

CONSTRUCTION WORK ON THE SMELTER AT LADYSMITH.

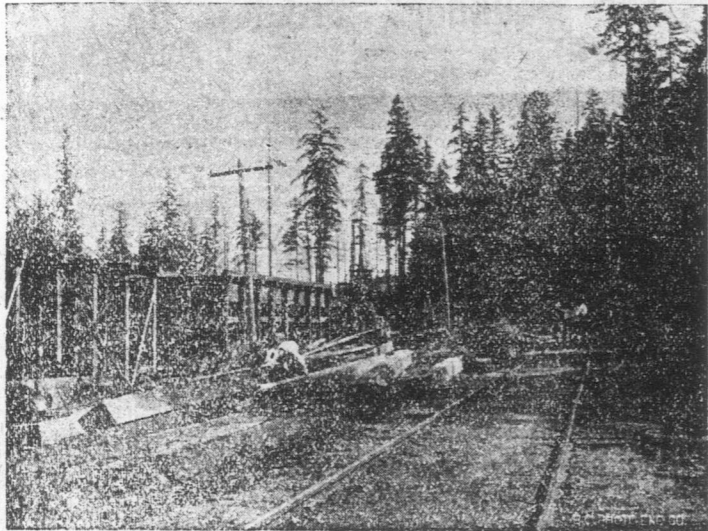
THE TYE COMPANY.

SPLENDID PROGRESS MADE BY THIS MINE, AND CONSTRUCTION STARTED ON ITS SMELTER.

On the very summit of Mt. Sicker is situated the Tye mine, the development of which has been so satisfactory

month, but developments will be pushed simultaneously with the stoping. It being the policy of the company to keep the ore reserves well ahead of the smelter.

The machinery at the mine consists of one double drum and one single drum hoisting engines, by Joshua Hendy & Co., of San Francisco; 3 boilers, aggregating 120 horse-power, an Ingersoll Sargeant compressor of 8 drill capacity, and a sawmill. Another 60 horse-power boiler, 50 horse-power engine, No. 4



TYE ORE BINS, LADYSMITH, CAPACITY 1600 TONS.

that the construction of a smelter primarily to treat these ores has been undertaken by the company. The Tye Copper Company, Limited, is an English company, with its registered office at 45 Leadenhall street, London, Mr. William Gardner being the secretary. The capital is £150,000, divided into 180,000 shares of £1 each.

The property owned by the Tye Copper Company consists of five full-sized claims and four fractional claims, which run without a break from the Tye to the Chemainus river, and contain about 250 acres. Work has been carried on since the early spring of 1890, and considerably over 4,000 feet of development work has been done. The mine has been opened up by two shafts, and a third is now being sunk.

The main shaft is in three compartments, viz., for hoisting and a ladder way. This shaft has now reached a depth of 400 feet from the surface.

The main body has been opened up along a length of 800 feet, and to a depth of 200 feet, the entire distance being in ore, which varies in width from about 10 to nearly 40 feet. The face of this drift is still in solid ore. Thus this immense ore body has been proved by actual development to live half way through the claim, and as the fissure and same description of ore has been found on the Richard Hill, which is the next mine to the east, there is strong evidence to show that these chutes of rich ore will traverse the entire length of this portion of the property.

Besides carrying a high percentage of copper, the ore is rich in gold and silver. Out of several hundred assays that have been taken during the course of development, there has not been a single sample that has not run well in gold. The assays have ranged from 3 per cent. to over 20 per cent. copper, from 3 dwts. to half an ounce in gold, and about 5 ounces silver. At the present time there is nearly 8,000 tons of ore on the dump ready for shipment to the smelter, which, without grading, will run about 6 per cent. copper, \$4 in gold and 4 ounces silver to the ton of 2,000 lbs. This ore was raised from the drifts and crosscuts run in the mine during the ordinary course of development, and without stoping. It is estimated that the present developments have exposed from 80,000 to 100,000 tons of ore in the mine to the shallow depth of only 200 feet. This is sufficient to keep the Tye Company's smelter, now in course of construction at Ladysmith, in full blast for the next three years. Shipping will commence about the 25th of the present



SHAFT HOUSE, TYE MINE.

