

## THE B. C. SOUTHERN RAILWAY.

The British Columbia Southern railway was incorporated under the name of the Crow's Nest & Kootenay Lake Railway company, on the 28th of April, 1888. The charter was granted to Edward Humphries of Wolf Creek, Hon. F. W. Aylmer, William Fernie, Peter Fernie, Valentine H. Baker and Edward Bray, all of the same place.

The Act of 1890 was amended by substituting the name of Joseph Despard Pemberton, of Victoria, for that of the Hon. F. W. Aylmer, and by striking out the name of Edward Bray. By the original Act the company was to commence construction work on or before two years, and to complete and equip the same on or before five years from the passing of the Act. The line was to be from some point at or near the junction of Summit creek with Michel creek in the Kootenay district, and from thence by way of Elk creek to the Upper Kootenay river, thence by way of Cranbrook and the Moyie pass to Goat river to a point on the Lower Kootenay river at or near its junction with Goat river.

By chapter 63, of 1890, the time for the completion of the work was extended, by which the company was required to commence construction on or before three years, and complete and equip the same on or before five years from the passing of that Act. This act was passed on the 20th of April, 1890.

On the 26th of April, 1891, the Act was further amended by changing the name to the British Columbia Southern railway company, and power by this latter Act was given to build the railway from a point on the Lower Kootenay river, thence to the Columbia river in the neighborhood of Fort Sheppard, with a branch line to Nelson via Salmon river; also from Columbia river in the neighborhood of Fort Sheppard to Hope on the Fraser, thence following south side of Fraser river to a favorable place for crossing to the city of New Westminster, thence to a suitable terminus on Burrard inlet; also a branch line from Elk river to Tobacco plains. Nothing in this latter Act is to be construed to increase the rights, powers and privileges of the Crow's Nest & Kootenay Lake Railway company under the Railway Aid Act, 1896, or to extend the aid granted by said Act to the lines authorized to be constructed by this latter Act.

By the Act of 1893, being chapter 47, passed on the 12th of April, 1893, additional power was given to the company to construct as an alternative line authorized to be constructed from Cranbrook to lower Kootenay river, a line of railway near Cranbrook by way of the St. Mary's river, to Pilot Bay, or to Lardeau river; also the undertaking was divided into three sections, known as eastern, central and western. The eastern section was to be constructed on or before the 31st December, 1896; the central section on or before the 31st Decem-

ber, 1897; and the western section on or before the 31st December, 1898; several other amendments were also made by this Act, and additional powers were conferred upon the company, namely, to operate saw mills, to work mines, minerals, coal and petroleum, and to acquire mines; to erect electric works, power houses, etc.

On the 17th April, 1894, an Act was passed consolidating the different Acts.

On the 17th April, 1896, by chapter 53, time was again extended for completing the road, as follows: Eastern section to be completed on or before 31st December, 1898; central section on or before 31st December, 1899; and western section on or before 31st December, 1900.

By the Railway Aid Act, 1890, a subsidy was granted of 20,000 acres per mile for a four foot eight and one-half inch gauge, and 10,000 acres per mile if the gauge is less than four feet eight and one-half inches, the land to be taken in alternative blocks on each side of the line of railway, each block to have a frontage of twenty miles. If the full quantity of 20,000 acres per mile in alternative blocks cannot be had, the deficiency shall be made up out of a belt of land five miles in width along the east side of Elk river, extending between a point five miles below Morisey creek and a point twenty-eight miles above Michel creek, and from a belt two and one-half miles in width on each side of Coal creek, extending to the summit, and from a belt three miles in width on each side of Michel creek, and on each side of the east and west branches of said creek to the summit.

[The above is contributed by a member of the provincial parliament, and can be depended upon to be accurate in every particular.—Ed.]—*Rosland Miner.*

## A MINING MARVEL.

Arizona mining men are much interested in a new gold and silver concentrator that has made its appearance in Chicago, and is shortly expected to materialize around the tailings dumps of the West. The machine is built much on the plan of the well known De Laval cream separator. A small disc on which the auriferous slimes are fed by pipe is revolved at a rate of several thousand revolutions a minute, and the lighter elements are thrown off, entirely freeing the heavier metallic portion. A test of the machine recently made in Nevada demonstrates that it had actually saved the entire sample assay value of the heap of tailings treated. Another marvel is the speed of the process, the test noted having been made at the rate of 200 tons of tailings per day. Perhaps the only drawback to this process is the difficulty of securing adequate power. Though the machine that ran the 200 tons per day is a very small affair, easily to be transported, not less than 150-horse power is required for the operation.—*Arizona Herald.*

## C. P. R. RATES.

The Canadian Pacific hauls ore from Rosebery, a siding on the Nakusp & Slocan Railway, three miles north of New Denver to Tacoma, for \$11 per ton. The distance from Rosebery to Tacoma is 550 miles. The same road hauls ore from Rosebery to Nelson for \$11 per ton, and the distance from Rosebery to Nelson is 150 miles. This is the road that many Canadians believe should be given everything it asks for. Yet there are just a few Canadians who believe the Canadian Pacific should be granted no favors by the Dominion Government, and should be made to fight for every ton of traffic it gets in Kootenay. Better give the traffic of Kootenay to foreign roads that make no pretence of being anything but foreign, than to give it to a road that is foreign in everything except a name.—*Nelson Tribune.*

The Canadian Pacific railroad has made a rate of \$5.50 per ton on ore to the Nelson smelter from all points on the Nakusp & Slocan road. This is a very important announcement. The rate is just half that charged by the same company for taking ore from the same point to the smelters at Tacoma or Everett.

At present the C. P. R. has an awkward and inconvenient way of taking Slocan ores to the Nelson smelter, but when the new road is built from the foot of Slocan lake the situation will be much simplified. The rate made by the C. P. R. to the Nelson smelter is a very reasonable one all things considered, and indicates that the company is going to stand by the home smelters. This is what it should do, and we are glad to see this evidence of loyalty to Kootenay's interests.—*Roslander.*

## GOLD ORE DEEP DOWN.

The mining world has been set by the ears by the developments in the Kennedy mine in Grass Valley. At a perpendicular depth of over 2,100 feet a body of rich ore, fully 30 feet in width, has been discovered. In magnitude the ore body will compare favorably with any yet found, and the great depth at which it lies explodes a long-cherished and heretofore believed infallible tradition of the search for gold on the Pacific Coast. It is an old theory which age has almost crystallized into a formula, that gold ore disappears after a certain depth has been attained. This is a creed of every other prospector from the Yukon to the Panama isthmus. The developments in the Kennedy not only topples over this old time belief, but may lead to a revolution in mining in this state for the deeper progress is made in the Kennedy the wider grows the ore body.

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