

THE GOLDFIELDS OF CANADA.

The following sympathetic interview with Sir James Grant appears in the Pall Mall Gazette:

To obtain an independent opinion upon the budding gold mining industry of Canada was our object in seeking out Sir James Grant, K.C.M.G., while his short stay in this country afforded the opportunity. Fortunately, while he is a geologist of no mean order, as is shown by his contributions to the literature of the science, Sir James Grant is free from the taint of the modern mining expert. He is a medical man first, standing at the head of the profession in the Dominion; to his skill we doubtless owe much of the health of the many successive Governor-Generals who have over a long stretch of years committed themselves to his talented care. He is of Scottish birth; in fact he is the Chief of the Grants of Corrimony. But having journeyed to Canada in his mother's arms we may regard him as a distinguished Canadian. He has, in his time, played a leading part in the political life of the Dominion; he introduced the original Canadian Pacific Railway bill. Yet he is the only Canadian upon whom for private, as distinct from political, services the dignity of K.C.M.G. has been conferred:

TOWNS SPRINGING UP.

"In the case of the Canadian Pacific," said Sir James, "the great artery of the North American continent, it certainly requires a vast amount of local trade in order to make the great undertaking a paying investment. Fortunately the growth of local trade is now becoming the practical experience of those who, by their endeavors, have accomplished this great undertaking. Villages, towns and cities are springing up with marvellous rapidity. Rossland a year ago was only a quiet mountain post with a few dozen people. Today it has a thriving population of over five thousand. Rat Portage, south of the Lake of the Woods, which had a population of a hundred or two, now numbers about 5,000. There are extensive lumber mills, and it recently came into possession of a large reduction works to meet the growing requirements of the mining industry."

"It is gold, I suppose, that has caused the growth of these places?"

"Yes; these two towns are in a great measure the outcome of a most remarkable development in our mineral resources, and are both known in the English market almost as well as Johannesburg."

A smile of doubt and a protest led Sir James to consider his assertion, and enthusiastically to repeat it.

"You have no idea," he said, "of the number of people who are going out to the district now. Some are coming back from Johannesburg to go there, thus transferring their allegiance."

SAMPLE MINES.

"The most attractive points today," he continued, "as regards mineral development, are Ontario, Rainy River, the Lake of the Woods, Manitou and British Columbia. All of these districts are attracting the attention, not only of Canadian and British, but of other European capital. Many mines during the past twelve months have been put into operation. Among the most celebrated is the Sultana, which produces an average output of from \$2,500 to \$3,000 in gold bricks per week, and that from a depth of only 300 feet, the returns having so far improved as the mine has been opened up. The Mikado, from 120 tons of ore passed through the reduction works at Rat Portage, during the past few weeks, has given a return of \$7,000 in gold, without taking into consideration the concentrates, which will increase the general percentage.

BRITISH COLUMBIA, KOOTENAY AND TRAIL CREEK.

"In British Columbia," continued Sir James, "there are two classes of mining, placer and quartz. The placer workings are chiefly on the banks of the old rivers, which are known as 'gravel beds,' and are heavily impregnated with gold and platinum. From the Columbia region the Pacific syndicate have recently removed a brick of gold, now in Montreal, valued at \$82,000. Mr. Hobson, the well-known mining engineer of California, in his report on the British Columbia gravel beds says they are far more extensive than those of California. Dr. Dawson, F. R. S., director of the geological survey of Canada, states most positively in his report that the bulk of British Columbian mines will astonish the civilized world as far as the production of gold is concerned. At Gran-

ite creek, in the Yale district, several new mines have been placed in operation, chiefly gravel beds, by English and American companies, and altogether the outlook there is very encouraging."

"We hear a good deal over here of the Kootenay district."

"Yes, the points which have created the greatest degree of interest, more than those I have mentioned are Kootenay and Trail Creek, where recently the War Eagle, the Le Roi and the California have been developed and shown to be of the most productive character as far as gold is concerned. So important has the industry of mining become there that recently a new railway has been run into the district, and large reduction works at great expense have been established. Although these are running night and day at their full capacity, they are unable to meet the growing requirements of the mineral development—so much so that other works of a like character are now in contemplation."

"Generally speaking, where has the capital come from for all this development?"

"In the districts I have mentioned the main part of the capital invested is American and the supplies of various kinds for the mines are coming in from the neighboring republic, instead of from Canada as ought to be the case. But with an enormous population of seventy millions accumulated capital is more likely to exist than with a small population of five millions. However, matters are gradually changing, and the smaller Canadian element is asserting its position, and taking also an active and energetic part in the development of its local industries."

THE JUMBO SHOWS GREAT DEVELOPMENTS.

A man has only to go and look at the Jumbo to convince himself that the days of Trail Creek's great output are rapidly approaching. When development work was begun on the Jumbo it was a rank wildcat. There was an enormous surface outcrop, it is true, but no value anywhere to be found. It was opened up by a tunnel not at first supposed to be a direct crosscut, as it was believed that the ledge was running easterly and westerly. In a jog in this tunnel pay ore was encountered 12 feet wide. It is a silicious ore with a fine grained streaky phyrrotite and chalcopyrite through it. Assays varied considerably, but big samples went astonishingly high. It was supposed that this ore was running west of south and east of north, and a drift was started in this direction along a slip or seam in the rock. The crosscut tunnel was also continued 70 feet further, intersecting an enormous body of solid sulphide ore, which, however, does not carry pay value. The drift was continued bearing slightly more to the south, until it was under the shaft, a distance of 125 feet. Another crosscut was then run to the west, but without striking pay ore. A crosscut started lately to the east has now run through nine feet of pay ore, and is not through it yet. This is undoubtedly the same chute of ore discovered at first; it is thus proved to be at least 125 feet long, 12 feet wide and 100 feet deep. The tunnel is 125 feet below the surface, but the ore in the shaft did not assay uniformly until it had been sunk 25 feet or thereabouts. A chute of ore of this magnitude gives 15,000 tons of ore in sight, and that means dividends to the tune of about \$250,000. During the last thirty days the Jumbo has added enormously to the resources of Trail Creek. It is a phenomenal mine. The very beginnings only of its stores have been brought to light. Work on the lower level now being opened may make a second chapter in its history.

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COLUMBIA & WESTERN RAILWAY

Time Table in Effect July 1, 1896.

No. 2, PASSENGER, Daily except Sunday—	
Leaves Rossland	7:00 a. m.
Arrives at Trail	7:45 a. m.
No. 6, PASSENGER, Sunday only—	
Leaves Rossland	8:30 a. m.
Arrives at Trail	9:15 a. m.
No. 4, PASSENGER, Daily—	
Leaves Rossland	3:00 p. m.
Arrives at Trail	4:00 p. m.
No. 3, PASSENGER, Daily except Sunday—	
Leaves Trail	10:30 a. m.
Arrives at Rossland	11:40 a. m.
No. 1, PASSENGER, Daily—	
Leaves Trail	5:00 p. m.
Arrives at Rossland	5:45 p. m.
No. 5, PASSENGER, Sunday only—	
Leaves Trail	11:00 a. m.
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