Stratford's crossing is being constructed by B. O. Riblet, of Nelson and Spokane. It is of the double rope automatic type, and which, when worked to full capacity, can deliver 400 tons per day. Competent engineers have stated that this will be as good a tramway as any yet constructed in British Columbia. This, together with the ore bins now being completed at the railway, will be in working order in a few days.

At Ladysmith work on the Tye Company's smelter is being pushed under the able management of Thomas Kiddie, who is smelter manager to the company. Grading was finished some time ago, and the retaining walls of masonry and brickwork for the dust chamber are nearing completion. The smelter buildings will be raised in the course of the



ORE DUMP, TYE MINE.

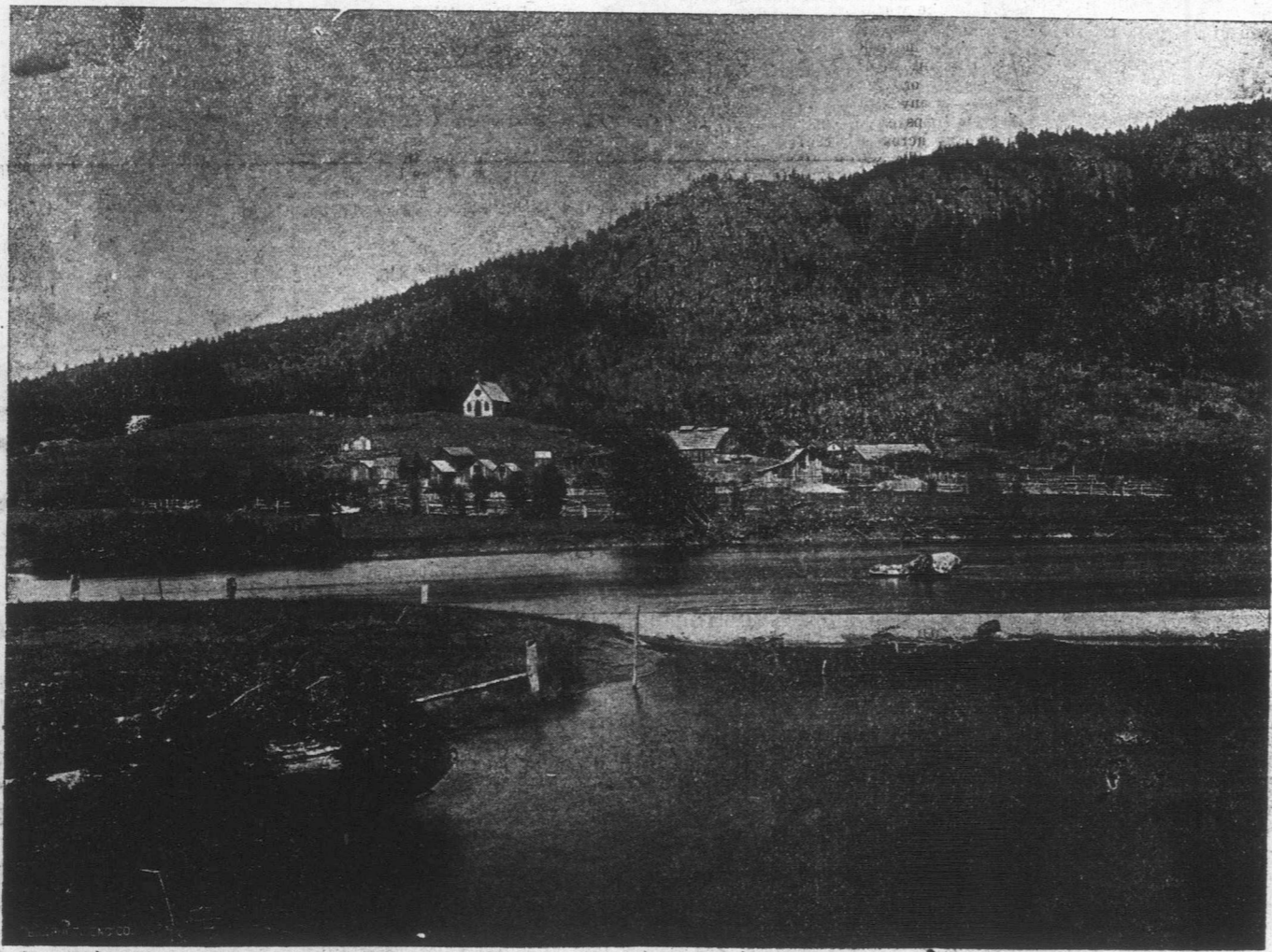
next few days. Three cars of the smelter machinery which is being constructed by Allis-Chalmers Co. are now on the ground, and other cars are on the way. The ore bins at the receiving grounds, which are situated 1,500 feet north of the smelter, are nearly completed, and will have a capacity of 1,600 tons. The sampling plant will be erected at this point.

