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British Columbia Mining Critic.

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

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EDITORIAL.

A HIGHER DUTY ON LEAD.

There is much to be said in favor, as a temporary expedient, of imposing sufficient duties on the import of lead bullion and lead products into Canada, to secure to British Columbia the upbuilding of silver-lead smelting and the cognate industries that will follow in its train. As matters stand, the United States have, by a largely increased duty on lead bullion, prevented the product of our silver-lead smelting industry from entering the big American market, whilst the too easy entrance into our own home market of lead bullion and other manufactured lead products from the United States, coupled with the necessary cost of rail transport east, deprives our silver-lead smelters very largely of the home market of Canada, which could certainly take most—if not all—of the lead that our smelters are likely to turn out during the next few years. As a result of present lopsided international fiscal arrangements, the East Canadian consumer certainly gets his lead a little cheaper, but it is at the cost of Western Canadian

mining industrialists. These latter find that as regards the rich products of our silver-lead mines, much of the possible and legitimate profit of the industry is now lost to Canada, since exclusion from the great American market and dispossession from our own causes concerns like the lead smelter at Pilot Bay to shut down, whilst the silver-lead branch of the Nelson smelter also becomes profitless.

Seemingly most of our British Columbia mining industrialists and business men of our mine centers favor the imposition of the proposed import duty on lead bullion and lead manufactures, as they well know how prejudicially the present system affects our greatest Provincial industry, by condemning its workers in silver-lead to lose one of the most profitable because most skilled operations of their industry, that of smelting. Without a large expansion of home smelting, British Columbia can never gain the position that she should by virtue of her wonderful wealth in the silver-lead, coal, iron, and limestone, which form the natural bases of a great branch of ore smelting and refining.

We hold that ours is a case in which Canada may well afford to suffer, as regards the consumers of the lead product, a small present pain, ... the form of slightly increased prices due to a temporary protective duty, in return for a big future gain to the nation by the foundation of what would probably in due course grow to be a strong and self-dependent metal industry. The present seems an instance in which tariff may well be met by tariff, and as we westerners pay heavily indeed in increased prices due to the protection of industries that are chiefly Eastern Canadian, we can reasonably ask the men of the east in return to give through their Parliamentary

majority's action a half-strangled and genuinely infantile industry of our Pacific Province, something like a fair chance to grow to healthful maturity, despite the frustrating efforts of our grossly selfish American neighbors, whose present policy is to ask everything possible on earth of other nations and give as little as is humanly possible in return.

In conclusion, we would, however, strike a necessary warning note. If silver-lead ore smelting is to become a great national industry of ours, this cannot be effected solely by the imposition of a higher import duty on manufactured lead. Our supply of this will assuredly in time grow so great that it will become necessary to bring about a large expansion of the demand for it both at home and abroad. Hence there should follow in the wake of any such import duty as suggested, strenuous efforts to develop home manufactures in connection with lead and its products, and also to secure considerable increases of our present very small export trade in manufactured lead and products associated with lead.

THAT YUKON RAILWAY DEAL.

We cannot agree with a well-known local contemporary that it is the duty of the Dominion senate, acting in the interest of the nation at large, to pass the Yukon railroad agreement bill in its present form and with its enormously excessive grant of mineral lands, subject only to an attenuated royalty, compared with which the ordinary working miner in the Yukon—who remains mulcted in 10 per cent.—will naturally deem his case hard indeed. The senate should certainly vote on the measure, as our contemporary says, on non-party lines, each member regarding it from the standpoint of a business transaction. If the senators do this they will certainly, by a substantial majority, either reject the bill or vastly reduce its wholly inordinate concessions. No time will in all probability thus be lost, as if the Mann & Mackenzie group won't modify their bargain --as most probably they will—other capitalists will doubtless be glad enough to make a better offer by far, now that the world knows

how great is the volume and how large is certain, therefore, to be the profit of the Yukon transport trade. There is, moreover, another reason for reconsidering the Mann-Mackenzie bargain, it being clear, as a result of successful American obstructiveness to the ready passage and transshipment of goods at the mouth of the Stikine, that to secure a really free and open All-Canadian route it will be necessary to carry the Stikine-Teslin line at least 150 miles further south to a point on the coast of British Columbia. Preparations for this are, unless we greatly err, being already made both here and at Ottawa. The Kitinat railroad bill, which is now passing through our British Columbia legislature, affords apparently the railroad privileges that are needed for the southerly extension in question.

The best proof of the badness of the Mann-Mackenzie bargain is afforded by the fact that wherever and whenever loyal supporters of the Laurier government meet in British Columbia to talk over the case, about a third of them indignantly denounce the Mann-Mackenzie agreement as not only embodying the very dearest of railroad buys, but as being contradictory also to the general principles of the Liberal party, as recently expressed on the platform from one end of Canada to the other. And only motives of loyalty to the party restrain a substantial majority of British Columbia's Liberals from condemning the Sifton misdeal openly, as Mr. McInnes, M. P., has most pluckily done at Ottawa, both by voice and vote.

EDITORIAL NOTES.

