

Technical and Bibliographic Notes / Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

Coloured covers/
Couverture de couleur

Coloured pages/
Pages de couleur

Covers damaged/
Couverture endommagée

Pages damaged/
Pages endommagées

Covers restored and/or laminated/
Couverture restaurée et/ou pelliculée

Pages restored and/or laminated/
Pages restaurées et/ou pelliculées

Cover title missing/
Le titre de couverture manque

Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées

Coloured maps/
Cartes géographiques en couleur

Pages detached/
Pages détachées

Coloured ink (i.e. other than blue or black)/
Encre de couleur (i.e. autre que bleue ou noire)

Showthrough/
Transparence

Coloured plates and/or illustrations/
Planches et/ou illustrations en couleur

Quality of print varies/
Qualité inégale de l'impression

Bound with other material/
Relié avec d'autres documents

Continuous pagination/
Pagination continue

Tight binding may cause shadows or distortion along interior margin/
La reliure serrée peut causer de l'ombre ou de la distorsion le long de la marge intérieure

Includes index(es)/
Comprend un (des) index

Title on header taken from:/
Le titre de l'en-tête provient:

Blank leaves added during restoration may appear within the text. Whenever possible, these have been omitted from filming/
Il se peut que certaines pages blanches ajoutées lors d'une restauration apparaissent dans le texte, mais, lorsque cela était possible, ces pages n'ont pas été filmées.

Title page of issue/
Page de titre de la livraison

Caption of issue/
Titre de départ de la livraison

Masthead/
Générique (périodiques) de la livraison

Additional comments:/
Commentaires supplémentaires:

This item is filmed at the reduction ratio checked below/
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	12X	14X	16X	18X	20X	22X	24X	26X	28X	30X	32X
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>							

British Columbia Mining Critic.

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

British Columbia Mining Critic.

ISSUED WEEKLY.

Devoted to the Interests of Mining and the Protection of Investors.

SATURDAY NOV. 20, 1897.

Letters from practical men on topics connected with mining machinery, mining laws, or matters relating to the mineralogical development of Canada, are always welcome.

Manufacturers and dealers in appliances used in a gold mine are invited to send illustrations and descriptions of new articles.

Views and descriptions of mines and mining locations solicited.

Subscription. Two Dollars a year, payable in advance. Remittances should be made by Express, Postal Order or Bank Draft, payable to the "British Columbia Mining Critic."

Advertising rates quoted on application.

British Columbia Mining Critic Co.,
Publishers.

FRANK S. TAGGART, MANAGING EDITOR.

Business and Editorial Offices:

319 Cambie Street, Vancouver, B. C.,
P.O. Box 125.

PROMISING MINE COUNTRY.

The Hon. Col. Baker, speaking on Thursday evening at the Nepean banquet in his official capacity as Minister of Mines, made two important pronouncements: First that aided by Dominion and Provincial subsidies, a bold and successful effort would be made early next spring to open up the coast and all Canadian route to the Yukon via the Skeena River and Teslin Lake by the building of a railway along the part of the route which lies between Telegraph Creek and Teslin Lake. This will be of immense gain to Vancouver, by making the Terminal City the best western point of departure for the Klondyke, and render access to the Klondyke at the same time available by an easy and comfortable route, of which the C. P. R. and other transport organizations of this coast will doubtless take full advantage.

This is good, although not unexpected news, but the Colonel had other welcome news to tell of a second great district which, unlike the Klondyke, lies all within British Columbia, namely, the Omineca country. He stated that in the great Omineca district, there have just been discovered very rich free gold leads traceable already

in preliminary examination, for a mile and a quarter. In British Columbia there is also, he said, a positive trough, extending from the Provincial boundary line for 1,100 miles through Wild Horse Creek and Cariboo, even to the Yukon, all easy for a railway and having about it a country highly mineralized. There is consequently good reason to hope for the opening up in a comparatively short time, of a second and probably more permanent Klondyke in and beyond the Omineca country of our own Province, which is happily accessible and much more agreeable as regards the advantages of situation than the old region of the very far and frozen northland of the Yukon. Our Province is clearly only beginning, even now, to learn in small part the values of the precious metal wealth within her borders.

AN INTERESTING PRONOUNCEMENT.

The Rosland "Miner" is responsible for the statement that Mr. Bostock, M.P., is intently watching the operations of the C. P. R. in Kootenay and Yale, and determined to "oppose bitterly in Parliament any attempt that the big corporation may make to monopolize the transport business of Southern British Columbia." So far as the Boundary district is concerned, the "Miner" adds that Mr. Bostock favors the grant of a Dominion subsidy to a railway that will accommodate the mining country lying between Penticton and the Columbia River and always remain independent of the C. P. R. The authenticity of the "Miner" is also the authenticity of the "Miner's" report of Mr. Bostock's attitude, means that he still, as during the last Dominion session, favors the claims of Mr. Heinze and his associates of the Columbia and Western Railroad, and continues opposed to the C. P. R., although his organ, the "Province," has lately grown somewhat more friendly to Canada's great transcontinental railway. It has long been an open secret that Mr. Bostock has no faith in the solidity of the Coast-Kootenay projectors, and that his choice of policy lies between supporting the C. P. R.'s extension movement in Southern B. C. and aiding parliamentarily that of the Columbia and Western people, in connection, doubtless, in their case, with some strong

American railroad organization. The "Miner" declares that Mr. Bostock still prefers the latter alternative. However, considerable as it is, and deservedly, Mr. Bostock's influence at Ottawa, we still continue to believe that with a marked division of opinion on railway policy still existing among the Liberal representatives of B. C. in parliament, the big influence at Ottawa of the C. P. R. will secure for that Company the subsidy it asks under, if it is to be hoped—the wish being with us rather to the thought—something approaching a sufficiency of safeguarding conditions as regards the general public interest. This is probably the maximum attainable at Ottawa from a vast preponderance of Eastern Canadian representatives, few of whom understand the position of British Columbia, either in railway or other matters. And after all, the C. P. R. is no mere paper organization, but "means business and does business" all the time.

QUEER MUNICIPAL ADMINISTRATORS.

Mayor Scott, of Rosland, in his appears, very lenient to gamblers, and did his level best to prevent a successful police prosecution of a gang of them the other day, until he capitulated, on learning that a "crap" game was included in the gamblers' outfit. The Mayor it seems, draws his permissive line at gambling games with boards. Meanwhile the Mayor of Nelson has been establishing a licence system in that town for houses of ill-fame, which things show that two Mayors of West Kootenay towns have curious views of their own, as to the interpretation and administration of the common law of the land. Police Magistrate Jordan fully enforced the law on the Rosland gamblers; and inflicted them in all in no less a sum than \$389.50. "Great Scott," they doubtless exclaimed in bitter irony when they found how little the Mayor's effort had availed them.

BUSY MR. HEINZE.

The Trail Creek News states that Mr. August Heinze, Trail's noted miner and railroad magnate, is suing a number of local mine-owners for alleged trespass on his land. They are mostly raising counter-claims, and Mr. Heinze has now, it is said, a law-suit on hand. Evidently a friend of the lawyer is Herr August Heinze.

THE ROUTES TO THE YUKON.

The following are the routes by which the Klondike and adjacent country can be reached. The reader will remember that the distances are given as accurately as possible, but owing to the fact that a large portion of the country has never been surveyed, they must in some cases be necessarily approximate only.

NORTON INLET ROUTE.

This is the longest route. The traveler proceeds by steamer from Victoria or Vancouver, B. C., up the Alaska Coast to St. Michael's on Norton Inlet in Behring Sea. From there a river steamer runs up the Yukon river to Fort Yukon, Circle City and Forty Mile Creek. This route is only open for a short time during the year, as the Behring Sea is only free from ice in the months of June, July and August.

DISTANCE.

Victoria to St. Michael's...2,750 miles
St. Michael's to goldfields...1,700 "

Total.....4,450

BY DYEA AND CHILCOOT PASS.

Steamer is taken from Vancouver, B. C. to Juneau, Alaska.

From Juneau a small steamer runs to Dyea, which, though only 100 miles occupies 36 hours. At Dyea the miner must walk and hire Indians to pack his stuff over the summit of the Chilcoot Pass to Lake Linderman.

The lake gives you a ride of five or six miles, and then follows another journey overland to the head waters of Lake Bennett, which is 28 miles long. On foot you go again for several miles, and then the Cariboo Crossing of the river furnishes transportation for four miles to Tagish Lake, where another twenty-one mile boat ride may be had. For the lake trip it is necessary for you to build your own boat.

This is followed by a stretch of mountainous country, and then Marsh or Mud Lake is reached. You get another boat ride of twenty-four miles, and then go down the creek for twenty-seven miles to Miles Canyon and to White Horse Rapids.

Passing White Horse Rapids the journey is down the river for thirty miles to Lake Labarge, where thirty-one miles of navigable water is found. Another short portage and Lewes River is reached, where you have a 200 mile journey, which brings you to Fort Selkirk. At this point Pelly and Lewes rivers come together, forming the Yukon, from that point it is practically smooth sailing down to Dawson City, Cudahy, Fort, Mile and Circle City.