All the switches and connections with the E. & N. Railway Company are practically finished, and will be in perfect working order by the time the first shipments of ore are ready to pass over them. The same mountain is thus not only furnishing steady shipments for two mines, but has practically brought into existence two smelters as well.

of capital, and during that period we have had the anxieties common to all mining enterprises, but I believe that now that period has gone past, and that during the current year your past efforts will be crowned with success.

MINING ON VANCOUVER ISLAND. British Investors Well Satisfied With the Outlook Here.

In connection with the meeting of the Tye Company referred to in this issue, Secretary Gardner made some pertinent remarks in regard to mining generally on Vancouver Island. He said: "I find that some of our own share-



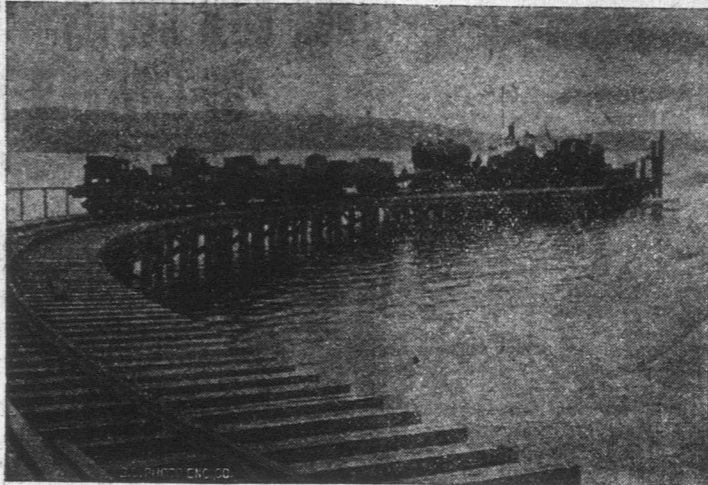
THE MOUTH OF THE COWICHAN RIVER.

Gates crusher, sorting belt, etc., is now being added. E. C. Musgrave is the resident engineer in charge of the mine, and Clement Livingston the manager. The aerial tramway which connects the mine with the E. & N. railway at

At the general meeting of shareholders held in London recently, William Gardner, the secretary, referred to the officers of the company here and the mine in the following complimentary terms: "In regard to our general manager, I should not like to finish my report without stating to those shareholders who have not the privilege of knowing Mr. Clement Livingston, the board's trust in a representative in British Columbia, without bearing witness to the energy and constant care he bestows on the interests of the company, which he seems to live for. Mr. Livingston's character for business ability and uprightness are known far and wide, both in British Columbia and in London, and owing to this reputation of the Tye Company stands at the very highest point, and I consider we are most fortunate in having such a man to look after our affairs at that end. Mr. Livingston, as most of you are aware, has a large interest in our company.

