

The following statements are made in a petition to the Yukon council from residents at Whitehorse, southern Yukon, asking for the extension of the Whitehorse-Kluane wagon road to the head waters of White River by way of Burwash Creek: There have recently been many important discoveries of copper and other valuable mineral in the Aishiki and Burwash Creek districts; greatly renewed interest in the placers of that section of Yukon Territory, and increased interest in the copper and placer ground at the head waters of White River, while the population of these districts has largely increased during the past year. The existing government road from Whitehorse to Lake Kluane is a well-graded wagon road, which has been used for practical freighting summer and winter for several years past. The distance from Kluane to the centre of the White River district is only about 60 miles, through an open and level country, and a winter road could be constructed at a trifling expense, or a good wagon road for a moderate sum; which would give all these districts easy and direct access to the outside world, without being dependent upon an open navigable season. Therefore the people of the Whitehorse District believe it would be for the best interests of the territory at large and conducive to great advancement and progress to have the Whitehorse-Kluane wagon road extended to the head waters of White River by way of Burwash Creek and are firmly of the belief that this route would serve the purpose much better and at a lower cost than any other route.

From the London *Critic* of July 4 it is learned that: "There is said to be great excitement in Vancouver, British Columbia, over the discovery of a huge copper deposit about 220 miles north, on the shores of Lake Laronge. The lead is reported to be 400 yd. wide, and runs back three miles, between two granite walls, showing 40 lb. of copper to the ton. The deposit is on a southern fringe of the rocky northland just across Lake Laronge, and near a huge coal deposit owned by the Grand Trunk Pacific. Old miners say the indications are that a second Butte (Montana) has been discovered. If so, it is to be hoped that the new discovery will not lead to the promotion of a crop of rotten companies, as was the case with the Cobalt silver deposits, in another part of the Dominion." If the *Critic* only knew what vivid imaginations certain news correspondents in Vancouver are blessed (or cursed) with, it would not have given space to such a *canard*, which is like the fairy tale one Johann Wulfsolm told the *Victoria Times* lately about there being 90,000,000 tons of ore on a mining property he would like to sell at a big price—both are d—well, to put it politely, both stories are fabrications. The *Critic* further remarked: "No mention is made of Lake Laronge in the last Report of the Minister of Mines, nor is the locality of the find even given on the map accompanying the report." No, nor is there likely to be any official information of the Vancouver "taradiddle." The fact is, it is so

generally understood that the provincial mineralogist would prove such a hard man to "fix" that nobody even attempts to get false statements included in his reports.

When in Victoria about the middle of July, Mr. A. C. Garde, a mining engineer well known in the Kootenay, gave a representative of the *Colonist* the following information: The islands of the Queen Charlotte group have great and varied resources though at present these have not been developed to any considerable extent. So far mining work is chiefly confined to Moresby Island. Graham Island has great natural wealth of other kinds. On the latter, agriculture is sure to produce a great deal of wealth, for not only is the soil fertile and the climate equable (the rainfall, I should think, is about half what it is on the mainland) but its proximity to Prince Rupert, with the inexhaustible market which that city will offer when it attains growth, will make the island of great importance. On Graham Island there is an immense quantity of as fine timber as can be found anywhere on the Pacific coast. Coal, too, is known to exist and this is bound to mean much for the future of the islands. There are also good oil indications. Several companies are now preparing to bore for coal, so it will not be long before we know something more definite about the coal measures. One thing is in favour of commercial deposits, namely, the formation is cretaceous which, according to experience gained elsewhere, is the right geological period for coal deposits. The mining on Moresby Island is also looking well and Jedway is a promising camp, though I think that Gold Harbour and Tasoo Harbour will soon come into prominence. Various metals are found there, but it would seem most likely that the district will attain fame as a copper producer. There are, too, a number of prospects with encouraging showings, some of which have been taken hold of by financially strong people, who will demonstrate the value of their holdings. I have taken options on several pieces of property there in which I expect to interest some of my friends. The Queen Charlotte Islands are accessible by steamer from Prince Rupert, while the "Amur" calls at Graham Island once a fortnight. I think that under the circumstances the Canadian Pacific Railway Company has done all that could be expected in the way of providing a satisfactory service, though I look for business to grow in the immediate future to an extent which will justify other steamship lines running to the islands.

About the middle of July the *Hedley Gazette* said: "The Golden Zone whistle now awakens the echoes around the headwaters of Twenty-mile." Being interpreted for the information of outsiders, this means that the steam-driven stamp mill on the property mentioned was being operated.