

British Columbia Mining Critic.

"I Am Nothing, if Not Critical."—Shakespeare.

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VANCOUVER, B. C., THURSDAY, OCT. 7, 1897.

PRICE 5 CENTS.

RAILWAY ROUTE TO CARIBOO.

The construction of a C.P.R. branch line from Ashcroft to Cariboo is probably an event now not very far distant in view of the rapid development of gold mining in that famous region. Some abbreviated extracts from the report to the C.P.R. of Mr. H. P. Bull, its exploratory surveyor, will therefore be interesting as showing that the railroad can be built at moderate cost. Mr. Bull says:

"Calling now the route by the North Thompson river and St. Joseph's Creek No. 1; that by the North Thompson and Clearwater No. 2; and that by the Bonaparte No. 8; and affixing their mileages I estimate their respective cost complete as follows:

Route No. 1.—300 miles,	\$ 9,000,000
" " 2.—344 miles,	10,500,000
" " 3.—283 miles,	7,500,000

"In considering what rolling stock should be included in the estimate, I have added to the number of engines and flat cars necessary to ballast 283 miles in two years time fairly, cars enough of other descriptions to accommodate any proportion that the traffic would be likely to assume during the first year of operation.

"With reference to the southern portion of the line, I may direct attention to the fact that the Bonaparte river possesses an advantage over all other routes as an access to the central plateau of British Columbia, owing simply to the length of its course and the general uniformity of its grade. Taking two points in the same latitude, say 51 deg. and 20 min., one point situate on the Bonaparte and another on the North Thompson river, it will be seen that the point upon the Bonaparte is nearly three times higher above the sea level than the point upon the North Thompson, which shows the inferiority of the latter as an approach to high contiguous points compared with the Bonaparte river. In reference to the question of which of the routes would best meet the requirements of the country, other than mining, it should be remembered that the best portion of the North Thompson valley is already navigable. There is no great object to be gained by further serving that district which is already best served. The interests to be served by the Bonaparte route preponderate over these of the North Thompson district, which outside of the valley of the

al expansion. There are many good summer ranges upon the head waters of the Bonaparte, and between them and the Canim lake, capable of considerable development."

CONCENTRATES.

The death of ex-Mayor Cope, of Vancouver, by drowning near Skagway caused widespread regret amongst a large circle of friends and acquaintances in the City over whose municipal affairs he at one time presided.

A PITHY SAYING.

The London Mining Journal, in discussing a Victoria (Australia) gold field and its prospects, says: "It is only in West Australia or Clondyke that company promoters can hope to mine without money. In Victoria mining is an industry and not a gambling machine." Hard this on some of the Clondyke promoters in London, but largely true nevertheless.

THE CROW'S NEST COAL.

The Crow's Nest Coal Co. is already at work developing its coal measures with a view to active effort and a considerable output next spring. The deposits owned by the company are on Norton, Morrissey, Marshall and Coal Creeks, and work is now proceeding on a 7-foot seam on Coal Creek. A small force of 10 miners is at present engaged in this preliminary opening out of the coal, but the number will shortly be doubled. Before spring far more extensive operations will be well in hand, and the Company then contemplate the erection of 50 coking ovens, with a view to begin to supply some of the increasing smelting fuel requirements for West Kootenay. This should, however, prove but a preliminary instalment of operations to be undertaken at these mines.

PROBABLE SALES.

It is now reported that the Le Roi mine is in offer to an English syndicate for \$2,000,000, not \$5,000,000, as at first reported. The former figures certainly afford a fair margin for a reasonable promoters' profit on the transfer. The famous North Star silver mine in East Kootenay is also reported by the Golden Era as likely to be sold to English inves-

COLUMBIA & WESTERN RY. CO.

Time Table No. 6, to take effect July 3, 1897.

EASTBOUND.

No. 2 passenger (daily except Sunday)	Leaves Rossland	3.00 p.m.
	Arrives at Trail	3.50 p.m.
No. 4 passenger (daily)	Leaves Rossland	11.00 a.m.
	Arrives at Trail	12.00 a.m.
No. 6 passenger (daily except Sunday)	Leaves Rossland	7.00 a.m.
	Arrives at Trail	7.50 a.m.

WESTBOUND.

No. 3 passenger (daily except Sunday)	Leaves Trail	8.15 a.m.
	Arrives in Rossland	9.30 a.m.
No. 1 passenger (daily)	Leaves Trail	12.30 p.m.
	Arrives in Rossland	1.20 p.m.
No. 5 passenger (daily except Sunday)	Leaves Trail	3.45 p.m.
	Arrives in Rossland	7.00 p.m.

Connections made with all boats arriving and departing from Trail.

GENERAL OFFICES. E. P. GUTELIUS, Gen. Supt.
TRAIL, B. C.

FOR PUGET SOUND POINTS



SS. ROSALIE

Leaves Victoria (except Sundays) for Port Townsend, Seattle and Tacoma, at 8.30 p.m., making close connection at Victoria with the SS. "Chambers" returning leaves for the daily (except Sundays) at 10 a.m.

Passengers may, if desired, remain on board at Seattle for breakfast, as steamer lies at her dock until 10 a.m., when she leaves for Victoria.

Round trip tickets at reduced rates. For tickets and information call on

J. K. DEVLIN, Agent,

21-7-97 75 Government St.

Union Steamship Co., of B.C., Ltd.

Head Office and Wharf VANCOUVER, B. C.

Northern Settlements—SS. Comox sails from Company's Wharf every Tuesday at 9 a.m. for Bowen Island, Howe Sound, Sechart, Jervis Inlet, Froeck, Texada Island, Lund, Hernando Island, Cortez Island, Reid Island, Valdez Island, Shoal Bay, Phillips Arm, Frederick Arm, Thurlow Island, Loughborough Inlet, Salmon River, Port Neville, and sails every Friday at 3 p.m. for way ports and Shoal Bay, calling at Bute Inlet every six weeks.

Rivers Inlet and Naas River—SS. Coquitlam sails on 8th and 22nd of each month and will proceed to any part of the Coast should inducements offer.

Moodyville and North Vancouver Ferry—Leaves Moodyville: 8, 9:15, 10:45, 12 noon, 2, 4 and 5.45 p.m. Leaves Vancouver: 8:35, 10, 11:30, 1.15 p.m., 3.15, 5.15 and 6.25. Calling at North Vancouver each way, excepting the noon trip.

Freight Steamers—SS. Capilano and S. S. Coquitlam, capacity 300 tons, D.W.

Tugs and Scows always available for towing and freighting business. Large storage accommodation on company's wharf.

H. DARLING.