The route over the mountains from Dyea through the Chilcoot Pass is hazardous, equally so is the White Pass, which is 10 miles west of the Chilcoot, and forms an alternative route. The White Pass is 2,600 feet

above the sea-level, is below the timber limit, and the B. C. Development Company have cut a pack trail over the summit. The Chilcoot Pass is 3,600 feet above sea-level, and the descent is very steep. Indian packers charge 20 cents a pound for packing goods over, and the nature of the weather, owing to the exposed position of the pass, is always bad, rendering it impossible for any but experienced mountaineers to carry supplies over. In order to render this route at all feasible for commercial purposes, it would be necessary to construct a railway from Dyea to the Lewes River, a distance of 150 miles through a district where the grades are tremendous, and the snow fall is great.

DISTANCE.

Vancouver to Dyea.....	1,000 miles
Dyea to the Summit.....	15 "
Summit to Lake Linderman..	9 "
Linderman to foot of lake....	12 "
Foot of lake to 1 Mile River	1 "
1 Mile River to foot of Bennett	25 "
Foot of Bennett to 3 Mile River	3 "
3 Mile River to Tagish Lake	20 "
Tagish Lake to 4 Mile River	4 "
Canyon Head to Head of Rapids	2 "
Head of Rapids to Takhena River	10 "
Takhena Lake to Lake Labarge	15 "
4 Mile River to foot of Lake Marsh	19 "
Foot of Marsh Lake to Canyon Head	26 "
Lake Labarge to foot of lake	44 "
Foot of Lake Labarge to Hootalinqua River	32 "
Hootalinqua River to the Big Salmon	33 "
Big Salmon to Little Salmon	36 "
Little Salmon to Five Fingers	69 "
Five Fingers to Rush Rapids	6 "
Rush Rapids to Pelly River	53 "
Pelly River to White River	96 "
White River to Stewart River	10 "
Stewart River to 60 Mile Post	20 "
60 Mile Post to Indian Creek	18 "
Indian Creek to Klondike..	43 "
Klondike to Fort Reliance..	6 "
Fort Reliance to 40 Mile Post	35 "
40 Mile Post to Circle City..	150 "
Total	1,931

Vancouver to the Klondike, 1,731 miles.

It must be remembered in connection with this route, that the first 15 miles from Dyea to the summit of the Chilcoot Pass are in United States territory, and, further that the Klondike is in British territory. These facts are important, because a prospector bound for the Klondike who purchases his outfit in the States, will have to pay duty on entering Canadian territory. It is then advisable to purchase all

supplies in Canada.

BY THE STICKINE RIVER.

The Yukon country can be reached by means of the Stickine River, some distance south of Juneau. The route is from Vancouver, B. C. by steamer to the mouth of the Stickine, up the river some 200 miles, and by a long portage the head of Teslin Lake is reached. From there to the Lewes River and Fort Selkirk it is comparatively easy.

THE MACKENZIE ROUTE.

This route is almost entirely by water, and offers great advantages over other roads. Men by their own labor can land a large stock of provisions at cost as near the diggings as the salt water end of the Chilcoot Pass. That part of the journey which is taken by land is not difficult, and the water way along the Mackenzie River is down stream all the way and easy.

From Edmonton there is a good wagon road to Athabasca Landing, where the Athabasca River is reached. Here boats must be built. The route from the Landing is down the Athabasca to Grand Rapids. From there to Fort McMurray, a distance of 87 miles, the river is not navigable for steamers, but freight is run down in barges and rowboats. From Fort McMurray via Fort Chippewyan to Smith Landing, there is good steamboat navigation. At Smith Landing a 16 mile portage has to be taken to Fort Smith, as there are some very bad rapids. From Fort Smith the navigation is good for 1,200 miles past Fort Resolution, through Great Slave Lake, then down the Mackenzie River, passing Forts Providence, Simpson, Wrigley, Norman and Good Hope, to the confluence of the Peel and Mackenzie rivers. Fort Macpherson is situated 18 miles up the Peel River. From here there is a portage 60 miles long over the divide to the head waters of the Porcupine River. The Hudson's Bay Co. transport their goods for the Yukon Trade across this portage on men's backs in Summer and by dog train in Winter. There is another route, however, by which row boats may be taken clear through, with only a portage of three-quarters of a mile. By this route there is not more than 35 miles between steamboat navigation on the waters of the Mackenzie and Porcupine rivers. Once on the Porcupine there is good navigation to any part of the Yukon. Unfortunately the Porcupine joins the Yukon about 300 miles below the Klondike gold fields. This distance would be up stream. All the rest of the journey would be down stream. The Peel River portage can be made in Winter over to the Klondike diggings, by taking a route followed by Surveyor Ogilvie some Winters ago.

DISTANCE.	Miles.
Edmonton to Athabasca Landing	90
Athabasca Landing to Grand Rapids	167
Grand Rapids to Fort McMurray	87
Fort McMurray to Smith Landing	287
Smith Landing to Fort Smith....	16
Fort Smith to Fort Resolution....	191
Fort Resolution to Fort Providence	168
Fort Providence to Fort Simpson	161
Fort Simpson to Fort Wrigley....	136
Fort Wrigley to Fort Norman....	181
Fort Norman to Fort Good Hope	174
Fort Good Hope to Fort Macpherson	250
Fort Macpherson to La Pierre's House	60
La Pierre's House to the Porcupine	20
Porcupine to the Yukon.....	490
Total	2,421

It may be well to remark that, though the Hudson's Bay Company have steamers running on the Mackenzie River from and to Fort Macpherson, these boats are solely for the use of the company, and do not carry passengers.

The LIARD ROUTE.

The starting point is from Calgary to Edmonton, a distance of 200 miles by rail. From Edmonton to the Peace River Crossing is a distance of 260 miles. There is a wagon road through St. Albert to Athabasca River, and from thence to Lesser Slave Lake is an old pack trail. To the crossing from Lesser Slave Lake, a distance of 70 miles, there is a wagon road in good condition.

Leaving Peace River Crossing, where there is a settlement, the river is crossed by boat, and a good trail leads to Pine River, 100 miles from the crossing. From Pine River the objective point is the forks of the Nelson River, (140 miles), through a country, which, judging from all accounts, is practicable for pack horses. In any case another route from Pine River is via Fort St. John and Halfway River, which would make the distance from Edmonton to Nelson River 500 miles.

From the forks of the Nelson to the Liard River, there is good navigation. Supplies can be rafted down, and the country is passable for horses. The junction of the Liard and Nelson is 620 miles from Edmonton.

The Liard is then ascended past Fort Holoett to the mouth of the Dease 160 miles, through a country with good grass and timber. The pass through the Rockies offers no difficulty and feed for animals is in plenty the whole distance.

From Dease River to the Pelly, via Lake Francis, is a distance of 170 miles, including a long portage over the watershed between the Pelly and the Laird. This distance was traversed by

Professor Dawson in 1887, and is described as a rolling country with good grass.

The Pelly River is one of the main branches of the Yukon, and when this point is once reached by means of Lake Francis, the remainder of the journey is all down stream to the gold fields. The distance to the Klondike is 420 miles, and with the exception of two rapids affords good navigation. The first of the above rapids, at the Hoole River, can be traversed in safety, but the second 10 miles further down, must be crossed by means of a portage, half a mile in length. The country is described as not at all rough with thick timber and grass.

This Liard route is through an auriferous country, which has never been prospected. The Athabasca, Peace and Pelly Rivers are all gold-bearing, and it is not at all improbable that travelers seeking to get into the Klondike country this way, may make rich finds on the road.

DISTANCE.

Edmonton to Peace River Crossing	260
Peace River to Nelson Forks.....	240
Down Nelson to Junction with Liard	120
Up Liard to Dease River.....	160
Dease River to Pelly River.....	170
Pelly River to Junction with Lewes	220
Lewes River to Klondike.....	200
Total.....	1,370

THE BITER BIT.

The true story of the salting of the Chrysolite mine was related by August Riche, one of the discoverers of the Little Pittsburg, says the Denver "Times." Riche had conveyed his interest in the Pittsburg to Ex-Senator Tabor, but remained as superintendent of the property for some time after the transfer. Chicken Bill owned an interest in the adjoining claim, since known to fame as the Chrysolite, which he desired to unlead on Tabor. The wealth of the Pittsburg had already become known, but Chicken Bill had little confidence that the rich ore bodies extended into his claim. He had gone down below the levels in which it had been uncovered in the adjoining claim without discovering any values, and he shrewdly calculated that the deeper he drove the shaft with t proving the continuity of the Pittsburg vein the more difficult it would be for him to sell the property or secure money to develop it. But Chicken Bill was not wanting in resource, and he didn't intend to allow the worthlessness of his claim to prevent him from selling it. "Bleeding the old man" he considered perfectly legitimate, and

Bill's conscience remained comatose while his mind was encephalic with a scheme to sell the Chrysolite.