The MINING CRITIC held that the leasing of Yukon gold dredging rights at fixed rentals would afford a ready opportunity for favoritism and probably lead to much jobbery. And so it has proved, as witness the words of the Montreal Gazette, which does not speak from the standpoint of Dominion Opposition politics. The Montreal Gazette says: "The leasing of Yukon dredging rights by tender has resulted in eighty-four persons, nominally, but, judging from family grouping,

probably from ten to twenty, almost all Liberal party men, and almost none of them having ever seen the Yukon, or knowing anything about it, having secured 1,100 miles of river bottom in that territory, to the exclusion of those who have undergone hardship to reach that territory, and who are its natural heirs. It is presumable that these rights have been acquired only to trade with, and to take advantage of, those who are able to use them. The principle of sale by public auction, which has worked so well in dealing with the Ontario timber limits, and which was recently so successfully adopted in connection with the Yukon timber limits, would surely have been better in dealing with those river bottoms. If it had been possible to dispose of these rights at a time when those who know something about their value might have had a chance at them, it would have better satisfied the disinterested public.' Anything more discreditable to Canadian political life cannot well be suggested than the transfer of these dredging rights. The scandal clearly shows that purification of the administration of the nation is a most urgent need of our noble Dominion, for as things are, and long have been, it matters not what government assumes power, jobbery and corruption there are sure to be in some departments of the state. One political party differs from another in this respect only in degree. But the evil will exist so long as there continues to be so little real public spirit amongst the mass of the Dominion electors, and so long as a majority among them prefer party to principle, and those who lead the people so often continue to be far more eager to secure the spoils of victory than to secure good government.

It is but fair to admit that, as a result of a very comprehensive amendment to the Yukon railroad bill, carried in the house of commons at the instance of Mr. Quinn, M. P., the Mann-Mackenzie bargain has been greatly modified, in the interest of the investing public of Canada. Thus Messrs. Mann & Mackenzie are to transfer their concessions to a company organized in \$10,000,000 capital,

after securing for themselves the cost of construction, plus 25 per cent. profit. And subscriptions to the stock of the company, which should prove a profitable investment, in view of the huge mineral land concessions granted, are, until September 1st, to be offered to the Canadian public—no single applicant to reserve more than 1,000 shares of \$1 each in return for his cash. After September 1st stock subscriptions are to be thrown open to the world. If these conditions be fairly secured the Canadian investing public will have the opportunity of sharing largely in the big profits of the Yukon railroad concession. Whilst, however, admitting that this change improves matters, we still hold that it were better for Canada to have built and owned the railroad, or failing this, to have made a better bargain with would-be constructors. Canadian investors will now share some of the profits of the deal if the Yukon railroad bill passes the senate. Yet—after all—the investing class represents only a comparatively small section of the community, and politicians and their friends and relatives will be able to secure much benefit by an opportunity of Stickine railroad stock purchase, which the mass of the Canadian people, not being capitalists, cannot touch.

The decent residents of Skagway are, with the aid of the United States soldiery there camped, at last beginning to restore law and order, and preparing to bring to time "Soapy" Smith and his gang of desperadoes, who have too long ruled the place. These are, it seems, to be ordered to leave at quick notice. Most of them ought, however, to be treated as they would be in any place under well-administered British laws, indicted either on direct charges of theft and robbery, or if those cannot be sufficiently proved, charged and convicted and sent to penal servitude, each for several years at least, as "incorrigible rogues and vagabonds." This last charge should be capable of easy proof against the rascals. But as the far northwest of the United States is cursed by systems of legal misrule that are a disgrace to civilization, it is likely enough that the Skagway scoundrels

will simply be—sent off to do mischief elsewhere. Our mounted police will doubtless keep them out of the Yukon.

The Hon. Mr. Blair has, as Minister of Railways, declared that the Dominion government has under consideration the establishment by statute next session of a Canadian railroad commission having, no doubt, like powers of supervision of rates and prevention of preferences to those exercised by the like English tribunal. If so, this will be good. When, however, Mr. Blair spoke eloquently in favor of the state ownership of railroads, and regretted that Canada did not build, own and work the C. P. R., he talked what in his case seems very like claptrap, since despite these and many other like sentiments of his, the Minister of Railways assented to the handing over of the Yukon railroad concession on the easiest terms to a body of contractors. The trouble with the Hon. Mr. Blair is, that he does not live up to his opinions.

It is clear from careful comparison of the conflicting reports as to the various Yukon routes and equally careful sifting of their contents, that those who can so do, will be wise, if they postpone making north for a fortnight or three weeks, and meanwhile remain in one or other of our British Columbia cities. Evidently no progress worth mentioning can be made on any of the trails until about the beginning of the first week in May, and meanwhile living will be found far safer and more comfortable in Vancouver or Victoria than in Dyca, Skagway or Port Wrangel. Those who leave by the trails ere mid-May will likely enough soon find themselves little behind those who "footed it" much earlier.

ANOTHER KLONDIKE GULL-TRAP.