"Our mine superintendent, Mr. Musgrave, is a man like-minded to Mr. Livingston, and is carrying out the development of the mine in a workmanlike manner, and is incessantly on the look out to economize labor at every point. He has a happy combination of both theory and practice, having graduated at Kingston University, besides a large experience in practical mining. With such qualifications we need not doubt that our mine is in good and safe hands. "Having thus touched all the various points, I can truly say that if before

holders do not fully appreciate the advantages we have in Vancouver Island over the mines that are situated on the Mainland of British Columbia, so for their sakes and any others in the same position, it is as well to bear in mind that the climate of the Island is quite different and much milder than on the Mainland, being surrounded by the mild waters of the Pacific, and so we are able to work, even on the surface, all the year round. Then, again, the ores of the Boundary district are not nearly so rich as those being worked on the Island at Tye and Mount Sicker, etc., and it is rare to find anywhere such ore as we have in our mine, containing so much of the precious metals, in some cases sufficiently high to pay for all or nearly all our working expenses. I believe that ere long Vancouver Island with all its stores of mineral wealth will astonish the world. If only reasonable capital is provided to open up the country. I was fortunate enough to visit other properties while in the Island, that seemed to me as worthy of development as ever. Tye was in the initial stages, and quite as favorably situated for working. Some of the cleverest mining men from the States are realizing the vast resources of the Island, and are anticipating big developments by already erecting smelters and converters, to deal with the output of the mines in the near future. Pioneers like Harry Smith, who discovered the Lenora and Tye claims, are already finding rich indications in certain mineral belts, and all that is wanted is judicious development to prove



WHARF AT CROFTON LOADED WITH SMELTER MACHINERY.

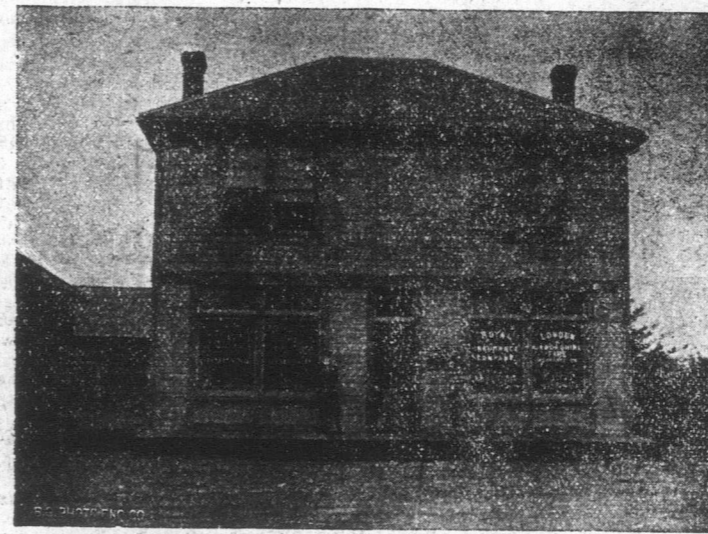
these properties. I mention these facts because some of any rate of these good properties will ere long be in a position to ship ore to our smelter at Ladysmith, where good profits will arise both for the mines and the smelters. I have nothing further to add, except to say that I congratulate the shareholders upon being interested in such a property as we possess.

Satisfactory experiments with oil fuel for fire engines have been made by the London county council.

VICTORIA TERMINAL RAILWAY.

A LEADING ARTERY OF TRADE WITH THE RICH DISTRICTS OF THE EAST COAST.

Any description of the industries of the East Coast and their relation to the city of Victoria must first take cognizance of the Victoria Terminal railway and its steamboat connections out of Sidney. This short line has, since its con-



TYE COMPANY'S OFFICE, DUNCAN'S.

Residents of Buffalo, N. Y., use more water than any other city in the world.

strations in 1893-1894, served as a valuable feeder to the city tapping as it does the rich Saanich peninsula, one of the most fertile of the many productive valleys of British Columbia.

The line was projected in 1893 by Robt. Irving, Julius Brethour, Peter Dewdney, Maynard Cowan and E. G. Tilson, all excepting the second named being residents of Victoria. A charter for it was obtained, the city guaranteeing 3 per cent and the provincial government 2 per cent, on \$200,000. The first train ran over the system in the fall of 1894. Mrs. Le Kew's Track being the first lady passenger. The road was actually constructed by T. W. Paterson, of Victoria, who bought the charter from the original promoters, and continued as general manager of the road until it was taken over by the Victoria Terminal Railway Company.