Bill had been a good friend to Riche in his adversity, and had never asked a favor in return. Hence he felt compelled to appeal to him in this emergency, which he did with complete success. Going to the overflowing ore bins of the Pittsburg one day, he asked Riche to give him a shovelful of the rich ore that had just come out of the shaft. "Of course," responded Riche, "take all you want of it: a wagon load if you like." Bill assured him that a few shovelfuls would answer every purpose, and it did. Tabor wouldn't agree to purchase Bill's interest until he had made a personal examination and sampled the ore. No objection was made to this reasonable proposition, and the assays from his own samples proving that the mineral was quite as rich as the Pittsburg, and singularly like it, he speedily closed the deal and paid Bill for his interest.

Tabor put on a force of men, and within a fortnight one of the largest bodies of carbonate ever discovered on Freyer hill was uncovered. When Chicken Bill stopped sinking, the bottom of the shaft, which he had so skilfully salted with the borrowed ore from the Pittsburg, was within a few feet of the big bonanza. Subsequently the property was capitalised for \$10,000,000, and its total yield proved that the capitalisation was not excessive. Nearly that amount of values has since been taken from it. Chicken Bill received the paltry sum of \$2,500 for a holding that would have made him a millionaire if he had not preferred to trick Tabor into buying it.

Another odd phase of the story as related by Riche, is that a few days after Bill had sold his interest, Tabor approached Riche, and informing him of his purchase, suggested that he would let him in on the ground floor, and sell to him half the interest he had bought from Chicken Bill for what it had cost him. Of course Riche knew all about the salting of the mine, and had a full knowledge of the amount realised by Bill, but he assumed innocence, and asked Tabor what he would take for the half of the purchase. Tabor named the price paid for the whole, but Riche declined the proposition, saying he believed he had about all the mining property on Freyer Hill that he wanted. It was doubtless the fact that neither Riche nor Tabor had much, if any, more confidence in good values being discovered in the Chrysolite than had Chicken Bill. All have since enjoyed a large degree of fame for their knowledge of mineralogy, and the science of mining, and all that sort of thing, yet not one of them dreamed he was bartering for a song a property that has had few equals as a producer.

A NECESSARY CORRECTION.

The directors of the Athabasca Mine Co., Limited, desire the "Mining Critic" to correct a printer's error in an article in the issue of the 30th ulto., referring to development work done at the Athabasca mine. The length of tunnelling completed, at the mine should therein have been stated as 526 instead of 256 feet.

THE MINING PLANTS OF ROSSLAND.

Of these the Rossland "Miner" speaks as follows, giving figures:

"There are thirty-five mines in the immediate vicinity of Rossland which use steam plants that cost in the aggregate \$370,000. The Le Roi heads the list, as far as size is concerned. Early in the present year it installed a 40-drill compressor, which was necessary in order to increase the output of the mine. The mine is equipped with a 200-horse power hoist, an electric light plant, tramway and large crusher and other machinery. This requires 500-horse power boilers. The plant cost \$180,000. The other mines using steam hoists and compressors, are the War Eagle, O. K., Centre Star, Josie, Red Mountain, Cliff, Monte Cristo, Kootenay & Columbia, Iron Colt, Alberta, Commander, Crown Point, Palo Alto, Robert T. Lee, Red Eagle, Nest Egg, Homestake, Deer Park, Silver Bell, City of Spokane, Monita, White Bear, St. Paul, Georgia, Morning Star, Great Western, Hattie, Sunset No. 2, Lily May, Gopher, Iron Horse, Colonna."

EAST KOOTENAY WANTS TRUNK ROADS.

The people of the Golden district of East Kootenay have asked for the building of a new Government trunk road to the Spillimachene mine country, at a cost of about \$20,000. Mr. Griffiths, the Government Agent, hoped that the views of a public meeting would be ascertained as to which of three East Kootenay wagon roads was the most immediately necessary, as two others had been asked up Beaver and Bugaboo creeks respectively, where also rich claims are to be found. To build the three roads would cost \$60,000, and the Government could hardly afford in one year, he thought, to build more than one wagon road in East Kootenay at a suggested cost of \$20,000 in addition to meeting the other extensive road improvements, and other yearly needs of the big area of East Kootenay. It would be best, he thought, to make one good road in a season, and ensure at least one more good shipping mine. At present the only ore shipping mine in East Kootenay, is the famous North Star, though there are large numbers of most promising claims in early stages of development, not a few of which ought to become shippers next year.

STOCK QUOTATIONS.

Corrected Weekly by Percy W. Charleson, Mining Broker, 47 Hastings St., Vancouver.

COMPANIES.	NO. OF SHARES.	PAR VALUE.	PRICE.
TRAIL CREEK.			
Alberta.....	1,000,000	\$ 1.00	10 5/8
B. C. Gold King.....	1,000,000	1.00	10
B. C. Gold Fields.....	2,750,000	2.75	11
Beaver.....	750,000	1.00	10
Big Chief.....	1,000,000	1.00	10
Big Three.....	3,000,000	3.00	11
Bluebird.....	1,000,000	1.00	10
Bruce.....	1,000,000	1.00	10
Bute.....	1,000,000	1.00	10
Caledonian Con.....	5,000,000	5.00	10
California.....	2,500,000	2.50	10
C. & C.....	2,500,000	2.50	10
Celtic Queen.....	2,500,000	2.50	10
Centre Star.....	5,000,000	5.00	10
Colonna.....	1,000,000	1.00	10
Commander.....	500,000	1.00	10
Crown Point.....	1,000,000	1.00	10
Deer Park.....	1,000,000	1.00	10
Delta Colla.....	1,000,000	1.00	10
Delaware.....	1,000,000	1.00	10
Eastern Star.....	2,500,000	2.50	10
Enterprise.....	1,000,000	1.00	10
Eric.....	1,000,000	1.00	10
Evening Star.....	1,000,000	1.00	10
Georgia.....	1,000,000	1.00	10
Gertrude.....	500,000	1.00	10
Golden Drip.....	1,000,000	1.00	11
Golden Queen.....	1,000,000	1.00	10
Great Western.....	1,000,000	1.00	10
Hattie Brown.....	1,000,000	1.00	8
Helen.....	1,000,000	1.00	10
Hill One.....	1,000,000	1.00	10
Homestake.....	1,000,000	1.00	10
Iron Horse.....	1,000,000	1.00	15
Iron Musk.....	500,000	1.00	10
J. A. Z.....	1,000,000	1.00	10
Josie.....	750,000	1.00	10
Kambo.....	500,000	1.00	10
Knight-Templar.....	500,000	1.00	10
London.....	1,000,000	1.00	10
Le Roi.....	2,500,000	2.50	10
Lily May.....	1,000,000	1.00	10
Lily May.....	1,000,000	1.00	10
Monita.....	750,000	1.00	10
Monita.....	750,000	1.00	10
Monte Cristo.....	1,000,000	1.00	10
Morning Star.....	1,000,000	1.00	10
Nest Egg.....	500,000	1.00	10
Northern Belle.....	1,000,000	1.00	10
Northern.....	1,000,000	1.00	10
O. K.....	1,000,000	1.00	10
Palo Alto.....	1,000,000	1.00	10
Phoenix.....	500,000	1.00	10
Portland.....	500,000	1.00	10
R. P. Lee.....	1,000,000	1.00	10
Red Mountain View.....	1,000,000	1.00	10
Red Point.....	1,000,000	1.00	10
Rochester.....	500,000	1.00	10
Rossland Star.....	1,000,000	1.00	10
Rossland, Red Mt'n.....	1,000,000	1.00	10
St. Elmo.....	1,000,000	1.00	10
St. Paul.....	1,000,000	1.00	10
Silverline.....	500,000	1.00	10
Southern O. & W. C.....	500,000	1.00	10
Sultana.....	1,000,000	1.00	10
Trail Mining Co.....	25,000	100.00	10
Union.....	500,000	1.00	10
Virginia.....	500,000	1.00	10
War Eagle Con.....	2,000,000	2.00	10
West Le Roi.....	500,000	1.00	10
White Bear.....	2,000,000	2.00	10
Young British Am.....	1,000,000	1.00	10
AINSWORTH.			
Dellie.....	700,000	1.00	10
Ellen.....	1,000,000	1.00	10
BOUNDARY			
Oid Ironsides.....	1,000,000	1.00	10
P. MCKINNEY			
Cariboo.....	800,000	1.00	10
CAMP FAIR VIEW.			
Occidental.....	600,000	1.00	10
NELSON.			
Exchequer.....	1,000,000	1.00	10
Hall Mines.....	3,000,000	3.00	10
NORTHPORT.			
Red Top.....	1,000,000	1.00	10
SLOCAN.			
Athabasca.....	1,000,000	1.00	10
Alamo.....	500,000	1.00	10
Ron Diabie.....	750,000	1.00	10
Rondholder.....	1,000,000	1.00	10
Buffalo.....	150,000	1.00	10
Cumberland.....	500,000	1.00	10
Dardenelles.....	1,000,000	1.00	10
Grey Eagle.....	750,000	1.00	10
Kootenay-Columbia.....	1,000,000	1.00	10

COMPANIES.	NO. OF SHARES.	PAR VALUE.	PRICE.
N. & W. Pacific	1,000,000	1.00	10
Northwest	1,000,000	1.00	10
Portland	1,000,000	1.00	10
Seattle	1,000,000	1.00	10
Spokane	1,000,000	1.00	10
W. & N. P.	1,000,000	1.00	10
Winnipeg	1,000,000	1.00	10