A company, entitled the Klondike-Cassiar Miners and Traders, Limited, has been incorporated in London, England, under an authorized capital of £125,000. It is to acquire, for the big sum of £60,000, of which £27,000 are payable in cash, the remainder in stock, three claims on Boulder creek in the Klondike, engage in river navigation on the

Yukon and connected rivers, and undertake general trading. The directors propose also—as they state—and if they can, to purchase a Klondike railroad charter and peddle it off to a subsidiary company. The company will also prospect in Cassiar. None of the directors appears to be a man possessed of any Northwest Canadian experience, and, as the London Statist says, the company is "playing it very low down" in some of its offers to catch investors, two of which the MIXING CRITIC ventures to quote. They run as follows:

£300.—INVESTORS WISHING TO GO TO KLONDIKE.—Although the Directors feel satisfied that there will be no lack of men available at Dawson City for all posts they may require to fill, they have decided to send out a few others whom they shall consider qualified to fill positions of trust at various points of the Klondike district, each one of whom must, however, be a holder of not less than 500 Ordinary Shares of this Company, and must be willing to sign a contract engaging to devote his entire services for two years to the interests of the Company, which in turn will engage itself to furnish all supplies for that period, pay him a salary of £250 per annum, and procure his passage out and back at the end of the two years. Before the two years have expired it is confidently expected by the Directors that several subsidiary companies will have been formed by this company, in which case preference will be given to those shareholders who accompany this expedition and show the requisite qualifications to act as managers, etc., of such companies at increased salaries.

£100.—Investors of this amount in the "KLONDIKE-CASSIAR MINERS AND TRADERS, Limited," will be entitled to a free passage on the Company's own steamship as far as St. Michaels, and thence by the Company's own river steambot to Dawson City, thus avoiding long and tedious railway journeys and the necessity of tracking across the dangerous passes. The steamship will leave England about April 2nd, and be thoroughly equipped with first-class accommodation for a limited number of passengers.

Experienced surgeon and staff. Excellent cuisine. One of the Directors will accompany the ship.

The first of these offers is singularly suspicious, it being a usual method of a dubious concern to secure the money of investors by offering a situation on salary in return. Everything about the Klondike-Cassiar Miners and Traders, Limited, looks doubtful, and though the directors suggest a likely profit of £50,000 a year, it is more than likely that any investors foolish enough to back the concern will lose all their money. It is to be hoped that the British public has left the promoters of so doubtful a concern well in the lurch. The company's steamship, if ever it starts, misses by twenty-four hours only the correct time for its departure. It certainly should leave with its investor passengers on April 1st—"All Fools' Day."

DOESN'T THINK MUCH OF THE EDMONTON ROUTE.

The Western Mining World, in its last issue, contains the following brief and suggestive "personal"

"The Hon. Richard Lockey, who is suspected of being very intimate with the Edmonton route to the Klondike, was in Butte this week. It is thought he was trying to organize a stampede to the north pole."

Our Butte contemporary is not so very far out in comparing winter and early spring travel to Klondike via Edmonton with a north pole expedition.

Current Mining News.

Contributions from any part of British Columbia and the mining districts of a reliable nature will be published in these columns, and we request that mining men write us about the progress of the mines of their district. We desire to publish all mining news.

THE NOBLE FIVE.

Supplies are being rawhided to this well-known Slooan mine, which is expected, under its new controlling owners, again to prove a large shipper and goodly profit earner, after a period of temporary financial collapse, due to lack of capable administration. More substantial moneyed men are now understood to be behind the Noble Five.

THE VELVET.

This Rossland mine has now shipped 400 tons of ore, all got out in the course of development. The owners regard this as an encouraging omen since the Velvet has now, although a very young mine, shipped almost as much ore since the beginning of the year as the War Eagle or the Iron Mask. The War Eagle will, however, again become a very big shipper almost immediately.

LOOKING FOR YUKON COAL.

Prospectors are now searching for coal on the Lewis river, in the Yukon, being aware that if found in workable situation and sufficient quantity the profits to be earned by colliery working would probably more than equal those of gold mining. A supply of home-gotten coal would indeed be a godsend to such a hard, barren, cold and desolate land as the Yukon, where the problem of securing an ample fuel supply for the long winter must ere long become very serious as the comparatively scanty home timber supply rapidly disappears.

IMPORTANT MINE TRANSFERS.

The Nip and Tuck hydraulic gold gravel mine has been bonded through Messrs. J. M. Buxton & Co., of Vancouver, for \$20,000 and 20 per cent. in non-assessable shares in a new company to be formed by an English syndicate, who will pay \$2,000 in cash on April 1st, and the balance later on. The bond on the Maude mine, for \$90,000, is also being taken up this week. This company has about \$10,000 cash in hand. Both the Nip and Tuck and Maude were floated by Messrs. J. M. Buxton & Co., and have been very good ventures for their respective shareholders.

AN ILLECILLIWAET MINING BOND.

