

to the census is somewhere near 10,000. Is not this good growth for five years?

There is one fact brought out strongly by Miner in his article of 1895 which cannot be refuted. To the knowledge of the best informed mining men in Boundary Falls, there is no English or Canadian money invested in the camps around here. That was true there and was true, too, of Rossland. But times have changed.

My old friend the Snowshoe is being developed on a large scale by an English company; the principal mines of the camp such as the Knob Hill, Ironsides, Jewel, belong either to Canadian or English owners, as do the principal mines of Rossland and three-fourths of the capital invested in Boundary is British.

We were new to mining in Canada when Miner first began his tramps through the new camps between 1891 and 1995, but we have learned much since then and if B. C. mining keeps on growing as it has done in the past ten years we shall see our own people owning and developing our own mines as rapidly and as successfully as their neighbours to the south, and as their wel-



FIRST PROSPECTOR'S CABIN ON BOUNDARY CREEK.
(Built in '86).

lsh Miner hopes they may, even if the old fallacies that "rock improves with depth," and that properties can be made to pay from the grass roots without money for development "have been exploded and left behind as a delusion of our childhood."

THE BOUNDARY'S EARLY DAYS.

THE placer miners who worked Rock creek in the early sixties were the pioneers of the Boundary.

Shortly afterwards Boundary creek also had their attention. There is much of interest told of those early days, but probably romance is now mingled with the truth. John Thornton, familiarly known as "Old Jolly Jack" is still "on the crik," but his placering days are over. He is always ready to talk of the old times.

In 1884 Camp McKinney had its beginnings. Two years later a pioneer, Mr. W. T. Smith, prospected up Boundary creek from Midway, known in the early days as Eholts. Mr. Smith staked the Non Such, above Boundary Falls, and this is the oldest claim in the dis-

trict on continuous record. It, with three adjoining claims, is the property of a Spokane company, Mr. Smith retaining an interest. On the west bank of Boundary creek, Mr. Smith built the first cabin in this vicinity, and this primitive structure stands there to-day, almost within a stonethrow of the Montreal & Boston Copper Co's smelter, the ancient and the modern contrasting strangely. In 1887, George D. Leyson, a prospector, now resident of Greenwood, accompanied by his father, David Leyson, and Geo. Y. Bowerman, prospected from Kettle river above Rock creek, across the mountains towards Boundary creek. In what is now Copper camp they located the Blue Bird claim, afterwards re-located and now known as the Big Copper. They went thence to Trail creek, but though they found mineral outcrops, Trail was then too far from everywhere to make it seem worth while to stake mineral claims there. In other places in this number mention is made of later locations, such as the Mother Lode, Crown Silver and Sunset, in Deadwood camp, and the Old Ironsides, Knob Hill, Brooklyn and Stemwinder, in Greenwood camp (now Phœnix).

Space limitations forbid further mention of the earlier days of a district that is only now justifying fully the



OLD JOLLY JACK—A BOUNDARY PIONEER.

great expectations of the plucky and hardy men, who through many trying years "stayed with her," to use their own picturesque language. A few of them reaped a rich reward. More did not, but such is the common experience of the prospector.

COLUMBIA & WESTERN RAILWAY.

THE Columbia & Western railway was built under a charter granted by the Provincial Legislature, in the spring of 1896, to Mr. F. Aug. Heinze, who first connected the towns of Rossland and Trail by means of a narrow-gauge line, since standardized and otherwise improved by the C. P. R. Co., and next built a standard gauge extension from Trail to West Robson. Then the C. P. R. Co. bought out Mr. Heinze's interests in this railway, having first matured its plans for extending its system westward from Robson to Midway, with a prospective later extension thence to its main line at Hope or Spence's Bridge, via Camp McKinney, Fairview and the Similkameen.

The contract for the construction of the Robson-Midway portion of the Columbia & Western road was let to Mann, Foley Bros. & Larson in June, 1898, and on July 1st work was practically commenced. The rail