COMPANIES.	NO. OF SHARES.	PAR VALUE.	PRICE.
FLYING DUTCHMAN			
Canada	1,000,000	1.00	10
U.S.A.	1,000,000	1.00	10
U.S.A.	1,000,000	1.00	10
ALBERTA DIST.			
Alberta	1,000,000	1.00	10
Alberta	1,000,000	1.00	10
Alberta	1,000,000	1.00	10
Alberta	1,000,000	1.00	10
Alberta	1,000,000	1.00	10

COMPANIES.	NO. OF SHARES.	PAR VALUE.	PRICE.
CARIBOO			
Cariboo	1,000,000	1.00	10
Cariboo	1,000,000	1.00	10
Cariboo	1,000,000	1.00	10
Cariboo	1,000,000	1.00	10
Cariboo	1,000,000	1.00	10

COMPANIES.	NO. OF SHARES.	PAR VALUE.	PRICE.
LEWIS & CLARK			
Lewis & Clark	1,000,000	1.00	10
Lewis & Clark	1,000,000	1.00	10
Lewis & Clark	1,000,000	1.00	10
Lewis & Clark	1,000,000	1.00	10
Lewis & Clark	1,000,000	1.00	10

Dividends paid to shareholders of the following companies: B.C. Gold King, B.C. Gold Fields, Beaver, Big Chief, Big Three, Bluebird, Bruce, Bute, Caledonian Con., California, C. & C., Celtic Queen, Centre Star, Colonna, Commander, Crown Point, Deer Park, Delta Colla, Delaware, Eastern Star, Enterprise, Eric, Evening Star, Georgia, Gertrude, Golden Drip, Golden Queen, Great Western, Hattie Brown, Helen, Hill One, Homestake, Iron Horse, Iron Musk, J. A. Z., Josie, Kambo, Knight-Templar, London, Le Roi, Lily May, Lily May, Monita, Monita, Monte Cristo, Morning Star, Nest Egg, Northern Belle, Northern, O. K., Palo Alto, Phoenix, Portland, R. P. Lee, Red Mountain View, Red Point, Rochester, Rossland Star, Rossland, Red Mt'n, St. Elmo, St. Paul, Silverline, Southern O. & W. C., Sultana, Trail Mining Co., Union, Virginia, War Eagle Con., West Le Roi, White Bear, Young British Am.

It is estimated that the total value of the mines owned by the B.C. Mining Prospector's Exchange, Ltd. is approximately \$1,000,000.

The B.C. Mining Prospector's Exchange, Ltd. is a company organized for the purpose of promoting and developing mining in British Columbia. It is estimated that the total value of the mines owned by the B.C. Mining Prospector's Exchange, Ltd. is approximately \$1,000,000.

B.C. Mining Prospector's Exchange, Ltd.

612 Cordova St., Vancouver, B.C.

MINING, DEVELOPING, PROMOTING AND B.L.O. REFINING AGENCY

Free Milling Gold:

Also Gold, Copper, Galena and Copper Propositions to sell or bond

Agencies in the principle financial centres.

Call or write for particulars to Secretary.

No Risk and Good Shifting.
HICKS & BROS.
 HACKS, CARRIAGES EXPRESSES
 HACKS ON STAND DAY AND NIGHT
 Corner of Cordova and Abbott Streets, I.
 Stand Tel. 340 Stable Tel. 226

BRIDGE RIVER GOLD.

It is there in quantity, it is there in paying quantity, it is there in continuity, so the "Mining Critic" is informed by Mr. W. F. Gibson, Superintendent of the Alpha Bell Co. Mr. Gibson was in Vancouver last week, having come in from Bridge River, and we are greatly indebted to him for a plain statement of facts regarding the recent discoveries in that district. The first claim recorded was the Ida May, that and the Home-take were recently purchased by the Alpha Bell Co., and under Mr. Gibson's management development work is being vigorously pushed, and will be continued all winter. Upon stopping the ledge on the Ida May, it appeared to lean against the hill, but after striking on it a few feet, it turned, and is dipping at an angle of 45 degrees. The shaft is stated to be now down 25 feet, displaying a true fissure vein of over four feet in width between two perfect walls. The quartz shows free gold, visible to the eye, thickly impregnated throughout the ledge, and Mr. Gibson states that the last shot fired disclosed a rich pocket of gold of great value, and to quote his words, "The showing is simply wonderful." He is more surprised than any one else, and considers the Bridge River discoveries another "Cripple Creek."

The only work so far done in the camp is on the Ida May property, by the Alpha Bell Co., on the Little Joe property, which adjoins the Ida May, by Messrs. Mackinnon, Robertson & Noel, and on the 10 Thieves group by Mr. Skinner, of Vancouver. It is intended to continue work on these claims unceasingly. Owing to the evident richness of the ledge on which the claims mentioned are situated, all surrounding locations have been staked and recorded, and though among them there are undoubtedly "wild cats," there should be other and many valuable properties. Mr. Gibson says he never was in a country where so many good prospects are to be found; quartz veins are traceable through the district and he has panned gold from the quartz taken from six different leads.

Within two months nearly 150 locations have been recorded, and a number of ranches along the valley of Bridge River taken up. Stopping places are being opened along the trail, and the Provincial Government is constructing a wagon road, which will be completed by next Spring, and then admit of the ready conveyance of machinery.

THE LILY MAY.

The Lily May, of Rossland, is stated to have discovered a fine ore body four feet through, and assaying \$30.20 to the ton.

PROMISING EAST KOOTENAY CLAIMS.

The Golden "Era" has the following to say of two very promising East Kootenay precious metal and copper-gold claims respectively:

Messrs. Kinnisten and Lee, directors of the Bald Mountain Co., went to Donald on Thursday week. They started after dinner for the company's mine. Their horse got away on them and they had to return, intending to start out again next morning. The sample of ore that they sent to Victoria for a mill test assayed \$63 from the white quartz, but the blue quartz ran from \$6 to \$10. The mill returns have not yet been received. The cross-drive is now in 33 feet, and is not yet through the lead. Another vein of white quartz has been struck, and is between 4 and 5 feet thick. It is also gold bearing. Messrs. Kinnisten and Lee intend bringing down with them 50 pounds of the ore from the new strike, and sending it to Braden Bros., of Montana, for test. The quartz is of the honeycombed variety, and carries white iron, which assays in gold.

W. G. Mitchell-Innes returned from his visit to the Pretty Girl claim at Horseshief, Thursday week. The development work done consists of a cut 18 feet long, four feet wide, and 15 feet deep, the walls and floor of which are mineralised throughout. The company have built a substantial shack, and have made a new trail from near the Delos, up to the top of the mountain; it is well bridged, and is one of the best trails in the district. There was no snow at the time of the trip. The lead, which has shown two feet of ore, has assumed a wedge shape, and is widening out, while the ore is improving as they get down on it, till there is now an ore body seven feet wide of practically solid ore. Mr. Innes brought in some magnificent samples of grey copper ore with him, a specimen of which may be seen at the Golden "Era" office. Mr. Innes is also arranging to take a quantity to London, for which city he will leave about the 20th. The work at the mine was shut down this week, and Mr. Mitchell-Innes expects to return to Golden about May 1st, next.

THE POLICE OF THE YUKON.

According to the Hon. Mr. Sifton, there are now in the Yukon country 85 of the North West Mounted Police. This small, but well disciplined force may be amply trusted to maintain law and order among the 10,000 or more miners now scattered over the country and the hundreds still seeking to enter it. They may, indeed, be trusted to do much more, if needed, and be able to keep the peace effectively enough even next Summer, when likely enough 100,000 people, mostly fools, at least as re-

INTERNATIONAL

NAVIGATION & TRADING CO. Limited.

Steamers, "INTERNATIONAL" & "ALBERTA" On the Kootenay-Lake and River.

TIME CARD

In Effect 12 July, 1897. Subject to Change Without Notice.

Five Mile Point Connection with all Passenger Trains of the N. & F. S. R. R. to and from Northport Rossland and Spokane.

Tickets sold and Baggage checked to all U.S. Points Leave Kaslo for Nelson and way points, daily except Sundays, 6:45 a.m.

Arrive Northport 12:15 p.m.; Rossland, 3:40 p.m.; Spokane, 6 p.m.

Leave Nelson for Kaslo and way points, daily except Sunday, 6:30 p.m.

Leave Spokane 8 a.m.; Rossland, 10:30 a.m.; Northport, 1:50 p.m.

New Service on Kootenay Lake.

Leave Nelson for Kaslo, etc., Tues., Wed., Thurs., Fri., Sat., 8:30 a.m.

Arrive Kaslo 12:30 p.m.

Leave Kaslo for Nelson, etc., Mon., Tues., Wed., Thurs., Fri., 4:00 p.m.

Arrive Nelson 8:00 p.m.

G. ALEXANDER, General Manager.

Mines and Prospects.