The Blue Bell group of five claims, near Illecilliwaet, has been bonded by Mr. I. G. Syme on behalf of a London syndicate. A considerable amount of development work has already been done on this property, which is regarded as one of the most promising in the district. It was originally located by Ben Green, the well known prospector of Albert canyon. The Hon. C. H. Mackintosh recently had this proposition under consideration, and had it not been for his heavy investments in Rossland, the Blue Bell group would have been included in the British America Company's prospectus. The terms on which the property has been secured are, it is understood, very reasonable, and work will be commenced on a large scale immediately the weather permits.

THE JOSIE SALE.

Holders of shares in the Josie mine, Rossland, are suffering from disappointment. It was stated that this mine had been sold to the British America Corporation for \$300,000, which would yield the shareholders 44 cents per share. However, a circular has been issued, signed by Mr. F. E. Snodgrass, secretary of the company, stating that the price for which the mine was sold was \$261,000. Of this sum, \$118,500 have been received by the company, which leaves a balance of \$142,500 due from the British America Corporation. When the debts of the Josie Company are all paid, and the last-named sum is received, there will be \$218,846 to be divided among the shareholders. It will not them 31 cents per share. The final payment from the British America Corporation is due on July 1st. On that date, the circular says, "It is the intention of the trustees, with the consent of the stockholders, to dissolve the Josie Corporation, pay the debts, and turn over in a dividend the balance of the amount received from the sale of the mine. In the meantime moneys now on hand and future payments will remain to the credit of the company in the Bank of Montreal at Rossland, and will draw interest at the rate of 2 per cent., until the final payment is made and dividend paid."

Not a few Josie stockholders will thus receive several cents a share less than the amount of their original purchase money.

DOUBTFUL TACTICS.

The New York Engineering and Mining Journal, which is generally well informed and certainly cautious in its statements, declares that the Waverley and Tangier mines of the Illecilliwaet country are not only being assiduously pushed in England by circulars, reports of output—always, of course, exaggerated prospectively. Several of the more venal organs of the English financial press are also stated by the New York Engineering and Mining Journal to be in receipt of doneurs in return for regular notices of the two mines in their market reports. Mr. Grant Govan, who aspires to become the financial Cecil Rhodes of British Columbia, is behind these boom tactics. Meanwhile some of the stockholders would prefer rather earlier dividends than are now likely to accrue, development work being somewhat postponed through stress of weather. They were led by the rosecolored statements of leading directors to believe that the ground of the Illecilliwaet about the Waverley and the Tangier needed little more than scratching to yield dividends in thousands of pounds sterling.

THE GOLDEN EARS MINING COMPANY.

A special and well-attended meeting of this company was held in New Westminster last Saturday. Mr. H. A. Eastman, secretary, then laid a detailed statement of past business before the meeting. This showed the successful results of experimental shipments to Swansea, and called attention to the need of further capital for development work. Those present answered the call promptly by subscribing for over 1,800 shares. It was then decided to go on with work at the mine, taking out ore and shipping that already on the dump; amounting to about forty tons, for which spot cash had been offered by Messrs. Vivian & Sons of Swansea, through their agent, Mr. Pellet-Harvey of Vancouver. Work will be prosecuted with vigor by the stockholders, believing that in their mine New Westminster men, who largely compose the company, have, for once at any rate, got hold of a very promising undertaking.

LEAD SMELTING IN BRITISH COLUMBIA.

David W. King, editor of the *Kaslo Kootenian*, has issued a circular letter with a view to suggest a means that will, in his opinion, enable the silver-lead ores of the Slokan to be smelted in British Columbia. Mr. King says:

"The lead mining and smelting industry of Canada, which at this time is centered in British Columbia, is battling against tremendous odds by reason of being forced into the United States market with its product, ore and bullion—a market hostile because of a high protective tariff. This tariff, which is designed by the United States to foster and build up the mining and smelting industry of that country, is, to the Canadian miner who ships his ore direct, burdensome in the extreme, as he must perforce seek that market, and absolutely prohibitive when applied to the bullion product of such ores, smelted in Canada. There is a discrimination in the duty between lead in ore and lead in bullion, the object being to force the smelting of foreign ores in that country. It is absolutely impossible, because of this tariff discrimination between lead in ore and lead in bullion, to carry on at a profit the industry of mining and smelting Canada's lower-grade ores, or the smelting of ores of any grade, inasmuch as under present conditions our lead must go to the United States markets. It is a fact that the lead miners of the United States are, under a protective tariff on lead, successfully and profitably operating mines that range in grade from 15 to 30 per cent. lower than those which in British Columbia, under present conditions, we cannot think of operating. Kootenay has the highest grade lead mines in the world, yet the lead product of her highest grade ores, because of being forced into a hostile market, fall short of paying the freight, treatment and duty charges. And were it not for the association of silver with the lead they could not be worked at all. The reason we are forced into that market lies in the utter absence of an available home market. The home market is not available because of a low Canadian import duty on lead and lead products, which admits foreign leads and foreign lead manufactures comparatively free. The United States tariff on lead in bullion, pig and the principal lead products, is, averaged, four times greater than that of Canada. Canada draws her lead supply principally from the United States and Mexico, and she will never consume the product of her own lead mines until she has placed her lead miners and her lead smelters on an equal footing with those of the United States; until she has, by a similar tariff act, shut out the cheap leads of Mexico and placed herself beyond the control and influence of the United States lead trust. The lead miners of the United States are enjoying great prosperity today because they are protected by their tariff. Canada then need only take the United States as an example."

