

and paid, having their pockets full of dust, the result of their season's work.

In 1896, "Bonanza" and other creeks were discovered on the Canadian side of the Yukon basin and coarse gold exposed equal to the richest finds of Cariboo."

After that the rush came and everyone now knows how many millions have been taken out and are still being taken out of the country, which in 1894 no one would pay any attention to.

Meanwhile a gentleman who had won his spurs as an explorer in the farthest Northwest, had realized with the true instinct of a born traveller, that if the great hinterland of Cassiar which adjoins the Yukon basin was ever to be effectively prospected, it must be prospected from Dease Lake.

From Dease Lake the rivers run down towards the Arctic and men who have but a short season in which to prospect, can do more by coming in up the Stickine in May, portaging to Dease Lake, and *dropping down stream* to the new fields than they could by coming up the Yukon and fighting their way up stream to those same fields.

Therefore, to make such a course easy a railway would be necessary to connect the head of the navigable waters of the Stickine with Dease Lake and therefore Mr. Warburton Pike and his associates applied for and obtained a charter to build from Glenora to Dease Lake, a distance of about eighty miles through a country which is fairly easy in most places.

The charter was a very liberal one *on the face of it*. The company had a right to select 68 blocks of 10,240 acres each of the unoccupied lands of Cassiar, as an aid to or a reward for building this railway, *but it had to find them first* in an area of ten million acres covered for the most part with forest and willow brush.

The company and its charter were, of course, properly reviled by a certain class which expects foreign companies to spend their money in philanthropic works, and objects to any one else making a good thing out of an enterprise, even if that enterprise benefits the country, but the company has not so far made a good thing out of this charter although it has spent a very large sum of money in its endeavours to do so and has done more to bring men into the country and afford means of transportation and facilities for prospecting than has been done by anything else since the rush of 1872.

The fact is the company, in the language of the country, bit off more than it could chew. The time allowed for selection was not long enough and probably it would take a good deal of persuasion to induce the shareholders to make any further effort even if they had time in which to do so.

But this charter, and still more, the Mann & Mackenzie charter to build a railway via Teslin Lake to the Klondyke gave Cassiar its second chance of development.

For a time the country was full of men: the Stickine alive with steamers: grub obtainable and not much too dear in the country, and pack trains were running in more than one direction.

But the old policy prevailed. Mann & Mackenzie were grudging their miles of snow and ice, which may be all gold but have not yet been shown to be so, and the Cassiar Central Railway Company, handicapped financially by the outbreak of the South African war, which almost broke so many English investors, could not build within its time limit, so Mann & Mackenzie and their stores and men and horses trooped out of the country again and the Cassiar Central, having done some grading and a very great deal of exploring and prospecting, ceased to take any very active interest in the district.

But some things were proved in the meanwhile.

In addition to its railway grading and work of that nature the Cassiar Central Railway Company had done a great deal in the way of opening up trails, exploring for mineral belts, and testing and developing certain mining leases on Thibert Creek, but perhaps the finding and partial opening up of certain copper properties in the MacDame District were of most importance to the public.

From one of these, the MacDame Creek ledge, assays were taken, eighteen of which are quoted in the Mining Report for 1900 running in silver, copper and lead.

It is not fair to fill this article with quotations, especially as any one interested can refer to the report (pp. 784, 785, etc.) but it may be useful to say that the highest assay in silver was 84 ozs., in copper 11.90 per cent. and in lead 35 per cent. On another ledge assays were obtained as high as 132.16 ozs. of silver and 19.90 per cent. copper; 158.2 silver and 26.65 per cent. copper and 168 ozs. silver and 33.02 per cent. copper. Of these assays it is stated that the samples were taken very carefully across the whole body of the veins, in order to ascertain the average value of the ledge, and it must be remembered that these were not vendors' assays, but assays which were taken for the company and have only seen light in the Government report.

These facts and such as these go a long way towards establishing the fact that Cassiar is a rich mineral country and well worthy of further prospecting, but it is a difficult country and one which will never be properly developed until a railway line has been built through it.

Mines which would create a furore in Kootenay would not be worth Crown granting in Cassiar today because the cost of transportation would eat up all the profits of the richest ore body which required treatment.

Of the hydraulic mines I am not at liberty to say much. Thibert Creek is the only one, to the best of my knowledge, upon which any serious development work has been done.

What Mr. Robertson, our Provincial Mineralogist, has been pleased to call "the manager's admirable report" has been submitted to the public in the Mining Report of 1901. Since then the mine has been further equipped and Mr. Pike and his associates have worked unceasingly, but as their object is to take gold out of the gravel and not out of other men's pockets, all that