

British Columbia has also proved her quality as a mining country, wherever property has been developed her future is assured. Capital cannot possibly have a better field for investment, and our advice is, come and see for yourself, and you will not be disappointed.

It is decidedly amusing and instructive to note the vaporisms indulged in by certain organs, re the action of the Federal Government in allowing readmission of lead—the result of the treatment of British Columbia galena ores, in the United States smelters—free of duty. "The old man and the donkey again." The duty retarded development of galena properties and kept capital from taking hold, to a great extent. That is removed, and what advantage the C. P. R. smelter derives, they are fairly entitled too. At all events, the results are in favor of B. C. in the main. We are willing to leave monopoly to be dealt with by supply and demand, which will soon balance the matter either way. If Canada can utilize the lead

and by products, means will undoubtedly be found to throttle anything in the shape of cinching. This short-sighted, over protective policy has done us infinite harm, and we are glad that better counsel has prevailed, and the octopus lifted.

Edison has succeeded in applying electricity to the extraction of gold from gravel, sand, etc., and has purchased some 60,000 acres in New Mexico, on which he is placing his machinery. He has already shipped the plant and goes in to superintend the working. He says confidently, he will extract some \$10,000 per day. Mr. Edison has thoroughly tested his invention and it is in every way what he represents it to be, an unqualified success. Verily this man may well be termed a wizard. His successful application of electricity to the treatment of low grade iron ores, which at the time was subject to derision, has only served to show the smallness of the men who were his critics.

#### AMERICAN ENTERPRISE.

Apropos of the cry which is receiving great prominence just now: "Canada for the Canadians," and the one-sided dog-in-the-manger policy of the exclusion of those who have hitherto done much and are still doing much to open up Canada through their enterprise and capital, we wish to mention one enterprise which has been pushed principally through the energy of Americans, we mean the White Pass and Yukon Railway. The charter was first procured, we will admit, by British Columbia, namely Messrs. E. E. Billinghurst, Wilkinson and others, and the possibilities of the route were placed before the public and eventually the franchise was sold to Close Bros. & Co., United States, more particularly in Chicago and New York. A company was formed with Mr. S. H. Graves, of Chicago as President, and the line built as far as the summit of White Pass in 1898. Great difficulties were encountered in building this railway, and the Company, when they commenced construction, were under the impression that they would only have ten years to their outlay, and in undertaking it, accepted a greater risk than it would appear to have. They made a promise to complete the road to Bennett by the 15th of July, 1899, and accomplished their task some days before the time, thereby accomplishing a feat almost unprecedented in the history of railroads. The President and the Board of Directors have lately returned from a trip over their line and through to Dawson, and have, as a result of their investigations, decided to further extend the road. There is now in process of construction fifteen miles of railway between Cariboo Crossing and Lewis River, below White Horse Rapids. There remains a gap of unopened work, of about 27 miles along the east shore of Lake Bennett. This is the undertaking in the near future after which grading of the lighter section, which is mainly earth work—has been finished. It is expected to have this section completed and in operation early in June next year. The portion

along the east shore of Lake Bennett will probably be completed and in operation some time in July or August, 1900. In the meantime traffic between the end of rails at Bennett and Upper Cariboo Crossing will be handled by fast steamers and barges conveying the cars, to avoid breaking bulk.

One of the incentives for pushing construction on this year is the extent and value of the copper discoveries in the immediate vicinity of White Horse Rapids. It is claimed by the most conservative mining engineers who have examined that district that over 1,000 tons of copper ore is in sight above ground, and awaiting shipment, that there are besides over 10,000 tons of very high grade ore carrying from \$60 to \$200 per ton in gold values, which can be got out and stripped at very small cost. The Railway Company expect to derive a very large outward business from these sources. Large bodies of galena and argentiferous ores have also been recently discovered on Tagish and Atlin Lakes, values running from \$160 to \$250 per ton, and in veins being as much as 20 feet in width. One of these has been examined by California capitalists, who state that it is a most wonderful mineral deposit. Mr. E. C. Hawkins, the General Manager of the railway, writes us that in his belief the development of this great interior country will largely promote the permanent welfare of the cities of the Northwest Pacific Coast, and strongly advocates the erection of smelters either at Vancouver or Victoria to handle the ores which will in the very near future come out of that country. Is it not high time that we woke up and made some use of our own resources, and did something to derive some benefit ourselves from what others are opening up for us? We have the same advantage in many respects as they have, but are just a little too slow to take advantage of them. We are on the ground first, and in many cases originate the ideas from which fortunes are made, but somehow lack the speculative enterprise to take hold. Why is Seattle to-day nearly double the size of Vancouver. At the commencement of the Yukon boom there was not much to choose between

them, but the Americans made a push for trade, whilst we waited to see how they were going to come out. Seattle is known to-day throughout the whole civilized world, whilst Vancouver—well the least said the sooner mended. There is no reason why this state of affairs should exist and it only needs unity of action to alter it. We do not see any reason for the outcry against them. It is due to them that our quartz mining industry has been opened up even as much as it is. The opening of the Yukon is also due to them, and it only now remains to us to take advantage of what they have done and make capital out of their enterprise. And the more they push ahead the more there should be for us. We are not as a people very speculative and have not the requisite amount of capital to go into more or less risky enterprises. We have to get some one to open up our resources which are certainly vast and inexhaustive. With few exceptions these are still lying dormant, and it will be well not to shut out those who are willing to take the risk of opening them up for us. We can afford to take a portion of that risk ourselves, though not the whole, by going in with them to secure the substance. Up to now we have grasped at the shadow.

In July last the "Record" was trying very hard to make their "small, small voice" felt beyond the boundaries of British Columbia. Through the publication of some extremely \*\*\*\*\* and we should consider actionable remarks with regard to the Boston and B. C. Copper Mining and Smelting Co. The little game that Mr. J. M. Kelly had on, and to which the "Record," accidentally or otherwise, lent itself, did not come off, and now we see the "Record" is trying to right itself by making a few favorable remarks in the back end, dark corner of its September number, but they fail to correct some absolute "mis-statements" to use a mild term, which they made with regard to this affair. That will come later. The people with regard to whom these remarks were made, have had their property examined by prominent mining engineers, both of B. C. and