Going further into details, Mr. King says that the bonus of 50 cents a ton offered by the Dominion government is ineffective, as it does not offset the duty on lead in bullion. An export duty is not to be thought of, consequently the only solution lies in a heavy import duty on lead. He states that 25,000 tons of bar, sheet, white lead and lead manufactures are imported yearly, and that the exports were approximately 18,000 tons, or 7,000 tons short of the demand. Should the production increase, the consumption in the manufactures would grow with it. He believes that the time has come for Canada to cut loose from the United States. Mr. King invites discussion of the subject, and invites those interested to mail to him their suggestions for use in the campaign which is about to be opened in the interest of the lead mining and smelting industry of Canada.

A BIG LIQUOR CARGO.

The steamer *Manauense*, now en route to Vancouver from Liverpool on her way to the Yukon, will unload at the Terminal City an enormous shipment of liquors and bar appliances, and contribute a large sum in customs duties to the Dominion exchequer. The ship's cargo includes 14,000 cases of spirits, 1,000 barrels of spirits, 3,000 cases of beer, 70 tons of salt, 300 tons of plate-glass, etc. The liquor is mostly whisky, as indicated, but in addition to the liquor there is a large consignment of plate-glass and crockery, which will be used in fitting up bars and shanty hotels, and are evidently intended largely for Yukon use. The ship is, in fact, a floating emporium for the liquor trade. The competition between various firms to get their goods on board was so great that if the ship had double her capacity, and could have waited, she would have got cargo enough to fill it.

The vessel will also bring out twenty-one first-class passengers to Dawson, and steam launches for use on the Yukon river, which the big steamship of course cannot navigate. The *Manauense* will, on her arrival at Vancouver, take aboard 110 steerage passengers to the Yukon, and doubtless, if permits can be got, carry north much of her big liquor cargo.

A DREAM OF THE KLONDIKE SPECULATOR.

My name is Aleck Smarty. I am going to make a party of men both hale and healthy, for the Klondike's golden strand. Every man must be self-feeder, but I will be the leader (I need hardly tell the reader) and the boss of all the band. I think the first manuver in this great treasure-trove is to strike for old Vancouver, thence to Teslin on the plain; there we'll board our little galley and we'll sail continually till we reach the Yukon valley, when the robins nest again. Then my men will go prospecting, and, a proper place selecting, they will finish soon erecting our modest little shack; then in gold before our hovel we will "waller" and we'll grovel, and we'll dig it with a shovel and we'll put it in a sack. Then I'll pay each man in reason for his labor of the season, and before it starts to freeze on the Yukon's rocky shore. When the wintry blizzard hollers, I will pack my shirts and collars, and with fifty million dollars, I will strike for home once more. Then to London and to Paris all my dough I'll gally carry, and a princess I will marry—one most beautiful to view—everywhere I'll have an entree; I will patronize the gentry; I will buy the blooming kentry and the people in it, too!—*Ottawa Journal*.

A MINING MINISTER.

The venerable Archdeacon McKay, who has for a time abandoned a British Columbia pulpit at Donald for mining in the Klondike, declares in a letter recently sent home, that he has obtained some good Yukon prospects and hopes to do very well. He, however, warns all intending gold-seekers that the inevitable hardships of Yukon life are terrible and can scarce be exaggerated.

NECESSARY CORRECTION.

Since the editorial note in our present issue concerning the important Quinn amendment, to the Yukon railway bill was written and on the press it is learned that the amendment was not passed, but rejected. An Ottawa despatch, on which we relied, proves, therefore, to have been incorrect. Hence, unfortunately, the comments of our editorial note on the Quinn amendment prove to be inapplicable, and the bill practically remains almost as objectionable as when first pressed upon the Dominion house of commons.

THE ROMANCE OF CRIPPLE CREEK.

The history of few mining camps present so many elements of romance as that of Cripple Creek, Colorado. In the year 1890 William S. Stratton was a poor prospector, whose sole property consisted of a pick and shovel. In April, 1890, Leslie W. Popejoy gave him a grubstake in order that he might prospect Cripple creek, then beginning to attract the attention of miners. W. S. Stratton was obliged to walk all the way from Colorado Springs and carry his pack. On the 4th of July, 1890, he located the Independence claim, which has since produced many millions in gold, and is still considered one of the richest mines in the west.

