

a marked activity. Since the beginning of this year Nelson's population has increased at least 100 per cent., so that there are now possibly quite 4,000 people living in the town, Nelson, it is well predicted, is destined to become at no distant day the great smelting centre of the province.

On the way to Robson the beautiful falls and rapids of the Kootenay river are noteworthy, and several times during the journey I regretted that I had not burdened myself with a kodak. From Robson you again transfer from train to steamer, and after a somewhat interesting run down the Columbia you arrive at Trail in time for lunch.

Trail, like all other up-country towns, has grown considerably since last spring, but the improvements are not so marked as in other instances. It will always be a matter of astonishment to me why the present site was built on, necessitating the elevation of buildings on piles, whereas there is a fine tract of level bench land, now owned by Mr. Heinze, overlooking the town near by. Of my visit to the smelter I hope to give an account shortly.

The journey from Trail to Rossland by the Columbian & Western would doubtless, under different conditions, be pleasurable. But the stuffiness (not to mention the palpable grime) of the little poky and generally crowded first-class (?) carriage (there's only one) precludes any possibility of enjoyment or comfort. Even the company's private car which, by the way, I was informed was once the property of the immortal Brigham Young—used only on state occasions—has a dilapidated, shabby-genteel appearance. Nevertheless, Mr. Heinze is deserving of all due credit for his enterprise in building this road which, however, I was very glad to learn had long since repaid the original outlay, and returned a big profit besides. It is of necessity, on account of the tremendous rise, a slow journey this, and it takes the little engine fully an hour to pull its load up the something like twelve miles of steep mountain road. But at length Rossland is reached and the train pulls up at the station in the midst of a snow storm (Oct. 14). Even under these depressing conditions it is at once apparent that here is a busy town, and the last six months have brought a very noticeable change in its appearance. One misses that massive hillock (200 feet long by 60 feet wide) that used to block up Columbia avenue, and the historic Sour Dough Alley has also now become a reminiscence. Local self-government is obviously the only healthful method to adopt in the case of our provincial mining towns, once a certain stage of development has been reached; and despite the fact that all has not been smooth sailing in matters municipal since Rossland was incorporated last April, results on the whole have been satisfactory. Well-graded streets, sidewalks laid down in all main thoroughfares, an excellent sewerage system, and a fire department equipped with modern appliances, is an excellent civic record for six months, and striking in view of one's recollection of the town with its muddy streets and unsavory odours of only last spring. Despite moreover, the depression following the unnatural boom in the early part of the year in Rossland stocks, building operations were by no means suspended this summer either in the business or residential quarters of the town, and substantial blocks have lately been erected and others are in course of building. Plans have also already been prepared for a large town hall and new commodious school buildings. But very prosperous days are in store for Rossland when the C. P. R. road, the construction of which is now assured, is extended from Robson.

A trial survey line has meanwhile been run, starting from the lower townsite (owned by the Montreal syndicate) round the spur of the Paris Belle and following the windings of the mountains on the north side of the upper Trail Creek valley to a point about 800 feet below the Columbia & Kootenay Mine on the mountain of that name. On the 12th of last month this line was continued across Rock and Stony Creeks to Murphy Creek, whence the location had previously been decided as far as Sullivan Creek. Between Sullivan Creek and Robson the survey party have only recently completed their labours. Here the road will run on the same terrace on the right bank of the Columbia River as the newly built Columbia & Western line, and so close to the latter in places that it actually infringes on Mr. Heinze's right of way. It is proposed that on the completion of the trial surveys, the present party, numbering eighteen men, will camp for the winter at a point midway between Rossland and Murphy valley and complete the work of location. It will thus be seen that according to the surveys it is not the intention of the C.P.R. to go within four miles of Trail, and that as the distance between Rossland and Trail, as the crow flies, is barely five miles, with a difference in altitude of 2,300 feet, and the distance between Rossland and Murphy Creek is nearly fifteen miles, the proposed C.P.R. line neither coming so high up the mountain at Rossland, nor as far down as the Columbia, Murphy Creek being 300 feet or so above the river, the difference in

gradient will be much in favour of the C.P.R. as compared with those of competing roads now constructed, and as a consequence transportation rates may be proportionately reduced. Before leaving Rossland I visited the great Le Roi and other mines. I was anxious to go down to the lower workings of the Le Roi, and gave my reasons that I wanted to tell people that I had done so, but a friend who was with me reminded me of the story of Sidney Smith and the coal mine, whereby it was demonstrated that it is preferable to "say" you have been down a mine than actually to go in order to say. At the Le Roi about two hundred and fifty men are at present employed, but this force will be largely increased when conditions admit of the treatment of the lower grade ores. In fact, this is what all the mines of the camp are waiting for to-day, and with cheap transportation and smelting facilities Rossland will enjoy palmy days indeed.

#### THE STOCK MARKET.

THE market for B. C. mining shares is improving and the demand appears to be for stocks in those mines which are being actively developed. There has been a great demand during October for Monte Cristo and the price has advanced from 8 cents two months ago to 20 cents to-day. The resumption of work on the Poorman has created a demand for Poorman shares and many enquiries have been recently received for Deer Park shares owing to the report that work is about to be commenced again on the Deer Park mine.

Tin Horn shares have been in very great request, but brokers have been unable to fill the orders as the prices bid for the stock have been only from 50 to 60 cents per share whereas the price asked by those willing to sell is \$1 and upwards with very few offering. The Tin Horn stamp mill is expected to be in operation by the end of October.

There has been an active demand for Golden Cache shares at \$1.80 with few shares now left on the market. The 10-stamp mill has commenced work and great results are looked forward to from the clean up sometime in November.

The shares of the Excelsior—immediately adjoining the Golden Cache—have just been put on the market and are going well at 30 cents per share.

The Van Anda mine, on Texada Island, has made two separate shipments of ore to Swansea in Great Britain—one of 200 tons and another of 50 tons—during the month of October and the mine is reported to be looking better than it ever did before.

The Consolidated Alberni mine, on Vancouver Island, shipped 11½ tons of ore to Tacoma a week or two ago which went \$41 per ton. This mine is looking better than ever and the management report that they have 1000 tons of ore on the dump. It is their intention to dispose of sufficient Treasury shares @ 20 cents per share to enable them to erect a 10-stamp mill on their valuable property at Alberni. They claim that the mine could be made a dividend payer inside one month from the commencement of the 10-stamp mill. By those who have examined the mine recently Alberni Consolidated shares are looked upon as a splendid buy @ 20 cents. A year ago these shares reached 45 cents per share and they fell when work was stopped, but active development is now going on and these shares are again coming into favor.

#### A SUGGESTION.

TO THE EDITOR:—As a subscriber to your paper allow me to suggest that a rough map of British Columbia would be a very useful addition to it for such readers as myself, who are not well up in the geography of the country.

It need only be a sketch showing most of the principal mining centres, which could be put in by name, or could be indicated by numbers and the names given in an alphabetical list at the side of the map. I would suggest that the map occupy two pages of the paper, and of course appear in every issue.

I have the MINING RECORD forwarded to me as I travel about, and I often regret that I am ignorant where the places are that some of the articles are addressed from.

HARVEY HADDEN,  
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[We are much indebted to our correspondent for his suggestion. The RECORD has a large circulation in Great Britain and no doubt a map such as proposed would be useful to our readers there. In this belief we hope to publish, beginning with next month's issue, two maps of the province, one of which will show the mining divisions.—ED.]