

### GROSSLY DELUSIVE ASSAY QUOTATIONS.

Under this heading the London (England) Mining Journal prints the following communication from its representative in this Province:

"British Columbians note with regret the frequent quotations of delusive assay reports in the prospectuses of recently organized companies in London, dealing with mining properties in the Province. Thus in one such prospectus, chokeful of glittering generalities—that of the British Columbian Mineral Properties, Limited—it is stated, as instancing the value of a property to be acquired by the company, that the Jubilee mine in the same creek 'has shown over \$1,400 in gold per ton, whilst a strike was made on the Summit mine, situated on Wild Horse creek, running \$3,700 in gold to the ton.' Now, every mining investor should know that these assays are most assuredly made of small samples of specially rich ore, and undoubtedly represent very many times the utmost average value of the deposits in each case. The only trustworthy tests are a series of assays vouched as representing a goodly mass of ore, and showing a likely profit-earning average of yield. In all probability the assays quoted in the prospectus to which your correspondent alludes represent forty to fifty times the average gold-bearing of the ores on the properties indicated. There is not a mine in the whole of British Columbia, nor is there likely to be one discovered, in which a general value even remotely approaching half of such a figure as \$1,400 in gold per ton can be found as representing any extensive deposit. In another prospectus of a recently registered London company, dealing with mine claims at Fairview, British Columbia, a free-milling gold mine—the Smuggler—which, though fairly promising, is yet in its first stage, and has not up to date earned an initial dividend, is styled one of the most famous mines in America, whilst the keeper of a rough-and-ready local general store, and postmaster of a mining village, is described not only as a 'merchant,' but also made to figure as a great mining expert. Yet another recently attempted London venture—that of the Klondike Hydraulic, Limited—owns its chief claims nowhere in the Klondike, but at a point distant from any proven rich placer ground, and situate on the wrong, and far less productive, side of the international boundary. No part of the Klondike is in the United States territory of Alaska.

### A NELSON VIEW OF THE KLONDIKE.

There is much truth, leavened naturally enough, by a little pardonable local prejudice in favor of mining nearer home, in a recent criticism of the Nelson Economist on the Victoria Colonist's attitude in regard to the Yukon railroad question. There is not the slightest doubt, as the MINING CRITIC has always maintained, that the solid permanent advantage to British Columbia to accrue from the exploitation of gold fields of the far and frozen northland will not equal a tithe of what will be gained by our Province as a result of the development of far more permanent, more easily accessible, and in the aggregate enormously richer gold, silver, copper, lead, coal, iron and other mineral deposits of the Kootenays, Cariboo, Lillooet, Cassiar, and our Coast and Island districts. Nor is there any doubt that where one man succeeds in the Yukon country, five at least—may be even ten—will come to grief, and when they return, as many unfortunately won't, will in grief return? The following is what the Nelson Economist has to say on the subject:

"The Colonist devotes two and a half columns of its editorial page in Saturday's edition, to show 'that the people of this city, in common with those of the whole coast

region of British Columbia, are face to face with a crisis of the gravest possible kind.' There has been a perceptible falling off in the Yukon travel, and hundreds of gold-seekers going north are favoring some of the overland routes. The question is put: 'Shall the trade of the Yukon be controlled for the time being by United States cities and later be carried directly to Eastern Canada, or shall British Columbia secure it now and keep it?' The question, as our contemporary puts it, is one of 'transcendent importance,' but not to 'the people of British Columbia.' To secure the trade of the northern gold fields is no doubt a very important consideration for Victoria and the Continent, but we fail to see on what grounds the people of the Kootenays should join in the effort being made by the cities of the coast to divert attention from the mineral wealth of the interior of the Province that the traders and newspapers of the capital may grow rich. If the Colonist and the other newspapers of the coast devoted a fractional part of the energy they put forth to boom the Klondike to sounding the substantial merits of the Kootenays, the 'flood of capital and immigration would be flowing in this direction instead of to the frozen north, and the maledictions of thousands of unfortunates, enthused to rashness by the exaggerated stories of Klondike wealth as told by the aforesaid Colonist, would not now be showered on the interested boomsters. 'The merchants in the cities,' we read, 'have experienced a foretaste of the great business which they will do with the North when the full tide of development has set in, provided they can secure the necessary channels of communication. If the traffic of the North can be secured for the Coast cities, the advantage to owners of real estate will be very great, for these cities would double in wealth and population in a short time. We would enjoy on the Coast a boom which would assume great proportions, and would permanently enhance the value of property of every kind.' We would like to see the boom continue on the Coast, and the Yukon trade secured for cities of the Coast; at the same time it would be a greater advantage to the Province generally if the men going north would be advised to turn in this direction. The mistaken policy of booming the Yukon country instead of honestly presenting the solid advantages of the Kootenays, is now being felt at Victoria, and in this critical moment those responsible for the deed have our sympathy."

### THE PROPOSED TRUCK LEGISLATION.

It is to be hoped that, as a result of careful scrutiny and amendment in committee of Mr. J. M. Vellie's Truck bill, there may result a workable measure, preventing miners and railroaders being compelled to take provisions or other goods or accept board generally on exorbitant terms, that mean nothing less than the confiscation of a large portion of men's fair earnings. No miner or railroader should be legally compelled, even under contracts, which are often made practically under duress, to accept board or goods, in part payment of his wages, where local conditions are such that he wishes and is able to procure the necessaries and comforts of life for himself or for himself and family, sufficiently near at hand. There are, however, cases for which the bill should and doubtless will provide, where men are engaged in mines or on railroads in remote places, or at points where it is advantageous and even necessary for them to board in houses belonging to their employers and accept such board as part of the remuneration of their work. In such cases, where it can be shown that fair value is given for necessary accommodation truck legislation should not apply. The difficulty in enacting such legislation in a thinly peopled country like this with