoon for the purpose of considering, and if deemed advisable, of passing a resolution authorizing the disposal of the whole or any portion of the assets and subsidiary interests and properties of the said company, and to transact such other business as may be lawfully brought before the said meeting.

Dated at Rossland, B. C., this 23rd day of March, A. D. 1898. JOHN S. ATCHEISON, Secretary.

Certificate of Improvements.

NOTICE. Little Giant, Tilly H. Copper King and Little Tilly mineral claims, situated in the Trail Creek mining division of West Kootenay district. Where located: one and one-half miles south of Trail, on Lookout mountain.

Take notice that I, Sydney M. Johnson, acting as agent for the Canada Mutual Mining & Development company, limited, free miner's certificate No. 37,737, intend, 60 days from the date hereof, to apply to the mining recorder for a certificate of improvements, for the purpose of obtaining a crown grant of the above claim.

And further take notice that action, under section 37, must be commenced before the issuance of such certificate of improvements.

Dated this 20th day of March, 1898. S. M. JOHNSON.

Certificate of Improvements.

NOTICE. Free Coinage mineral claim, situated in the Trail Creek mining division of West Kootenay district. Where located: At the head of Bear and Champion creeks and about 500 feet south of the Jeff Davis mineral claim.

Take notice that I, F. A. Wilkin, acting as agent for T. B. Garrison, free miner's certificate No. 27,737, F. C. Collins, free miner's certificate No. 28,784, Charles Ink, free miner's certificate No. 28,345, Nils Pearson, free miner's certificate No. 28,429, intend, 60 days from the date hereof, to apply to the mining recorder for a certificate of improvements, for the purpose of obtaining a crown grant of the above claim.

And further take notice that action, under section 37, must be commenced before the issuance of such certificate of improvements.

Dated this 1st day of March, 1898. F. A. WILKIN.

Certificate of Improvements.

NOTICE. Jeff Davis mineral claim, situated in the Trail Creek mining division of West Kootenay district. Where located: At the head of Bear and Champion creeks.

Take notice that I, F. A. Wilkin, acting as agent for T. B. Garrison, free miner's certificate No. 27,737, F. C. Collins, free miner's certificate No. 28,784, Charles Ink, free miner's certificate No. 28,345, Nils Pearson, free miner's certificate No. 28,429, intend, sixty days from the date hereof, to apply to the mining recorder for a certificate of improvements, for the purpose of obtaining a crown grant of the above claim.

And further take notice that action, under section 37, must be commenced before the issuance of such certificate of improvements.

Dated this 9th day of March, 1898. F. A. WILKIN.

Certificate of Improvements.

NOTICE. Big Chief mineral claim, situated in the Trail Creek mining division of West Kootenay district. Where located: About one-half mile west from Barney O'Brien's ranch.

Take notice that I, N. F. Townsend, acting as agent for John S. Colton-Fox, free miner's certificate No. 5,266 A, intend, sixty days from the date hereof, to apply to the mining recorder for a certificate of improvements, for the purpose of obtaining a crown grant of the above claim.

And further take notice that action, under section 37, must be commenced before the issuance of such certificate of improvements.

Dated this 7th day of March, 1898. N. F. TOWNSEND.

Certificate of Improvements.

NOTICE. Red Bird mineral claim, situated in the Trail Creek mining division of West Kootenay district. Where located: About 4,000 feet north of the International boundary line, six miles west of the Columbia river.

Take notice that I, N. F. Townsend, acting as agent for John S. Colton-Fox, free miner's certificate No. 5,266 A, and Campbell Sweeney, free miner's certificate No. 95,796, intend, 60 days from the date hereof, to apply to the mining recorder for a certificate of improvements, for the purpose of obtaining a crown grant of the above claim.

And further take notice that action, under section 37, must be commenced before the issuance of such certificate of improvements.

Dated this 7th day of March, 1898. N. F. TOWNSEND.

Certificate of Improvements.

NOTICE. Blue Bird No. 3 mineral claim, situated in the Trail Creek mining division of West Kootenay district. Where located: About 4,000 feet north of the International boundary line, six miles west of the Columbia river.

NOTICE. Ninety days after date I, J. C. Hole, intend to apply to the chief commissioner of lands and works for permission to purchase 300 acres of land, more or less, situated on Sheep creek, in the Osoyoos Division of Yale district, British Columbia. Commencing at a post marked "Y. C. Hole's No. 1" corner post, close to the south line of B. H. Lee's land running thence east 60 chains, thence south 60 chains more or less to the International boundary line, thence west eighty chains, thence north forty chains, more or less, to point of commencement.

Advertisement for Northern Railway, featuring routes to Spokane, Lewiston, and other locations. Includes a small illustration of a man.