W Thos. Newman

Author "Hidden Mines," etc.; late engineer in charge for the British Canadian Gold and Silver Mines Co., Limited,

WILL EXAMINE

And report on MINES and PROSPECTS, with specific valuation where desirable. Also plan, estimate and supervise development. STRICTLY—The appraisal of Prospects and

NEW CAMPS.

BOX 29. KAMLOOPS, B.C.

THE ACME WALLET

Patented United States, Canada, England. SOME OF THE REASONS FOR ITS POPULARITY IT IS: 1. A mere fraction the cost and weight of old styles. 2. Unusually simple and new in form; pleases "AT SIGHT." 3. Testimonials from hundreds of prominent business and professional men. 4. A "ROON" to prospectors and miners. REMIT for handsome leather sample, 4 1/2 x 9 1/4, etc.; 4 1/2 x 10, etc.; 5 x 11, 75c. Cash or stamps. Name in gold letters; 15c. extra. Goods delivered in U. S. without duty.

DESIGN PUB. Co. - St. Thomas, Ont

The Oriental Hotel,

The Most Prominent Hotel in Vancouver EVERYTHING FIRST CLASS GRIEVE & BLANCHFIELD, Proprietor VANCOUVER, B. C.

SPECIAL OFFER TO SUBSCRIBE RS

Read Advertisement on page 3

gards their wild goose hunt for gold that won't go round—will be located in or about the Klondike country. The presence of the one scattered company of North West Mounted Police is sufficient to obviate any fear of the coming off of the suggested, albeit probably largely mythical, intended raid of American filibusters in Dawson City.

ALMOST COMPLETE.

The C. P. R. will probably next week complete its Stoean branch extension to open up for its traffic the fine properties of the district about Stoean City. Only about 8 miles of track remain to be laid.

THE PROPOSED ASHCROFT WATER WORKS.

Mr. W. G. Bragg, a water works engineer from Toronto, is now preparing estimates for the construction of the proposed water works for the mining town of Ashcroft, in which Mr. Shields and others are largely interested.

SOMETHING ABOUT NUGGETS.

An Interesting Account of a Number of Finds in the Past and the Circumstances Surrounding the Same.

Nuggets are by no means scarce in the history of Nova Scotia gold mining, and while we have no available record of the various chunks of gold, which have been uncovered in this Province from time to time, since the first year of the discovery of the metal here, we know that they have been many and of considerable value.

There is a charm about gold in this form which is absent in all other forms in which gold is found. To find the virgin metal just as nature planted it, is one of the few pleasurable and uncommon experiences of the prospector.

An account of the finding of many nuggets in other lands, will we believe have an interest for those who have already had the pleasure of uncovering specimens of this form of gold, as well as those who have yet to enjoy the experience.

The stories of the rich pans that have been washed out on the Klondike, and the more recent \$42,000 strike by the Graves Brothers on Coffee Creek, have set all California, if not the whole world, talking of rich strikes and big nuggets. However rich the Klondike may prove, no nuggets have, as yet heard from, been unearthed that can compare in value with what have been found in California, much less to rival the great finds of Australia. The rich discovery by the Graves Brothers came more in the nature of a pocket than as a nugget, but they, like the average prospector, care but little whether the returns come in the shape of pockets

or nuggets, so long as they come. The pocket that has drawn the attention of California to Coffee Creek was composed of gold varying in size from fine flakes to lumps worth \$1,000 each, and taken as a whole near a rich find. However, there have been finds in Australia, alongside of which the nuggets the Graves Brothers tell about, sink into insignificance.

Australia is the best represented of any of the gold producing countries, then follows far-off Siberia. Australia's big nugget, the Welcome, is to be seen. This fine specimen was found at Dar-larat, Victoria, and yielded \$1882 to the lucky owners. It was found within a few feet of the surface. After looking at the Welcome, one can then form an idea of what the biggest lump of gold ever found in the world must have looked like. This remarkable piece of gold came from Byer & Hartman's claim, Hill En, New South Wales, and was just about three and a half times the size of the Welcome nugget. It measured 4ft. 9in. in length, 3ft. 3in. in width, and averaged four inches in thickness, and made its finders wealthier by \$148,000. At the time of its finding Messrs. Byer & Hartman had exhausted their entire capital, and were practically living on charity. It is said that the find so unnerved one of the men that he was unfitted for work or business for several days. Another famous Australian nugget is the Welcome Stranger nugget, found on Mount Moltgel, February 6th, 1869. It weighed 190 pounds, and sold for \$75,000. Other famous Australian finds were the Empress, Huron, Union Jack, the Sir Dominic Daly, the Leg of Mat-ton, the Lady Hotham and others, ranging in value from \$6,000 to \$30,000, while the Oats and Delson nugget picked up at the foot of a tree, made the lucky finder \$50,000 richer.

The Viscount of Canterbury is the title bestowed upon another famous nugget. This fine specimen was found fifteen feet below the surface, May 13th, 1870, at John's Paddock, Eddin, Victoria, and was worth \$20,000. The Platypus nugget, which was valued at \$7,500 is also another historic piece of gold. It was found within five feet of the surface in Robinson Crusoe Gulch, Bendigo, Victoria, New South Wales, on the 26th May, 1871.

From Siberia many valuable pieces of gold have been secured, among which may be named the "Czar" and the "Ural." The "Ural" is the larger of the two, and was valued at \$24,000. It was found in the Ural mountains. The "Czar" was found in a mine owned by the Russian Government at Miass, on July 22nd, 1882; and was worth \$11,000. One Siberian nugget brought a pardon from the Czar to the three exiles who found it and promptly turned it over to the Crown.

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 Trail 11:00 a.m.
Arrives at Trail 12:00 a.m.
No. 7 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 at Rossland 9:30 a.m.
No. 1 passenger (daily)
Leaves Trail 12:30 p.m.
Arrives at Rossland 1:30 p.m.
No. 4 passenger (daily except Sunday)
Leaves Trail 5:45 p.m.
Arrives at Rossland 7:00 p.m.
Connective trail with all boats arriving and departing from Trail.

GENERAL OFFICES:
TRAIL, B.C.

E. P. GUTELIUS,
Gen. Supt.

FOR PUGET SOUND POINTS



SS. ROSALIE

Leaves Victoria (except Sundays) for Port Townsend, Seattle and Tacoma, at 8:00 p.m., making close connection at Victoria with the SS. "Chatterer," returning leaves Seattle (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,

21-29511

75 Government St.

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

Head Office and Wharf VANCOUVER, B. C.

Northern Settlements—SS. COMOX 8-14
Leaves Company's Wharf every Tuesday at 9 a.m. for Bowen Island, Howe Sound, Sechart, Jervis Inlet, Froese, Texada Island, Lund, Hermando Island, Cortez Island, Ryad Island, Valdez Island and Shoal Bay, Phillips Arm, Frederick Arm, Thurlow Island, Loughborough Inlet, Salmo 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. COQUIT-
TUN and on 2nd and 3rd of each month and will proceed to any part of the Coast should arrangements offer.

Moody Bay and North Vancouver Ferry—
Leaves Moody Bay: 8, 9:15, 10:45, 12 noon, 2, 4 and 5:45 p.m. Leaves Vancouver: 7:15, 11:30, 1:15 p.m., 3:45, 5:15 and 6:2. Calling at North Vancouver each way, excepting the noon trip.

Freight Steamers—SS. Capilano and S. S. Coquitlin, capacity 200 tons, D.W.

Tugs and gowls always available for towing and lightering business. Large stowage accommodation on company's wharf.

H. DARLING,

Manager

Telephone 94.

RAND BROS.

STOCK AND MINING BROKERS

Real Estate Agents

CAMBIE STREET, - -

Vancouver, - B. C.

It yielded \$30,000, and the Quar probably thought it worth more than the three oxen.

The largest nugget of solid gold ever found in California was the famous Oliver Martin nugget. It became famous, not only for its great size and value, but the weird romance connected with the finding of it was related to and wide. Again more people looked upon and actually handled the Oliver Martin had any other nugget ever mined. It was exhibited in the larger cities of the United States also at London and Paris. It sold for \$27,500 after it had earned over \$10,000 for exhibition purposes, and the facsimile in brass is now to be seen in every geological and mining museum of note in the world. The story of its finding is as weird as it is romantic. Oliver Martin, although a young man was little better than a tramp, who spent his time doing odd jobs and in drinking—mostly drinking—about the mining camps of Yuba, Tuolumne, El Dorado and Claveras counties—a variable camp hanger-on. He didn't even own a pan, much less a rock or long tom. His boon companion was Tom Fowler, equally dissolute.

