

be just cause for them. When misleading statements have not been deliberately made, the grossest carelessness on the part of those responsible for the wording of the prospectus seems to have prevailed, and the case of the "Queen Bess" is a notable instance. The London representatives of B.C. companies apparently ignore the fact that the public to whom they appeal will be likely to challenge the accuracy of prospectus statements, and when these statements have been prepared with due care and precision, examples are unfortunately too frequently seen of haste, exaggeration, or worse. The result is obvious. Criticism on this side when the true facts are known, and a consequent bewilderment among English investors. I have alluded to the "Queen Bess," but I should like to express, with your permission, my firm conviction that in no way was the local managing-director responsible for the glaringly over estimated reports which were published in the Company's prospectus.

Nelson, B.C.

#### DISINTERESTED.

[The local managing-director of the Queen Bess Prospecting Company Limited, to whom our correspondent alludes, is Mr. C. Kingsley Milbourne. No one having the pleasure of Mr. Milbourne's acquaintance would accuse him of knowingly countenancing fraud in any form. It is perfectly well known who in this case was guilty of the attempt to mislead the public, but because of his position blame must also attach to Mr. Milbourne.—ED.]

#### THE "WONDERFUL WAVERLEY."

TO THE EDITOR:—In a recent issue of the MINING RECORD I notice your criticism on the "Wonderful Waverley," which I think was well merited. If you will allow me space in your valuable paper I will endeavor to give you a slight insight into the management of the above mine since the commencement of the work on the Company's wagon road last summer.

The original locators of the Waverley, Tangier, etc., claims, were Messrs. Sandberg, Kennedy and Marshall. An individual by the name of John Grant perfected the sale of these claims to the Gold Fields of B.C. When this sale was consummated Mr. Grant was put in charge of the Waverley mine as manager. At regular intervals paragraphs would appear in a paper published within 100 miles of Albert Canyon, lauding the remarkable results of development of the "Waverley" mine under the management of that shrewd mining man, John Grant. Early this fall a report was published of a strike of a phenomenal body of ore, but I have failed to find anyone able or willing to corroborate this statement. I would like to get a glimpse of that "three million dollars' worth of ore" that is in sight.

A statement recently appeared in the newspaper referred to above, that a contract had been completed by the Company for rawhiding 1,000 tons of ore from the mine to Albert Canyon, which ore was to be shipped direct to Swansea. For some reason this contract has fallen through. About six weeks ago a number of miners were discharged from the mine because the Company would not keep the men supplied with powder. This, with seventy-five pack animals on the road. The cause for the shut down is said to be as follows: When the weather is good, the bosses sit around a stove and drink "Scotch," and when it starts to snow they set out with a rawhide train and take the animals up light. They don't know enough to put a load on each mule. They pack the rawhides and harness on a sleigh and drive the mules.

Why does an English mining company as a rule fail to make a success in this country? Look at the lamentable mess they made at the "Lanark" mine at Laurie, for instance. Before many moons I fear the "Waverley" will be in the same boat as was the "Lanark," and the camp consequently gets a "black eye."

As I and friends own claims in this district, I feel that it is no more than right to protect them.

Albert Canyon, B.C.

A RESIDENT.

#### THE STICKEEN ROUTE.

TO THE EDITOR:—An article from my pen, on the above subject appeared in the MINING RECORD of December, 1897. The Editor in a review complains that the article was disappointing, inasmuch as it failed to mention or disclose my plans of building the proposed railway and colonizing the lands granted to the company—adding metaphorically, that although asked for bread, he (Mr. Beggs) had given a stone, in the shape of "a nicely worded and seductive advertisement of patent medicine resemblance." I now append the desired information along with another small dose of "patent medicine," which, I trust, will assist in digesting the metaphorical "stone" referred to.

My proposed plans of building the Stickeen and Teslin Railway are similar to those generally used in the construction of railways—namely: to have engineers locate the proposed railway line, along the best route, from terminus to terminus, and to furnish the requisite plans. This has been done in compliance with an Act passed by the legislature of British Columbia, in May, 1897, which incorporated the Stickeen and Teslin Railway. Navigation and Colonization Company, and which along with a public Act, granted Crown Lands, at the rate of 5,120 acres per mile of railway, to aid in constructing and equipping the said railway. A similar grant was made, at the same time, to two other railway lines proposed to be built in the Cassiar District. The land grant to the S. & T. R. was not, however, made to me as "a reward or munificent gift in regard to my public services," as insinuated in the "review" mentioned, (although it could easily be shown that those services were numerous and valuable), but was passed in accordance with the Northern Railways Act, to aid in constructing those railways; which when built, as they must be before the lands granted by the Act can be made available, will prove of immense benefit to the public, and will open up the northern portion of the Province.

Further, my plan of utilizing such portions of the land grant as may be suitable for settlement, was to have it divided into small holdings of five, ten, fifteen, twenty or twenty-five acres, (or other suitable areas)—those areas to be granted alternately to *bona fide* settlers; who might also, if deemed advisable, be assisted by the Company, (which by its charter is a colonization Company), to make certain improvements on their holdings. Those improvements would not only render the alternate lots or holdings more valuable, but would enhance the value of the contiguous public lands as well. Does such a disposition of the lands granted to the S. & T. R. Co. look like the work or design of "considerate charter-mongering"?—would it not rather indicate a patriotic and progressive spirit, and incline a discerning public to class the Company as public benefactors? The Hon. Mr. Martin, Chief Commissioner of Crown Lands, appears to take a liberal view of the matter. His attention having been called to the fact that a very large number of applications were being made for land along the proposed line and termini of the S. & T. R., apparently for speculation purposes, but *not* in the interests of the province; and a protest having been made to him, the result was that on the 11th of December, 1897, an extra official Gazette was issued, reserving for governmental purposes, a belt of land, five miles wide along a portion of Stickeen River: also along Teslin Lake, as far north as 60° (the northern boundary of B.C.); and around that portion of Bennett Lake which is in the Province of B.C.

The current rumor, said to be abroad "that I will agree to sell for \$60,000, the parliamentary rights of the S. & T. R.," is incorrect, and may as well be contradicted. It concerns the public, however, to know that I have completed arrangements with capitalists, under which the Stickeen and Teslin Railway will be constructed early this spring and summer (1898). No time therefore, has been lost or wasted in having that great leading, popular thoroughfare to the Yukon region placed in running order, to accommodate the expected rush to the Klondike gold fields, this current year, and to accomplish this *bona fide* corporation has been compelled to pay through the nose.

ALEXANDER BEGG.

#### THE BOUNDARY CREEK RAILWAY QUESTION.

TO THE EDITOR:—The close of the present year brings with it a feeling that in spite of the deferment of transportation facilities and the advent of the Klondike boom which diverted a great deal of capital which would naturally have been invested in southern British Columbia, and in spite of the very general indifference displayed at the coast regarding the resources of this district, Boundary Creek has made a great deal of substantial progress. The operations carried on this year on some of the best known properties in the Greenwood, Wellington, and Summit camps have at last disclosed the fact that the large ore bodies worked on are no mere "blow-outs," but are permanent veins. It has also been demonstrated that many of these ore bodies are by no means so low grade as was hitherto supposed. To sum up briefly, we can at least be sure that when transportation and smelting facilities offer, Boundary Creek will be one of the great bullion producing mining camps on the continent. The question now agitating the mind of everyone interested is *when* we can count on obtaining those requisites without which mining in this section can never be profitable. Is Mr.