

Mining News

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MARCH 3, 1897.

THE CROW'S NEST RAILWAY.

A great Controversy about this matter has been going on in Toronto between the World, and the Globe, in which the World insinuates that Senator Cox and Mr. Robert Jaffray are endeavoring to use their political influence for their own ends.

At the present time it seems to us that the matter is in a very simple state. No business man would like the road to be built by the Government, and as a private syndicate has already failed to secure the money to build the road in the London market, it is quite clear that it would be but waste of time to endeavor to arrange with private individuals to build it. It is therefore quite clear that the only alternative is to have the road built by the Canadian Pacific Railway; and in order that our eastern merchants and manufacturers should be placed in a position to secure the British Columbia market, no time should be lost in its construction as already the American trans-continental lines are in direct communication with the country west of the Kootenay Lake by means of the Spokane and Northern Railway and the Red Mountain Railway. A line will be built this year by the Great Northern from Bonner's Ferry to Kootenay Lake and a line is projected either from Spokane or North port to the boundary district. Every day's delay gives the American merchants an advantage over those of eastern Canada.

The Globe in its article of March 1st clearly defines the position, as the following extract shows:

We would insist on:—(a) The surrender of the provision in the C.P.R. charter which prevents regulation of its rates on the western section.

(b) Control of the coal lands if built

under the charter of the British Columbia Southern.

(c) Maximum fixed rates for carriage of wheat, stock, coal and other staples of British Columbia, Manitoba and the Territories

(d) Approval by the Governor-General-in-Council of the construction contracts.

(e) Regulation of local and through changes by a national railway commission.

By the early completion of the road, business throughout Canada will be improved. Already the manufacturers of mining machinery have quadrupled the force of men they employed a year ago, and yet they are unable to keep up with or supply the demand."

With the restrictions proposed by the Globe the benefits of the British Columbia market will be retained for eastern Canada. The development of the mines will be greatly stimulated. Foreign capitalists will be inspired with confidence when they see that the country is committed to an expenditure to open up a country which is now known to contain a greater area mineralized than any country in the world, and which eminent experts have said will produce more mineral within a few years than either Africa or Australia. In estimating the benefits that will be derived from the opening of this country, we have only to quote Mr. Cecil Rhodes' statement before the Committee, in reply to Mr. J. C. Bingham, member for Liverpool. Mr. Rhodes said "the revenue of the Transvaal was £75,000 a year before gold was discovered there, it is now £45,000,000 a year."

Surely at the time when trade is languishing for want of an enlarged market, no time should be lost in developing the Province which is destined to play such a prominent part in the future of Canada.

Every credit is due to the Globe for its attitude on this question and Messrs. Cox and Jaffray deserve the warm thanks of the Canadian public for their efforts to arrange for the carrying out of this great undertaking. Surely, if these gentlemen, or either of them, have secured interests in the coal lands of the Crow's Nest Pass, they are entitled to any profit which they make on the venture.

Whether the road is built by the Government by a private syndicate or by the Canadian Pacific Ry., their coal lands will be equally valuable. So that it is absurd to contend that they are in favor of having the road built by the C.P.R. on account of their interest in these lands.

The interest in this country is, to a certain extent, identical with that of the C.P.R. The success of that railway means prosperity to Canada. Every fair minded Canadian, and particularly if he is one of the citizens of Montreal, should use his influence to secure the contract for building this road for the Canadian Pacific Railway, provided that the concessions mentioned by the Globe can be obtained.

COPPER IS VALUABLE.

The Toronto Star of Saturday contains a lengthy article on copper, in which the likelihood of its increasing value through the demand for electrical work is pointed out, and the writer claims that a really rich copper mine is likely to prove as great a bonanza as a gold or silver mine. The market is not only understocked, but the four mines that are the principal source of supply are being worked in a combination way. These mines are the Tharsis in Spain, but with headquarters in London; the Calumet and Hecla, on Lake Superior; the Anaconda, in Montana; and the Tamarack, in Michigan. The recent improvements in the reduction of the ore have reduced the cost by one-half, and it is stated that the Calumet and Hecla could be profitably worked if copper were only worth six cents a pound.

THE SIEMENS AND HALSKE PROCESS.

An interview with Mr. Charles Butters, managing director of the Rand Central Ore Reduction Company, of the Transvaal, is given in the current issue of the Mining World, Denver, Col., which may be of interest to Canadian mining men. Mr. Butters has come over to establish the Siemens and Halske process of reduction that has been so successful in South Africa, and although he will make Denver the site for the first plant, it is likely that Rossland and other Canadian gold mining camps will prove an attraction to him. The company, Mr. Butters states, is willing not only to sell the right to use the patent, but will also undertake to operate plants, buy ore and reduce it, or meet mining men in any way that suits them. He states that the Robinson's Sluice works in one year saved 7,242,814 ounces of gold from 36,031 tons of slime. They have now thirteen mills under construction, and have contracted to treat 150,000 tons of ore monthly. Mr. Butters claims that this process will add ten per cent. to the output, thus helping the earnings of low grade ore.

BRITISH AMERICAN GOLD MINING COMPANY.

The attention of our readers is directed to the prospectus of the British American Gold Mining Company, which appears in another place in this issue. Some prominent Montrealers, are interested in the enterprise, including Messrs. R. C. Murchison, H. A. Wilder, J. R. Fair and W. H. Dandurand, while Messrs. James G. Good and Alexander Wilson, of Rossland complete the provisional directorate.

TWO FRIENDS DIVIDENDS.

The Two Friends mine, an advertisement of which appeared in this paper, has already entered the list of dividend payers and investors who took stock are now congratulating themselves. From the result of recent developments, it is very likely that the dividend is only the pre-cursor of regular and substantial ones.