One night in November, 1854 the two were on their way from Benton's Bar over the Grizzly mountains to Camp Corona, the spot made famous in literature by Bret Harte. The Fall rains had set in, and the streams were running high in that section. On the night of the 15th, almost stupid with drink, they both sought refuge in a deserted miner's hut. During the night a rain peculiar to the mountain ranges set in. The water fell in torrents, and came pouring down the precipitous mountain sides. The narrow canon where Martin and Fowler lay asleep and drunk, was soon filled with the rushing waters, and threatened to sweep away the old shack of a building. The two were awakened by water pouring into the cabin, and they sought to escape by climbing the steep sides of the canon. Both men were swept back into the flood, and were carried down the stream in the darkness. Martin was washed into a large lump of live oaks, and managed to ledge, clinging to the branches until morning, but Fowler was drowned. Next day, November 18th, toward noon, when the water had subsided, Martin secured a pick and shovel, and started to bury his dead companion. He selected a spot at the base of the cliff, and had not dug down two feet when he came upon the nugget. He made several tests before he could convince himself that it was really gold. The chunk was bigger than a bull's head, and too heavy for Martin to carry. He hurried to Camp Corona and secured the help of a miner. He had some difficulty in persuading anyone to go with him. At last one consented,

but carefully made the statement that he was going to help bury Fowler, and not to carry nuggets, as he, like the others, in the camp, placed no confidence in Martin's find.

The chunk weighed eighty pounds, and required the combined efforts of Oliver and his assistant to get it to camp. Before starting both men staked claims, Martin, of course, claiming his share he had unearthed the big nugget. As soon as the news of the great find spread, miners flocked in hundreds, and although the stream was carefully prospected for miles, nothing of any great value was found. Mr. Martin considered that his find, and the peculiar circumstances attending it was an act of Providence, and never touched intoxicants thereafter. With the money that he got from the sale of his nugget, he went to mining in a business-like manner. Later he was attracted to Yucatan, where he made over half a million in quartz mining. He died in New Orleans a few years ago leaving a fortune of over a million dollars.

The finding of the second largest nugget was not quite so romantic, though strange enough in its way, for it was left for a poor half-breed Indian to pick a \$17,400 nugget at a spot that had been gone over time and again by experienced prospectors and miners. In 1851 a firm of young men from St. Louis had been induced to invest in a big placer claim on Missouri Creek in Nevada County. Old miners laughed in their sleeves, if they had any sleeves to laugh in, when they heard of the deal. They regarded the claim as worked out, and it had never yielded more than "colors" and "promises." But the new firm took hold with all the energy of new blood and abiding faith in their good judgment. Sluices were built and the hunt for gold began. Among the employees was a young half-breed Indian. Once when the men had gone to their supper at the close of day, and the firm miles away, the half-breed went down to the creek to wash his overalls. The sluice and creek were so muddy that one could not see clearly beneath the surface. The Indian washed his overalls and spread them on the sluice boards to dry, when his attention was attracted to a big yellow rock in the muddy stream, and he rolled the rock over several times. He had never seen gold in any other form than in tiny flakes and bits the size of pinheads, and it therefore never occurred to him that gold could be found in any such mass as that before him. He concluded that it must be some sort of a new rock that he had discovered. Next morning when he returned for his overalls he inspected the curious rock again, and his inquisitiveness getting the better of him he called the foreman to inspect it. The trained eye of the foreman re-

cognised the rock at once, and the camp went crazy that day. When the firm returned next night they found a future of excitement, and miners flocking into the camp by hundreds. As the story of the nugget spread, hundreds came long distances just to feast their eyes on the lump of gold, and to lift the mass in their hands. It weighed sixty-five pounds, and filled a peck measure. The firm sold the nugget to the Adams Express Company for \$17,400, and presented each of their employees in the camp with \$100, giving the half-breed an extra \$300 for his find. The claim was worked over carefully, and whilst it yielded a moderate amount of dust, no other nugget larger than a pea was found, all of which proves that "gold is where you find it."

As the recent \$12,000 find of the Graves Brothers at Coffee Creek is more in the nature of a pocket than a nugget, the Monumental nugget unearthed by a party composed of Harry Warner, W. A. Tarish, A. Wood, F. N. Clevering and J. Winstead still stands as the biggest nugget found in California during the past thirty years. It was found on the Monumental claim located near the Sierra Buttes in Sierra County. It weighed 1,593 ounces troy, and was sold for \$13,500 to R. B. Goodward, of San Francisco, who paid that amount for it because of its value for exhibit purposes. When melted only \$9,800 was realised, though Mr. Goodward cleared enough out of it to offset the loss, and a good bonus besides, for it was used far and wide for exhibit purposes, and was melted by a New York goldsmith less than twelve years ago. It was exhibited in Europe and Australia, as well as in almost every large city in the United States.

The finding of nuggets along the Trinity River is no new experience. As long ago as May, 1870, three Frenchmen drove into the old town of Shasta, and having business with A. Coleman, a dealer in hardware, groceries and notions, they asked him where would be a good spot to locate. He jokingly said, "go over to Spring Creek." They took his advice and staked out a claim in the creek eight miles or so north of Redding. A few days later one of the Frenchmen picked up a nugget that netted the party \$6,200 and more.

Mines & Mining Stocks

A thorough knowledge of the Mining Regions of British Columbia enables me to furnish competent and reliable information. No mines listed for sale unless endorsed by some reputable mining engineer.

Connections in principal cities of Canada, United States and Europe. Correspondence solicited. Address

FRANK S. TAGGART,

810 Cambie St., Vancouver, B.C.

Cable address: "Ambroxine." Moreing & Neal, Clough's (new and old), Bedford McNeill, and A. B. O. Codes.

The Frenchmen worked their claim over thoroughly, and as they thought, took away all the nuggets and dust that it contained, but ten years later, long after the claim had been abandoned, Dent Young found a \$520 nugget that the Frenchmen had overlooked. And away back in 1850 a Portuguese sailor picked up a nugget on his claim on Trinity River that netted him \$300. He found it one day while piling some stones on which to rest his skillet while he cooked. It is said that he went crazy with excitement and joy. He would bite the lump to test its firmness; he boiled it several times and would sit for hours looking at his treasure. He was so afraid that someone would steal his nugget that he scarcely slept for a week. But his good luck ruined him as a miner, for after that, dust was beneath his notice, only nuggets, and big ones at that, were worthy of his attention—but he never found one as big as his first find, which he made within a few days after he struck the camp. He had run away from a ship at San Francisco, and struck well north and in the interior to escape being caught, and on the time of his arrival on the Trinity River could not speak one word of English.

One instance is on record where one man did go insane at the sight of his lucky find. He was a Frenchman, and one who found a \$5,000 nugget in Spring Gulch near Columbia, Tuolumne County. The discovery made the miner insane, and he was sent to Stockton Asylum. The nugget was sold and the proceeds sent to his family in France. Not far from where the Frenchman made his find Daniel Strain discovered a big chunk of gold quartz weighing fifty pounds, and which when crushed netted him \$8,000. Tuolumne County has yielded several big nuggets besides the above. In 1854 a twenty-eight-pounder was picked up on Sullivan's Creek. It sold for \$7,168. At Gold Hill a man named Virgin found one weighing 350 ounces, and valued at \$6,500. In 1850 a laborer with a common spade turned out a nugget from the banks of the American River near Lawson's Bar. The nugget was sold for \$19,400. This was in El Dorado County. In 1867 at Pilot Hill a boulder of quartz yielded \$8,000; this, with a lot of small nuggets, was taken from the Boulder gravel claim and within a few feet of where stood the Pilot Hill post office.

One of the curious finds was up in Calaveras County, which section of the State, by the way, has furnished some of the most valuable chunks of gold found in California, but for the most part they have been quartz formations rather than nuggets of pure gold. One day in the Summer of 1858 a fourteen-year-old boy named Perkins was playing with a small water wheel that he had whittled out. He took it down to

a small stream that ran through a worked-over placer claim. In digging away the sand for a foundation for his toy water wheel, he dug out a nugget of gold and quartz as big as a small watermelon. When crushed it yielded \$1,500. The strange part of it is that the claim had not only been worked over and abandoned, but the nugget lay at a point where hundreds of miners had passed and repassed in their search for gold, and had used this self-same nugget as a stepping stone to cross the little stream. After the discovery of this nugget by the boy, the miners probably felt like kicking themselves quite as hard as did the party of mineralogists that the British Government sent to South Africa to report on the gold bearing section of that country. They camped for the Winter on a ledge, and built a stone house from the rocks of the ledge, but saw no signs of gold. After they had abandoned the stone house, it was occupied by a poor ignorant sheep herder, who didn't know a scientific term from a Kaffir oath, but he did know quartz. The rocks that the scientists had considered only fit for building material proved to be the richest gold-bearing quartz the world has ever seen—the world-famous Rand mine.