In 1897 Mr. Paterson had the steamer Troquois built for service in connection with his road among the Gulf Islands. This small little steamer secured a mail contract for the islands, many of whom had practically been without such facilities previously, and on May 1st of the year mentioned she made her initial run, and has been on the route almost continuously ever since. Under the management of Mr. Paterson this short line became extremely popular with the farmers who patronized it, and with the merchants of Victoria, who found it equally advantageous for pleasure or for business purposes. In Jas. Anderson, who assumed the management upon the resignation of T. W. Paterson, the company have found a zealous and energetic officer who loses no opportunity of pushing the interests of the corporation with which he is identified.

In 1901 an agitation began for the extension of the Victoria & Sidney railway system on the lines originally contemplated in the De Cosmos scheme. This was to prolong the railroad to Swartz Bay, transport cars by steam ferry across the Gulf to the mouth of the Fraser, and continue the rail service up through the rich valley of the Delta to connect with the Great Northern railway system, and with other railways which penetrate that country. Actively identified with this proposal were a number of gentlemen, of whom E. V. Bodwell, K. C., was the principal, and in November, 1901, these parties who had incorporated as the Victoria Terminal Railway Company took over the Victoria & Sidney railway.

In December of the same year a by-law was passed by the city of Victoria of which the principal provision was the granting of a bonus of \$15,000 yearly to this company for a period of twenty years. In consideration of this bonus the line was to be extended into the city, making its depot in the market building, for which a lease was granted for twenty-five years for the sum of \$100 yearly. On the completion of its under-

MURDER AND SUICIDE.

Woman's Throat Cut While She Slept—Murderer Killed Himself.

Sacramento, Cal., Sept. 4.—Charles Bowden cut the throat of Maggie Russell with a razor at the Brown lodging house at an early hour this morning, and then severed his own jugular vein. The woman died instantly, and Bowden died before he could be taken to a hospital. The woman's body was found lying on the bed clad in her night clothes. It was evident that she was asleep when she was killed. She was about 30 years old and Bowden was about 35. They were strangers in this city. No cause for the crime is known.

taking the city was to remove the fire department from the market building and to receive \$7,500 therefor. Not only was the line to be extended into the city, but a suitable steam ferry was to be placed on the Gulf, transporting passengers, and freight in bulk, across the Gulf to the mouth of the Fraser, and there connecting with the Great Northern railway system. This ferry is to be capable of carrying four hundred passengers each trip, and to carry not less than eight loads of freight cars. This ferry is to be capable of a speed of fourteen knots. Contracts were to be made with the Great Northern for the carriage of unknown Great Northern freight into the city. The passenger rate was limited to \$2 each way. In the city connection was to be made with the E. & N. railway system.

This arrangement is now in process of being carried out, and already the service by the road has been greatly improved. The steamer Troquois was purchased by Mackenzie Brothers from T. W. Paterson, and with the little steamer Alastory, also purchased by this firm, was placed under the house flag of the Sidney & Nanaimo Transportation Company. The big barge Georgian was bought and fitted up at a cost of \$7,000, and strengthened so as to carry twelve ordinary freight cars. Towed by the Troquois this barge forms the fore-runner of the regular steam ferry system which it is proposed to instal, and for which the contract is shortly to be let. Ferry slips were constructed at Sidney, while the Great Northern built a slip at its terminus at Liverpool, on the Fraser river opposite New Westminster. From there the Great Northern cars are transferred to the Georgian, and carried not only to Victoria, but to Vancouver, where a slip has been built at False creek. The Terminal city thus reaps the advantages accruing from Victoria's enterprise. Another slip is to be built at Chemainus so that lumber and timber can proceed East in bulk from this great mill.

But the most notable addition to the company's fleet is the stern wheeler Stratacona recently acquired from the Hudson's Bay Company, and put on the direct run from Victoria to Nanaimo, with Crofton and Chemainus as ports of call. This fine steamer has provided a daily service to and from the Coal City. At Sidney a new wharf has been built 270 feet in length, while \$4,000 has been spent in improving the road-bed of the line from Sidney to Victoria. Contractor T. Brydon is just completing a fine double tracked car shed at Hillside avenue, 200 feet long and 28 feet wide, with a capacity of twelve coaches.