A few weeks after Stratton returned to Colorado Springs and bought Popejoy's interest for \$247, giving a note for payment. Three years later, in 1893, he read of millionaire Stratton's famous Independence mine, and started investigations, learning enough to lead him to believe that Stratton had discovered the body of ore before he had been induced to sell his interest; that Stratton had misrepresented the facts to him, and that he had been swindled in the transaction. He thereupon brought action and claimed one-half interest in the property. This case, after being in the courts for some years, has recently been settled, Mr. Stratton having paid Popejoy \$300,000 to have the action withdrawn. Mr. Stratton is now the sole owner of the Independence mine, and the principal owner of several others, including the Portland, the Gold King and the Black Diamond. The value of his interests in Cripple Creek is estimated at \$25,000,000. Less than two years ago the great fire of April 28th laid the city in ruins. Ten thousand people were penniless, and for a time were fed by the contributions of the state and her citizens. Before the ashes were cold rebuilding was begun, and upon the clunders of the old wooden town a handsome modern city of brick buildings, with a population of 20,000 inhabitants, has grown in one short year.

Mr. Stratton was recently asked by a well-known mining man (whose luck had forsaken him) if he would lend him \$15,000 for a speculation. And Mr. Stratton's reply is worth recording. He said: "I am delighted to be in a position to inclose you \$15,000. I regret circumstances have occurred which place you in the necessity for making the request. If you have luck and can well afford to return the loan, you may do so. If you have not, you may rely upon my sympathy, and you must think the loan a gift."

Men of this nature deserve to have wealth. Let the Romance of Cripple Creek give the faint-hearted prospector courage. When the development of British Columbia mineral resources takes place we shall find that nature has given the Province every material for fortunes except the means of converting the same into cash.

C. F. BOSOMWORTH

A KLONDIKE GHOST.

In a gulch on Bonanza creek, in the very center of the richest part of the Klondike, is a claim which even the boldest of miners shrink from working. For a week or more the gravel from the prospect shaft washed out on an average of \$15 to the pan, and grew richer as the hole was deepened. Bed-rock has not been reached yet, but the claim has been abandoned, and the few men who tried to work it tell of uncanny sounds by day and of frightful scenes at night. If reports be true the ghost of a murdered miner guards the hole.

In the fall of 1896 there came to Bonanza creek a young man who gave his name as Ray Tuttle. He picked out a partner and after a little prospecting they struck a rich deposit, which bade fair to make them both wealthy. One day, while standing at the top of the shaft, the partners had a quarrel over some slight matter, and Tuttle fell or was pushed into the hole. When taken out he was dead, his neck having been broken in the fall. It was reported as an accident, and the partner went on working the claim alone. Two or three days later he was taken sick and died suddenly, raving in his last moments about "poor Tuttle's ghost."

No particular attention was paid to this as it was considered to be the fancy of a disordered brain. Shortly after the second funeral, however, the claim was taken up by new men. One of these went down into the hole, struck one blow with his pick, and then clambered out in hot haste, declaring he heard a man's voice shrieking at him. His partner tried it and had a like experience. Then other men went down and were in turn glad to come out in a hurry.

Watchers at night declare they can see the specters of two men clinched at the brink of the pit. These apparitions wrestle for a few seconds, until one of them breaks away, gives his antagonist a shove and sends him head first down the shaft. Night after night this ghostly drama is enacted so long as any attempt is made to work the claim. When it is left undisturbed there is no manifestation of a supernatural order. Other claims near by are worked right along without trouble. This is one ghost story that has thus far come out of the Klondike.—Western Mining World.

Cable Address: "CORNOVA," Vancouver.

COSES: A 1, 4th Ed., A. B. C., Moreing and Neal.

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MINES REPORTED ON AND MANAGED

Consulting Engineer:

Leslie Hill, C. E., A. M. I. C. E., M. F. Inst. M. E.

Mining Stock Quotations

Corrected Weekly by Percy W. Charleston, Mining Broker,
417 Hastings Street, Vancouver.