It is a curious thing, that in all the railroad building through sections of the country where gold has been found in all directions, no quartz has ever been unearthed or a ledge struck on the direct line of the road. One of the strong arguments used at the time subscriptions were solicited for the stock of the Central Pacific Railroad, was that in building the deep cuts and tunnels over the mountains somewhere nobody could define, where the company was sure to strike a quartz ledge that would turn out to be a gold mine rich enough to pay dividends on the entire capital stock of the railroad. But so far as known, not a color has ever been found in any excavation for the Central Pacific or any other railroad. Mines have been located within short distances of the road, and on either side of it, but none that the company could claim by right of discovery. That nuggets have sometimes, if not often, been found in out-of-the-way places, and not another particle of gold within miles, has been demonstrated time and time again. Only a few years ago a consumptive who had sought refuge in the mountains back of San Diego found a nugget that was as much a surprise to himself as to the prospectors of that section. In his long walks for health and exercise, he amused himself by looking for Indian relics in a canon. One day he visited the canon after a long heavy rainfall had washed great masses of gravel and earth into the canon. In picking his way alongside the cliff, he stumbled over the nugget. He took it to

San Diego and received \$1,580 for it, which was about five times what it was worth. Old prospectors went over the ground where the nugget was found and all over the neighborhood, but not one found as much as a color. A similar find was that made by a miner known to all old timers as Dan Hill. He was certainly famed as a trader of nuggets, and as a drinker of whiskey. In fact it is questioned as to which gave him the water reputation. One day he and some companions were camped in a lonely canon near Fern Plats, in Nevada County. Hill amused himself by running over gravel on an abandoned placer claim. Thinking that he went down to the brook to wash his hands. There in the running water, scattering him full in the face, lay a nugget of gold, and white quartz as big as his head. How it had laid there so exposed to the possible view of hundreds of miners who had tramped over that country and hunted the stream from end to end time and time again, was the favorite topic of speculation among the miners for months after. Hill sold his nugget for \$12,000, and went on a spree that lasted into the second year. He had made a name for himself as a big nugget finder some four years previous. He was eking out a bare existence in the places near Ruby Belle camp in Plumas County, and almost within the shadow of Mount Shasta, when one day he dug out of the old gravel a chunk of gold. Hill started at once for the nearest point he could turn his gold into cash, and the D. O. Mills Bank in Sacramento handed him \$3,000 for it. Of this he spent \$5,000 in San Francisco in one week, and was soon as poor as ever, and again on the hunt for nuggets. He eked out a miserable existence until his big find in 1849, but that satisfied he never made another hit, and he died ten years ago in the alms-house at Los Angeles.

One does not have to go further back than a few weeks ago to find a case where a man was "kicked" into a fortune. Louis Roderigo was some weeks ago discharged by the superintendent of the Mistle Shaft mine, and every day for weeks hung around the mine imploring to be taken back. Finally, so the dispatches state, he was kicked off the grounds. He secured a pick and shovel, and grub enough to last him a week or two, and started off prospecting in Bear Creek on the Pine Ridge, some seventy miles northeast of Fresno. Three weeks later he returned with \$5,000 in gold dust, and no doubt has got a claim that will make him a millionaire, for his dust was panned out in less than two weeks actual work. Such is life and luck with the gold hunters. If the story of the fortunes that have been made and lost in gold mines could be written, it would read like an enlarged history of Monte Cristo.—"Industrial Advocate."

FAILED TO FLOAT.

The Dawson City (Klondike) & Dominion Trading Co., Ltd., registered in London, England, under authorised capital of £600,000, with a view to land developing mining and trading at Dawson City and elsewhere in the Klondike and B. C., has, it is understood, failed to float, though backed by Sir Michael Biddulph and other influential men in England, and supported on the B. C. Advisory Board by Premier Turner and the Hon. C. E. Pooley, President of the Council. British capital was apparently afraid to take stock in a swamp at Dawson City or endorse other speculative schemes connected with the company in question.

Meanwhile leading English financial organs have most strongly condemned the action of B. C. Ministers of the Crown in lending their names and status to speculative land and mining companies connected with the Province which they administer. There are, moreover, enough Klondike companies, and a number to spare, already floated in London and New York respectively.

THE ORPHAN BOY PROSECUTION.

Mr. J. W. Haskins, charged at the Vancouver Assizes with conspiracy to defraud the shareholders of this company, was last week acquitted after a lengthy trial. Mr. Justice Drake, who presided, practically told the jury that there was no evidence of conspiracy, and that a foolish body of shareholders practically got all that they deserved in expecting to open out a mine on 5 cents on the dollar shares, subscriptions only amounting in all to a sum sufficient to enable grasping, and none too scrupulous officials to absorb most of it in salaries practically voted by themselves. The gist of Mr. Justice Drake's remarks was as follows: "If foolish people would buy dollar stock at five cents, they would only have themselves to blame if disaster followed. According to law there was no evidence that Haskins had conspired to defraud the creditors. His action in issuing the writ and selling the property was legal.

The other directors were aware that the manager and secretary had voted themselves, while directors, salaries to the amount of \$250 a month, when there was but \$17 in the treasury, and but \$2,000 in stock was sold altogether, and still no action was taken, although these other directors were notified. The company was never solvent from the start, and it was evidently Haskins' plan in issuing the writ and forcing the sale, to try and get all he could when the hope of carrying on operations at the mine was gone. The evidence did not show, however, that he had unlawfully taken legal proceedings in getting judgment against the company.

SHOAL BAY

SITUATED IN THE HEART OF THE COAST MINING DISTRICT

WAVERLEY HOTEL

Now opened with every comfort for mining men and sportmen.

GOLD FIELDS OF BRITISH COLUMBIA CO., LD have taken over store, which has been re-stocked with every description of goods for mining.

THE CELEBRATED

HAMMERED STEEL

SHOES AND DIES

A HOME PRODUCTION



WARRANTED

NOT TO CHIP OFF

OR BATTER UP

Send for Illustrated Circulars.

For every the California.

GEO. W. PENNINGTON & SONS, Manufacturers,

Please mention this Paper.

218 and 220 Folsom street, SAN FRANCISCO, CAL.

Wm. RALPH

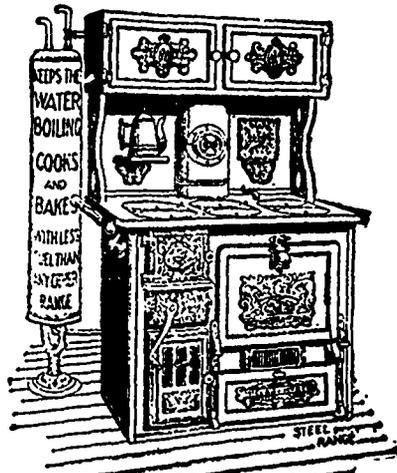
DEALER IN

"THE FAMOUS"

STOVES

And

RANGES



TIN, IRON AND GRANITE WARE.

Warm Air Furnaces a Specialty.

Black and Galvanized Sheet Iron Works House Furnishing Goods.

24 CORDOVA STREET, VANCOUVER, B.C.

McKinnon, DeBeck & Co.

Land, Mineral and Timber Brokers

Vancouver,

Telegraphic Address: "Cortes," Vancouver.

OBJECTIONS TO THE STICKINE ROUTE.

Mr. John F. Smith, of Kamloops, an old Northern prospector, pleads strongly in favor of an all-land all-Canadian route to the Yukon via Kamloops, in preference to that by the Coast and the Stickine River. And although Mr. Smith is doubtless and naturally a little prejudiced in favor of the Kamloops route, the following points which he raises certainly demand some answer on behalf of the route which Vancouver and Victoria men naturally prefer, viz., that via the Stickine River, Telegraph Creek or Glenora, Teslin Lake and the Hootalinqua. Mr. Smith says, writing to the "Inland Sentinel": "It will be remembered, that in my letter which appeared in your issue of Sept. 17th in view of the steps that were being taken to construct and lay rails from Glenora or Telegraph Creek to Teslin Lake, which was to be fed by a line of steamers drew public attention to the obstacles that would be encountered in the navigation of the Stickine. I stated that no ocean going steamer could hope to enter the mouth of the river, and more, that it required a peculiarly constructed stern wheeler, and a very powerful one, to ascend the river at all. Again, as the Canadian boundary line was some 15 or 20 miles up the river from its mouth, the point of transfer of people and goods would have to be made on American soil. In substantiation of these facts, in your issue of the 21st of the same month, I gave a detailed description of the Stickine River to the head of navigation. In describing the physical character of the mouth of the river, I intimated that this great steamship line which our coast Canadian cities were so keen in establishing, was simply playing into the hands of their neighbors to the south. These intimations are strikingly borne out by the result of a most startling discovery, that the Hon. Mr. Sifton was deterred from ascending the Stickine River in consequence of the inability of the steamer to enter the mouth. It is seen now, that if we are to have this all-Canadian (?) route, it will create new enterprise for, and make an easy avenue through which American trade would flow. Considerable dredging would have to be done at the mouth of the river to allow boats of much larger draught than any previously used to ascend. Failing this, or during the time of the prosecution of this work, Fort Wrangel, which is in Alaska, will have to be utilised as the point of transfer of freight and passengers, as Fort Simpson is entirely out of the question, being several hundred miles south of Wrangel.

It is to be noted also, that there is a strong American company formed which will act as forwarding agents, with headquarters at Fort Wrangel.

Now just where Canadians come in under these circumstances is a little difficult to define. But this is only the thin edge of the wedge, as the Stickine River can never be dredged so as to allow ocean going boats to ascend it, and there is no place other than Fort Wrangel at which such post for transferring of freight and passengers could be established, therefore Fort Wrangel must continue to be the terminus for the connection of the ocean and river boats. No such undesirable condition can be found in connection with the route we have outlined from Kamloops, North Thompson River, via Cariboo, Peace River, Omineca, Skeena, Naas, Cassiar, to Teslin Lake. This is the route, and really the only one worthy of serious consideration, particularly in face of the necessity for providing transportation facilities for the maintenance of 20,000 to 40,000 people in a mining camp. When we remember that the Stickine River is only open to navigation by steamers four months in the year, it seems ridiculous to think that such means could cope with the demand."