The railway has been extended to the city market, a distance of one mile and an eighth. This has been made expensive by the necessity of purchasing considerable property as a right of way, the whole expense of acquiring property being in the neighborhood of \$20,000. At Crofton a fine new wharf has been built 670 feet in length, by the Lovastie Co., and on this the company has laid standard and narrow gauge rails for their own cars and for the cars of the Lenora and Mt. Sicker railway. A new engine has been bought from the Victoria Lumber Company, while the company is now completing an order for two new coaches.

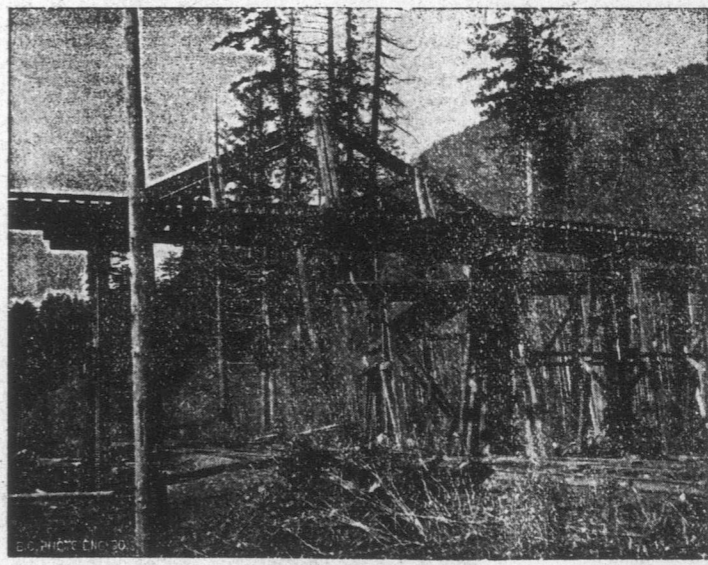
The Great Northern has so far recognized the advantages of the system, that they now quote Victoria as one of their terminals, and insure all cars crossing by the Gulf ferry to this city.

UNKNOWN MAN DEAD.

Chicago, Sept. 4.—A card bearing the inscription "The Apollon & Co., New York and London, Thomas V. Perkins, auditor," only clues to the identity of a well dressed man lying dead at an undertaker's establishment in this city. The man was found yesterday in an unconscious condition in Van Buren street, near Walnut avenue, and from the fact that no money or valuables were found upon him, it is thought the man had been assaulted and robbed. On his head was a deep cut. At the Samaritan hospital he failed to regain consciousness and died today. The dead man was apparently about 28 years old.

The umbrella and parasol were used by the Eastern nations many centuries before the Christian era. The oldest illustrations show pictures of ladies and men dressed in robes of pattern similar to those now in use.

Made In Victoria. f-Tone Engravings in this number of the Times were made by The B.C. Photo Engraving Co.



TRESTLE OF SWITCHBACK RAILWAY OVER E. & N. TRACKS.

le. WES REET

sing fountain, the shape of a lion's mane, a marble statue, I was to drink, inscribed 'Advertiser'.

l fruit inspector, day, after spending in this district. Mr. says that during a fruit grower better crop than this season in action.—News operations this machinery short new-bollet put for where this

camped across not a severe ar last Friday order that he esee appeared on the took a shot at ed a wound ute, which at in. The unfor- run, but stim- had him in his animal does not teeth, but its several fearful or. His scalp face clawed in his eyes being and whists were when he was Tables hospit- at look as if he n't look through. He well since, how- w that he will the bear were tic screams of disappeared in his victim for

Table with 2 columns: Item, Price. Includes items like 'are Victoria farm produce', '16.00', '75', '1.00', '1.50', '25', '300 35', '3.50 6.00', '20.00', '25.00', '27.00', '80 9', '90 9', '100 11'.

on Aug. 30th, Clintock, of a

Maple Bay, on Mr. Tate, of and Miss A. Huddersfield,

Nelson, on f. Reid, Jacob ulla Westfall.

Levelstoke, Ladner, Waa ngbloom, both

ever, on Sept. Sterling V. Leslie.

ter, on Sept. years. a hospital, on Smith, a native aged 62 years. residence, No. 6th instant, of Portsmouth,

ce from the day afternoon's church at continuation. ly accommo- offices well, SEPT. FORIA, B. G.