

to be attached to them. An extract from his speeches is given, in which reference is made to the prospectuses of mining companies, and the Gazette concludes by suggesting that Mr. Ogilvie express a definite opinion of some scheme now before the British investor, or for ever hold his peace. All which is very much to the point. Mr. Ogilvie has been far too much of an optimist in predictions of ultimate gold results, based on early pannings, which are usually followed later in the same, or at any rate in a following season, by a big tailing off in results. The best of placer gold workings is as a rule soon skimmed, where hydraulic appliances cannot be used for deeper gravel exploration. The London To-Day also rates Mr. Ogilvie for alleged extravagance in his prediction of Yukon gold values.

We give in another column a summarised report of an interview between Mr. T. R. Hardiman of Vancouver and a representative of the Financial News of London, England, omitting for brevity several obvious puffs of a company which Mr. Hardiman and others are bringing out in England. Whilst there is a substratum of truth underlying a number of the statements made by Mr. Hardiman, and whilst his general assertion that British Columbia is one of the richest mineralized lands on earth is correct enough, more harm than good is surely done to the Province by indulgence in such glittering and misleading generalities as some of those which Mr. Hardiman made, letting himself go completely in the course of his interview, and treating quite exceptional cases as though they were ordinary occurrences of every day mining in our favored Province. Judging by Mr. Hardiman's remarks, the ordinary English reader would infer that assays of 2,000 to 4,000 ounces of silver to the ton are quite frequent in British Columbia, instead of being rare and representative only of small and carefully selected deposits, altogether unindicative of the general average value of the mine or claim from which taken. The same remark applies to specimens of gold assaying, as he says, so highly as \$100,000 to the ton, which specimens would, of course,

be small and nuggety, thus explaining the big value. And, after all, rich as are our silver mines, many of which will pay well with 30 to 40 ounces of silver to the ton, plus substantial lead and sometimes also some gold contents, those which run in respect of any large mass of ore, to so much as 250 ounces to the ton, are rare indeed. And we will venture to assert with all confidence, that though assays of the Badshot group, to which Mr. Hardiman alludes in the interview, may show as much as 250 ounces to the ton, at which rate ten tons output per day would realize a profit, as he says, of £200, there isn't very much in the group—good as it probably is—that will yield at such a rate, or the world at large, to say nothing of our comparatively little mining world of British Columbia, would by this time have learned as one of its mining marvels for production, to rank the Badshot group. This certainly would happen to a group with an easily possible profit—as inferentially suggested by Mr. Hardiman—of over \$960 a day, or well nigh \$300,000 per working year on a ten-ton output. The same remark applies to the suggested 86 per cent. of copper to the ton in certain mines of the Associated Gold Mines of British Columbia, Limited. We wonder how many tons could be gotten of such high-grade copper. Not a vast number assuredly. No, Mr. Hardiman, your quotations of British Columbia mine values are altogether too steep. Our fine mineral deposits are good enough to need no such exaggeration, in response to the call of an English mining paper that is ever on the "boom" line.

THE PROPOSED GLENORA-TESLIN RAILROAD.

Shakesville, three miles below Glenora, is to be the initial point of the railway, and here general offices and the warehouses are being built. Mr. Keith, the superintendent, has 100 men working on the wagon road, which starts at Telegraph Creek. The men began work on the 30th of March, and had completed twelve miles of the road when Mr. Keith left. This road will be pushed through to Lake Teslin, a distance of 130 miles, and will be finished as soon as possible. Mr. Keith will, he states, put 1,000 men to work on the road as soon as they can be had. Wages are from \$40 to \$50 per month and board. A force of 100 men are at work at Shakesville and Glenora clearing the right of way for the railroad. Wages are the same as on the wagon road. Mr. Keith is under positive orders from Mackenzie & Mann to complete the wagon road before September 1st.