These are arguments and objections worth anxious consideration, and it is to be hoped that they can be shown to be incorrect or exaggerated as regards the difficulties of our Stickine route. Mr. Ogilvie, certainly on the other hand, seems to consider the Stickine River route to be practicable for shallow draft steamers, and presumably the C. P. R. is finding a method of solving the difficulties of the case by alternate use of steamship and rail facilities.

Hence the "Mining Critic" opines that sufficient in favor of the Stickine route can be found to justify Vancouver's hope that it will become the favored Canadian route to the Klondike.

A "MIRROR'S" REFLECTIONS.

The "North Western Mining Mirror," of Seattle, says quoting ourselves, first: There seem to be some finds of rich gold ledges in Whatcom County, Washington, a few miles below the B. C. border. But they are usually situated in high and almost inaccessible places, and will cost enormous sums to work.—"B. C. Critic."

What a difference those "few miles below the B. C. border" make in the way the "Critic" gives the news.

To which the "Mining Critic" rejoins that its brief summary of the Mount Baker district possibilities, and their dangers and difficulties, was largely based on the reports of that noted "boom" paper of the Sound, the Seattle "Post-Intelligencer." Whilst the "P.-I." declared some of the finds to be veritable Monte Cristo's for golden treasure discoveries, it likewise incidentally admitted that some of the ledges were at great heights and most exceptionally difficult of access.



CARIBOO

EXCHANGE

HOTEL

ASHCROFT, B.C.

A. H. WALTERS

PROPRIETOR.

—Headquarters for—

Commercial

Travelers

and Miners

RATES REASONABLE.



H. C. Ludorf.

H. De Keyser Verbiest.

De Keyser's Placer Amalgamator Manufacturing Company

OFFICE: 417 Cordova Street,
Vancouver, B. C.

OUR MACHINES ARE
LIGHT, COMPACT, OF
GREAT CAPACITY,
AND SPECIALLY AD
APTED TO THE
WORKING OF TAIL
INGS OF HYDRAULIC
MINES GENERALLY

Particulars sent on
Application.

ACTION AGAINST THE GOLDEN CACHE COMPANY.

Dr. Carroll has, as a result of the advice obtained from the court the other day, has brought suit against the Golden Cache Mines Company, Lt'd., and the Golden Eagle Syndicate, who sold the present properties to the Golden Cache Company, asking as follows:

1. For interpretation by the court of the agreements under which 100,000 fully paid up and non-assessible shares of the defendant Golden Cache Company were to be held by the plaintiff as trustee for the defendant, and for the declaration of the trust thereof.
2. For an order that the defendant company do issue and deliver to the plaintiff, a certificate of the balance of the shares unsold.
3. For an account by the defendant company of the moneys received by or from the portion of the shares sold, and its dealings with such moneys.
4. For an injunction restraining said defendant company from selling or otherwise dealing with the balance of the said trust shares unsold.
5. For such other advice and direction in the premises as to the court shall seem meet.
6. For costs of this action.

The doctor, it is understood, claims that the shares held by him as trustee, are only to be issued for necessary mine development purposes, and also claims that without their issue, there is ample capital available for the purpose. He, therefore, declines to issue them, save under the advice of the court. His opponents join issue with the doctor on these and other points. There is more, however, behind the case, as it is understood to be the outcome of differences concerning management, and otherwise between Mr. M. Oldroyd, M. P., the owner of the largest interest in the company, and those connected with him and other leading shareholders of the company. As the matter is now subjudice, it is, of course, undesirable for any newspaper to seek to enter into and discuss the merits of the case, which will doubtless be adjusted in court in due course.

THE KLONDIKE GOLD FIELDS.

Mr. W. J. Jones, of Dawson City, evidently a careful and intelligent resident of the Klondike, states in a most interesting letter to the Victoria "Times," that a fair estimate of the 1896-7 output of the Eldorado and Bonanza Creek placers of the Klondike approaches a probable value of \$2,800,000.

Mr. Jones is evidently not an imaginative boom correspondent of the Joaquin Miller type.

CLINTON HOTEL, CLINTON, - - B.C.

Board and Lodging

By the
DAY, WEEK OR MONTH.

Best Wines, Spirits, and Cigars. Good
stabling. Headquarters for the Car-
iboo, Lillooet and Log Creek
lines of stages. Hunt-
ing and fishing in
the vicinity.

MARSHALL & SMITH, PROPS.

We Buy For Cash

Or. Work on Bond any Good Mining
Proposition.

Send Us

Specimens of Your Ore With Descrip-
tion Price, Etc. We Have the Cash
for Developing any Promising Pro-
perty.

CHAS. MARTIN & CO.,

Mining Share Brokers and Mine Incorporators
Seattle, Wash., U.S.A.

KASLO & SLOCAN RAILWAY. TIME CARD.

Trains Run on Pacific Standard Time.

Going west	Daily	Going east
Lv 8:00 a.m.	Kaslo	Ar 2:50 p.m.
" 8:30 "	South Fork	" 2:15 "
" 9:20 "	Sproule's	" 2:35 "
" 9:51 "	Whitewater	" 2:50 "
" 10:03 "	Bear Lake	" 1:40 "
" 10:18 "	McGulgan	" 1:40 "
" 10:28 "	Junction	" 1:12 "
Ar 10:50 "	"	Lv 1:00 "

SAUNDERS & CO.,

Lv 11:00 a.m.	Sandon	Ar 11:45 a.m.
Ar 11:20 "	Cody	Lv 11:30 a.m.

E. W. BRYAN,
Superintendent.

Telegraphic addresses:
"Bed-rock." Code:
"Morning & Nois."

PHILLIPS ARM CLAIMS SOLD.

The Annie Laurie group of gold claims on Phillips Arm has been sold by the owners, Mr. Wm. Harvey and others, to a syndicate, at the head of which is Mr. R. D. Fetherston, of Vancouver. The properties are very easily accessible for shipping, running from salt water up the mountain side and crossing Shirley Creek. The properties will at once be developed.

BUILDING TO ROSSLAND.

Rossland issues a report, that notwithstanding a temporary arrangement made with the Columbia and Western Railway, the C. P. R. means itself to build from Robson to Rossland, and is now letting construction contracts for the line. Sir Wm. Van Horne and his colleagues having thus settled the Rossland connection problem, will doubtless in due course arrange for building between Hope and Robson via Boundary Creek with or without the concurrence of his former contracting friends to whom the charter vendors of the Coast-Kootenay Railroad Syndicate lately sold a controlling interest in their scheme.

WELL MERITED PRAISE.

The Kamloops "Sentinel" thus speaks—our quotation is slightly abbreviated—of recent public spirited action of Mr. S. M. Robins, of Nanaimo, acting on behalf of the New Vancouver Coal Co., Limited, of Nanaimo, of which he is the managing director:

"It is to be regretted that there are not more employers of labor of the stripe of Mr. S. M. Robins, Superintendent of the New Vancouver Colliery at Nanaimo, in British Columbia. The sacrifices he has made to prevent the increase of employment of Chinese in the mines of Vancouver Island have earned for him the esteem of every white-miner, and for that matter, of every white wage-earner in the Province. Quite recently he was asked to sell a block of land to provide wharfage facilities for the Dunsmuirs at a nominal figure in order to encourage the latter to ship their coal from Nanaimo. Notwithstanding that the Dunsmuirs are his trade opponents, Mr. Robins expressed his willingness to meet the wishes of the citizens of Nanaimo on one condition, that the Dunsmuirs should agree not to employ Chinese labor in the underground workings of their new mines near Nanaimo. The Dunsmuirs did not, however, consider the arrangement satisfactory."

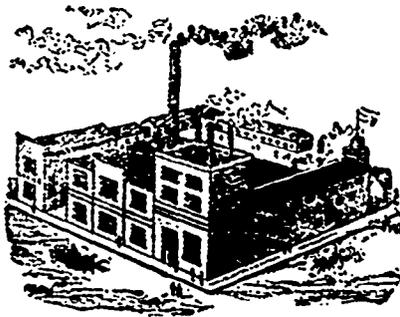
The Dunsmuir firm apparently declined to consider favorably the proposed exclusion of Chinese labor, which is unfortunately very largely employed in their collieries.

THOS. DUNN & Co., LTD.

Direct Importers of

ENGLISH, GERMAN & AMERICAN**HARDWARE****TINWARE AND GRANITEWARE.**

Special attention paid to Miners' and Contractors' Supplies, and we are prepared to quote prices that will interest you. If in either of these businesses let us figure with you. We can save you money. Orders by mail solicited.

8, 10 & 12 CORDOVA STREET, VANCOUVER, B.C.**DOERING, MARSTRAND & Co.****(LIMITED)****Alexander Lager****EXPORT****KEGS AND BOTTLES****PORTER****POST OFFICE, MOUNT PLEASANT, VANCOUVER, B.C.****TELEPHONE 249****Free Delivery to all Parts of the City.**