

THE FEELING IN LONDON.

The way for a successful introduction of our mining properties to the great London market is being surely paved. Under the caption "Mining Prospects in British Columbia," the Financial Times, in the last number received, prints a leading article which we reproduce in condensed form:

"The other day we had to record the appearance of a Canadian gold mining company on the London market. We believe that this was the first time public subscriptions have been asked for here on behalf of a Canadian gold mine, and we are much mistaken if it does not prove to be the forerunner of many others. It is ascertained beyond doubt that British Columbia contains a vast quantity of the precious metal, and a couple of months ago we gave a sketch of the history of mining in this field since 1851, and pointed out the extraordinary development of the industry which took place last year. Public interest in the prospects of British Columbia, particularly as a gold field, is increasing here, and the report of the Columbia Board of Trade, covering the year ended July last, which deals chiefly with mining, will, therefore, be read with close attention. Very encouraging are the facts and figures therein set forth. So much so, indeed, that there appears small room for doubt that plenty of scope will be found in the district ere long for the profitable employment of British capital, though, as elsewhere, great care must be used in selection. The mining laws of the country are very favorable to prospectors, and a hardy young fellow who could command a little capital and possessed some knowledge of mining might do worse than take his chance in that magnificent region.

"The mining laws have been framed, to quote the report, 'so as to facilitate as far as possible development in every stage, and experienced mining men from the United States speak in terms of highest commendation of their liberal scope and justice.'

"The report now before us enables us to supplement the information we gave in our previous article. In the Kootenay district the output has continued to increase during the first six months of the year, 'especially in the Trail division, where many claims are already giving results which promise to make that sub-section one of the important gold producers of the world.' This may be a trifle optimistic, but there is some excuse for optimism on this subject. The average value of the ore is stated at \$40 a ton, chiefly gold, with a percentage of silver and copper, but it is a fact of great significance that the veins seem to grow richer in depth. Thus at the Le Roi mine some of the richest ore yet taken out was found 500 feet below the surface. This mine and the War Eagle have already made very good records for themselves as dividend-payers. The Le Roi practically commenced shipping ore in January, 1894, but the company has within the short period since elapsed distributed \$175,000 in dividends. A still better showing is that of the War Eagle, which only commenced shipping in January, 1895, and has paid since then dividends amounting to \$157,000. It is to the richness of the ore in these two mines that the boom in the Trail district is mainly due. The Kootenay, though so far it has turned out to be the richest—possibly because it is the most developed—is by no means the only district in the province abounding in gold. The Cariboo district is believed by many well-informed miners to be equally rich, if not richer, while the Cassiar, Alberni and Barclay districts are also favorably reported on, and some of the islands, such as Vancouver and Texada, are known to be highly mineralised. There is plenty of room, consequently, for further prospecting, especially as the population of British Columbia averages at present only one white to about six square miles of land. What the country wants most, both for the exploitation of its mineral wealth and its other rich resources, is more railroad facilities. In the Trail district there is a narrow-gauge line, connecting the principal mines with the town of that name, and the Canadian Pacific proposes to extend its line in this direction. But at present there are only 800 miles of railway in British Columbia—or, roughly speaking, one mile for every 478 square miles of territory. A company has been already formed to build a line, called the British Pacific Railway, which would start from Nanaimo, a town on Vancouver island, and connected by rail with Victoria, be connected with the mainland at Bute

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Assays from surface ore: \$24.35.
\$42.90, \$53.00, \$52.30, \$51.90, \$85.26.Ore taken from the bottom of the shaft on Oct.
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Situating two miles from Rossland, B.C., has good shipping facilities and all other conditions favorable for a paying mine.

Price on first block of Treasury Stock now SEVEN (7) cents per share, after December 1st the price will be ten (10) cents per share. The remarkably fine showing from development work warrants even a higher figure.

(NOTE.—Before purchasing, Rossland residents and visitors are invited to call at the company's office and a representative will gladly show them the property.)

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Passengers for Trail creek mines connect at Northport with stages and steamer daily.

Close connection at Nelson with steamers for Kaslo and all Kootenay lake points.

Passengers for Kettle river and Boundary creek connect at Marcus with stage daily.

COLUMBIA & WESTERN RAILWAY

Time Table in Effect July 1, 1896.

No. 2, PASSENGER, Daily except Sunday—
Leaves Rossland ... 7:00 a. m.
Arrives at Trail ... 7:45 a. m.No. 6, PASSENGER, Sunday only—
Leaves Rossland ... 8:30 a. m.
Arrives at Trail ... 9:15 a. m.No. 4, PASSENGER, Daily—
Leaves Rossland ... 3:00 p. m.
Arrives at Trail ... 4:00 p. m.No. 3, PASSENGER, Daily, except Sunday—
Leaves Trail ... 10:30 a. m.
Arrives at Rossland ... 11:30 a. m.No. 1, PASSENGER, Daily—
Leaves Trail ... 5:00 p. m.
Arrives at Rossland ... 5:45 p. m.No. 5, PASSENGER, Sunday only—
Leaves Trail ... 11:00 a. m.
Arrives at Rossland ... 11:45 a. m.

Connection made at Trail with ALL STREAMS, both up and down the Columbia river.

For freight rates and further particulars, write to

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