COMPANY	CAPITAL	PAR VALUE	PRICE
TRAIL CREEK			
B. C. Gold Fields.....	\$2,500,000	\$ 2 00	\$ 11
Beaver.....	750,000	1 00	10
Big Three.....	3,500,000	1 00	10
Bruce.....	1,000,000	1 00	10
Butte.....	1,000,000	1 00	11 1/2
Caledonian Con.....	500,000	1 00	04
California.....	2,500,000	1 00	8
Castle Queen.....	750,000	1 00	5
Centre Star.....	500,000	1 00	19
Colonna.....	1,000,000	1 00	15
Commander.....	500,000	1 00	10 1/2
Crown Point.....	1,000,000	1 00	12
Deer Park.....	1,000,000	1 00	20
Delaware.....	1,500,000	1 00	20
Eastern Star.....	500,000	1 00	04
Enterprise.....	1,000,000	1 00	9
Erle.....	1,000,000	1 00	15
Evening Star.....	1,000,000	1 00	11
Georgia.....	1,000,000	1 00	9
Gertrude.....	500,000	1 00	4
Golden Drip.....	500,000	1 00	4
Great Western.....	1,000,000	1 00	05
Hattie Brown.....	1,000,000	1 00	15
High Ore.....	500,000	1 00	42
Imperial.....	1,000,000	1 00	10
Independent.....	1,000,000	1 00	20
Iron Horse.....	1,000,000	1 00	20
Iron Mask.....	500,000	1 00	07
I. T. S.....	1,000,000	1 00	3
Josie.....	700,000	1 00	5
Jumbo.....	500,000	1 00	4
Kootana London.....	1,000,000	1 00	8
Le Roi.....	500,000	5 00	16
Lily May.....	1,000,000	1 00	20
Mayflower.....	1,000,000	1 00	8
Monita.....	750,000	1 00	16
Monte Cristo.....	1,000,000	1 00	20
Morning Star.....	1,000,000	1 00	07
Nest Egg.....	500,000	1 00	3
Northern Belle.....	1,000,000	1 00	5
O. K.....	1,000,000	1 00	4
Palo Alto.....	1,000,000	1 00	4
Phoenix.....	500,000	1 00	8
Poorman.....	1,000,000	1 00	10 1/2
Red Mountain View.....	1,000,000	1 00	5
Rossland, Red Mtn.....	1,000,000	1 00	02
St. Elmo.....	1,000,000	1 00	6
St. Paul.....	1,000,000	1 00	8
Silverline.....	500,000	1 00	5
Southern C. & W. C.....	500,000	1 00	20
Virginia.....	500,000	1 00	21
War Eagle Con.....	2,000,000	1 00	15
West Le Roi.....	500,000	1 00	27
White Bear.....	2,000,000	1 00	8
AINSWORTH, NELSON & SLOCAN			
American Boy.....	1,000,000	1 00	15
Fern Gold.....	2,000,000	25	75
Ibex of Slocan.....	500,000	25	25
Arlington.....	1,000,000	1 00	12
Argo.....	100,000	10	10
Athabasca.....	1,000,000	1 00	24
Black Hills.....	100,000	10	10
Buffalo of Slocan.....	150,000	25	25
Bondholder.....	1,000,000	1 00	
Alamo.....	500,000	1 00	
Canadian M. M. and S. Co.....	2,000,000	1 00	07 1/2
Columbia-Cariboo.....	1,000,000	1 00	15
Cumberland.....	500,000	10 00	
Dardanelles.....	1,000,000	1 00	11 1/2
Delite.....	750,000	1 00	12
Eldon.....	1,000,000	1 00	05
Ellse.....	1,000,000	1 00	05
Ellen.....	1,000,000	1 00	07 1/2
Elkhorn.....	1,000,000	1 00	10
Exchequer.....	1,000,000	1 00	10
Goodenough.....	800,000	1 00	25
Gibson.....	650,000	1 00	17 1/2
Grey Eagle.....	750,000	1 00	
Hall Mines.....	300,000	\$1	
Idler.....	1,000,000	1 00	12 1/2
London.....	150,000	25	25
Minnesota.....	1,000,000	1 00	
Nelson-Poorman.....	250,000	25	25
Northern Light.....	250,000	1 00	18 1/2
Noble Five Con.....	1,200,000	1 00	19
Ottawa and Ivanhoe.....	1,500,000	1 00	12 1/2
Phoenix Consolidated.....	1,000,000	1 00	05
Rambler Con.....	1,000,000	1 00	30
Reco.....	1,000,000	1 00	1 70
Slocan Reciprocity.....	1,000,000	1 00	06
Slocan Star.....	500,000	50	2 10
Santa Marle.....	1,000,000	1 00	05
Sheriff.....	1,000,000	1 00	24
Silver Band.....	250,000	25	12 1/2
Slocan Queen.....	1,000,000	1 00	10
Star.....	1,000,000	1 00	05
St. Keverne.....	1,000,000	1 00	05
Sunshine.....	500,000	10 00	
Two Friends.....	240,000	30	17
Washington.....	1,000,000	1 00	
Wonderful.....	1,000,000	1 00	4 1/2

COMPANY	CAPITAL	PAR VALUE	PRICE
LARDEAU			
Consolidated Sable Creek Mining Co.....	\$1,500,000	\$ 1 00	\$ 100
TEXADA ISLAND			
Texada Proprietary.....	50,000	25	25
Van Anda.....	5,000,000	1 00	1 1/2
Victoria-Texada.....	150,000	25	25
Texada Kirk Lake.....	600,000	1 00	1 00
Raven.....	1,000,000	1 00	10
Gold Bar.....	100,000	10	
VANCOUVER ISLAND			
Alberni Mountain Rose.....	250,000	1 00	15 1/2
Ambrozine.....	500,000	1 00	1 00
Consolidated Alberni.....	5 0,000	1 00	18
Mineral Creek.....	500,000	1 00	05 1/2
Mineral Hill.....	750,000	1 00	05
Quadra.....	500,000	1 00	10
CARIBOO			
Cariboo Gold Fields, Ltd.....	\$100,000		
Cariboo Hydraulic Con.....	300,000	5 00	82
Horseshy Hydraulic.....	200,000		
Horseshy Gold Mining Co.....	1,000,000	10 00	10 00
Cariboo M. & D. Co.....	300,000	1 00	25
Golden River Quesnelle.....	\$250,000	\$1	2 50
Victoria Hydraulic.....	300,000	1 00	85
LILLOOET DISTRICT			
Alpha Bell.....	500,000	1 00	45
Dominion Developing.....	22,500	25	24
Excelsior.....	500,000	1 00	50
Golden Cache.....	500,000	1 00	78
Lillooet Gold Reefs.....	200,000	25	25
Cayoosh Creek Mines.....	500,000	1 00	50
FAIRVIEW CAMP			
Tin Horn.....	200,000	25	34
Winchester.....	200,000	25	25
BOUNDARY			
Old Ironsides.....	1,000,000	1 00	12
Golden Crown.....	2,000,000	1 00	20
Boundary Creek M. & M. Co.....	1,500,000	1 00	10
CAMP MCKINNEY			
Cariboo.....	500,000	1 00	55

