

THE SITUATION AT ROSSLAND.

The present state of Rossland is described as follows by the special correspondent of the New Denver Ledger:

"The stagnation of business and shortness of money still continue, and it is becoming more and more evident that the number of business houses, brokers and mining operators generally is still too great for the amount of business to be done. The signs of an increasing output from the mines are not wanting, as any one can see by the large amount of ore passing over the Columbia & Western Railway every day. But this is mainly from the Le Roi, and in reality is not to be counted on as benefitting the city to any great extent. The \$50,000 paid as dividends every month to the stockholders of that mine do not reach Rossland, at least not much of it. It is paid in Spokane, mostly to Spokane people. All the miners are compelled to board at the company's boarding-house, and all the supplies for that boarding-house are purchased in Spokane. Many of the men have wives and families in the States, and the greater portion of their wages are sent to their families, so that Rossland derives very little benefit from its biggest mine, and the increase in its output does not mean an increase of business in the city."

It is to be hoped that the other shipping mines of Rossland will not adopt any such policy as that above indicated as the system of the Le Roi, and the probability is that they will not, there being special political and other circumstances in the case of the Le Roi which cause its management to divert to the States as big a proportion as possible of the benefits of the mine's working. Thus Senator Turner who so largely controls the fortunes of the Le Roi, has to make his very uncertain seat in congress more secure if he can, and one of the best and most obvious means of so doing, is for him to divert and boast in Washington State that he diverts and will continue to divert to the States, as much as ever he can of the advantages accruing from labor engagement and supply purchase. The same reason doubtless in large part accounts for the eager desire of the Le Roi men to accomplish their smelting and refining on the other side of the line. It may not be advisable in the immediate present to meet such a general policy as that of the Le Roi company by greatly increasing the restrictions on the employment of alien labor and by placing an export duty on ores especially as the latter expedient might easily at the moment, our home smelters being few and widely parted, lead to a bad temporary regime of monopoly amongst other mischiefs. But certain it is, that if the managers of great and profitable British Columbia mines like the Le Roi, persist in a policy of ex-

as they can do this with a view to the almost exclusive benefit of another nation and another people, ways and means can and will be found in due course to force a very decided change of front. British Columbia must not be suffered to become the tame "milk cow" of rival American mining States and communities. We are naturally, as a fairly sensible and not unduly acquisitive people, willing enough to encourage a mutually profitable development of our mineral resources, by the hands and purse of our American cousins, or our eastern Canadian and British brethren. We grudge them no profit that they can legitimately make, provided only that in their endeavors they act fairly by the land and the people in and among which their wealth earning investments are located. The Virgilian maxim, "sic vos non vobis" must not be applied to British Columbia, which thing Senator Turner and others of that ilk may just as well note in time and govern themselves accordingly.

A GOOD SHOWING.

The noted Cariboo mine at Camp McKinney is still doing well, as the following statements indicate, which were made at a recent meeting of the Cariboo Mining Company, held in Spokane, Manager Monahan then made the following statement regarding the operations of the company during the past year: During the past twelve months there have been 6,742 tons of ore milled, producing 8,035 ounces of bullion and 170 tons of concentrates; the ore milled has averaged \$17.45 per ton. There have been 855 feet of drifting on ore, and 100 feet of raising on ore; 200 feet development cross-cutting; 175 feet development shafting; 50 feet development winze sinking, making 425 feet of developing. The company has recently put in a lot of new machinery, and the mine is now thoroughly equipped in every respect. Since operations were first commenced \$150,963.76 have been paid in dividends.

ROSSLAND'S "BOOM" DAILY.

The Rossland Miner kindly suggests a boycott of the MINING CRITIC by all important advertisers. If it be true, as reported, that the Miner must shortly adopt desperate measures, whereby to prolong, as a possibly healthy weekly, instead of a weakly daily, a now seriously threatened existence, the MINING CRITIC will not be unkind enough to add to the editorial troubles by angry rejoinder. The MINING CRITIC would, however, respectfully suggest that a little more argument, much less abuse, and still less indiscriminate boom eulogy of mine ventures, good, bad or indifferent, might in the end make the Rossland Miner not only tolerably trustworthy, but also fairly

KASLO & SLOCAN RAILWAY.

