

withstanding the extensive transportation companies, which will be unable to furnish the requirements. Six months ahead the vast number of people to supply would tax the resources of shipping and transportation companies if their capacity were increased threefold. It must be borne in mind that railway plant, machinery of every description, building material, etc., will be an item in freight that has as yet been scarcely calculated. The prospect of early accessibility is, therefore, out of the question, climatic influences making transportation facilities of such short duration that before freightage is in actual swing, the trouble will be at hand, and disasters unlooked for will have to be faced with possibly little opportunities of obviating. There are meanwhile at our doors opportunities equal to some of the best in the Klondike, and infinitely preferable to 98 per cent. of the wild cat schemes which have temporarily upset all balance of mind in usually far-seeing mining authorities. Meanwhile too scandalous misuse by Klondike company promoters in London of the official status of Canadian public men, who have placed their names on the boards of speculative Yukon companies cannot be too loudly and persistently deprecated. Thus one of these promoters, an English justice of the peace named Smith, recently openly insinuated at a meeting of the Klondike, Yukon and Stewart River Pioneers, Limited, that as politics in Canada were very different from politics in England, his company might reasonably expect great favors from the Dominion Government by means of the influence possessed by their director, Colonel Domville, M. P., as a "loyal and devoted supporter" of Sir Wilfrid Laurier and his policy. It is, however, to be hoped that the Laurier administration will by its acts belie any such assertions, and treat any and every Klondike charter or other proposition submitted to Ottawa, wholly on its merits or demerits, and quite apart from the politics of those associated with the venture. If this be not done, the astute London company promoter of highly speculative British Columbian undertakings will firmly believe, and act on the belief, that Canada is now, as England unhappily was in the days of the Walpoles, a land in which every public man "has his price." Then to the Klondike boom—which will in other respects cause mischief enough—there must also be ascribed the degradation in the world's repute of Canadian public life to the level of that of the United States or France, lands that are notoriously full of politicians "on the make," who serve their country for the sake of themselves only. The best of our leaders in Canadian public life should, irrespective of party, join in an early and emphatic protest against the suggested prostitution of office, which certain Klondike schemers in London so openly declare to be possible.

THE GOLDEN CACHE CLEAN-UP.

The recent clean-up at the Golden Cache mine realized considerably less than the amount expected at first estimates, and on the strength of these, stated in round figures in the last issue of the *Mining Critic*. Mr. Wm. Skene, vice-president of the company and representative of the Oldroyd controlling interest in its stock, states authoritatively that the recent run of the stamp mill yielded a value of \$3,023 in gold, showing an average of \$4.40 per ton of 2,000 pounds. He adds that the result indicates that the mine must, contrary to first conceived opinions, be considered a distinctly low-grade proposition and be run accordingly, with the best of appliances, yet with the utmost economy, by the aid of the ample water power available. He anticipates that as the deposits are extensive, profitable results will in due course ensue, though the return from the crushing—\$3,023—falls greatly below the results anticipated last week, which were then put at \$9,000 in round figures.

It is, however, noteworthy in this connection that the following view is taken by a well-known specialist: "It is evident," he says, "that as only \$4.40 to the ton were realized, or 210 ounces of gold for 900 ounces of amalgam, much gold must have been lost. Indeed, not more than a third of it can have been saved. The rock mined from the property is stated to assay from \$30 to \$100 per ton. Hence it should on an average return on milling \$12 or \$15 per ton on the lowest estimate. The trouble seems to occur in passing the quartz through the stamp mill, it being mixed with much slate. Other treatment is required to prevent the slate from forming a muddy paste that will carry the gold over the plates. Again, ore of such a character should not be put through the mill at a rate faster than one ton per stamp for every 24 hours of crushing. This would give the ore crushing for a ten-stamp mill, run for 30 days, as 300 tons in all, whereas there were rushed through the Golden Cache mill 750 tons in the same time. Then, too, the quartz being soft, the drop of the stamps should be reduced.

"The Golden Cache people used a 40 mesh, but an 80 mesh ought to have been applied, in order to save the fine gold.

"Another cause that may be given for the loss of the gold is the presence of a puddle of quicksilver in the battery, which will partly account for the very low value of the amalgam."

It is now found, too, that there is arsenic in the ore, which also tends to necessitate concentration or special treatment, not as yet applied. It is clear from this that the management was at fault, as at a much earlier period these things should have been ascertained by specialist metallurgic inspection, so