TIME CARD.

Trains Run on Pacific Standard Time.

Going west	Daily	Going east
Lv 8.00 a.m.	Kaslo.....	Ar 3.50 p.m.
" 8.36 "	South Fork.....	" 3.15 "
" 8.56 "	Sprules.....	" 2.15 "
" 9.51 "	Whitewater.....	" 2.00 "
" 10.03 "	Bear Lake.....	" 1.48 "
" 10.18 "	McGowan.....	" 1.31 "
Ar 10.50 "	Junction.....	" 1.12 "
	Sandon.....	Lv 1.00 "

SANDON AND CODY.

Lv 11.00 a.m.	Sandon.....	Ar 11.45 a.m.
Ar 11.20 "	Cody.....	Lv 11.25 a.m.

R. W. BRYAN,
Superintendent.

COLUMBIA & WESTERN RY. CO.

Time Table No. 6, to take effect July 3, 1897.

EASTBOUND.

No. 2 passenger (daily except Sunday)	Leaves Rossland.....	3.00 p.m.
	Arrives at Trail.....	3.50 p.m.
No. 4 passenger (daily)	Leaves Rossland.....	11.00 a.m.
	Arrives at Trail.....	12.00 a.m.
No. 9 passenger (daily except Sunday)	Leaves Rossland.....	7.00 a.m.
	Arrives at Trail.....	7.50 a.m.

WESTBOUND.

No. 3 passenger (daily except Sunday)	Leaves Trail.....	8.15 a.m.
	Arrives in Rossland.....	9.30 a.m.
No. 1 passenger (daily)	Leaves Trail.....	12.30 p.m.
	Arrives in Rossland.....	1.50 p.m.
No. 5 passenger (daily except Sunday)	Leaves Trail.....	6.45 p.m.
	Arrives in Rossland.....	7.00 p.m.

Connections made with all boats arriving and departing from Trail.

GENERAL OFFICES: **E. P. GUTELIUS,**
Trail, B. C. Gen. Supt.

FOR PUGET SOUND POINTS



SS. ROSALIE

Leaves Victoria (except Sundays) for Port Townsend, Seattle and Tacoma, at 8.30 p.m., making close connection at Victoria with the SS. "Charmers" returning leaves Seattle daily (except Sundays) at 10 a.m.

Passengers may, if desired, remain on board at Seattle for breakfast, as steamer lies at her dock until 10 a.m., when she leaves for Victoria.

Round trip tickets at reduced rates. For tickets and information call on

J. K. DEVLIN, Agent,

21-7-9744 75 Government St.

Union Steamship Co., of B.C., Ltd.

Head Office and Wharf

VANCOUVER, B. C.

Northern Settlements--SS. Comox sails from Company's Wharf every Tuesday at 9 a. m. for Bowen Island, Howe Sound, Sechart, Jervis Inlet, Froeck, Inxada Island, Lund, Herando Island, Cortez Island, Road Island, Valdez Island, Shoal Bay, Phillips Arm, Frederick Arm, Thurlow Island, Loughborough Inlet, Salmon River, Port Neville, and sails every Friday at 3 p.m. for way ports and Shoal Bay, calling at Bute Inlet every six weeks.

Rivers Inlet and Naas River--SS. Coquitlam sails on 8th and 22nd of each month and will proceed to any part of the Coast should inducements offer.

Woodyville and North Vancouver Ferry--Leaves Woodyville: 8, 9.15, 10.45, 12, noon, 2, 4 and 6.45 p. m. Leaves Vancouver: 8.35, 10, 11.20, 1.15 p.m., 3.15, 5.15 and 6.20. Calling at North Vancouver each way, excepting the noon trip.

Freight Steamers--SS. Capilano and S. S. Coquitlam, capacity 300 tons, D. W.

Tugs and Schooners available for towing and freighting business. Large storage accommodation on company's wharf.

H. DARLING.