Dividends paid to date are as follows: Le Roi, \$725,000; War Eagle (Old Company), \$217,500; Rambler-Cariboo, \$40,000; Reco, \$250,000; Slocan Star, \$50,000; Cariboo, \$189,000; Dominion Developing, \$158,158. The Hall Mines, Limited, has also paid dividends on preferred and ordinary stock.

It is estimated that the profits of the mines subjoined have returned the sums placed opposite their respective names:

Payne.....	\$400,000	Goodenough.....	35,000
Idaho.....	240,000	Noble Five.....	50,000
Poorman.....	50,000	Northern Belle.....	20,000
Ruth.....	150,000	Antoine.....	10,000
Whitewater.....	154,000	Surprise.....	20,000
Washington.....	20,000	Monitor.....	15,000
Slocan Roy.....	25,000	Last Chance.....	50,000
		Fern.....	10,000

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BAD MISREPRESENTATION.

Mr. McMillan recently lectured at the Imperial Institute in London, England, and, if correctly reported, is there reported to have said in an address on British Columbia's mines and mining: "Trail Creek is the only district that may be said to have been proved. This is probably because it is the only district which has transportation and smelting facilities." In this Mr. McMillan, of course, ignores Slocan and the West Kootenay silver-lead and gold-silver country in general, which have twenty dividend-paying mines to the single one at present of Trail Creek, and have the best of smelting facilities at the Hall Mine's works, Nelson, in addition to excellent railroad facilities. Such statements as that made by Mr. McMillan cannot be too strongly condemned, as showing either extraordinary ignorance or extraordinary powers of deliberate misrepresentation.

AN EGG JOKE ROLLING.

At a small social gathering the other night somebody started the egg joke a-rolling.

"Did you ever hear the story of the hard-boiled egg?" he solemnly inquired of some one across the table.

"No," was the innocent answer.

"It's hard to beat," said the joker with much gravity.

You can't help smiling at these things, and after the laugh died down somebody else sprung this:

"Did anybody hear about the egg in the coffee?"

"No," said an obliging somebody.

"That settles it," remarked the funny man, blandly.

Of course there was another laugh, and then a brief silence. It looked as if the egg jokes had been exhausted.

But presently a little woman at one end of the table inquired in a high soprano voice if anybody present had heard the story of the three eggs.

The guests shook their heads, and one man said "No."

The little woman smiled.

"Two bad," she said.

OFF FOR ALASKA.

Oh, I've got the Klondike fever
And I'll go

To that land of mud and glaciers,
Rain and snow.

The ocean trip's a rough one,
The Chilkoot pass a tough one,
But the mine's a sure-enough one
That I know.

I know I must wear rubber
On my feet.

And it may be frozen blubber

I shall eat;

Jack Frost may freeze my toes off,
Big mosquitoes eat my nose off,
and the wind may blow my clothes off
In the street.

Yes, I've got the nerve and muscle
For the trail.

But I'll have to hump and hustle,

Or I'll fail;

Though starvation it may seize me,
The weather it may freeze me,
And the polar bears may tease me,
I'll not quail.

When the winter nights grow longer,
and s dark,

Then I'll wish I had my girl up there
to spark;

But I'll write her letters pleasing,

While I try to keep from freezing—

Keep from sneezing and from freezing
Stiff and stark.

When at last I have become

A millionaire,

I'll start for home and feel I've

Had my share;

And having reached a fair age,

With a mansion and a carriage,

I can then indulge in marriage,
Fair and square.

—J. B. Brown in Los Angeles Times.

London & B.C. Alliance Syndicate**Want Valuable Mining Property.**

Owners wishing to dispose of valuable mining claims are requested to send full particulars to Mr. J. C. Fergusson, M. Inst. C. E., the consulting engineer of the Syndicate, who is prepared to examine and report upon the same.

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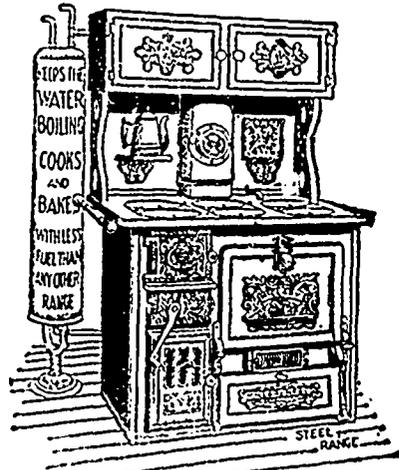
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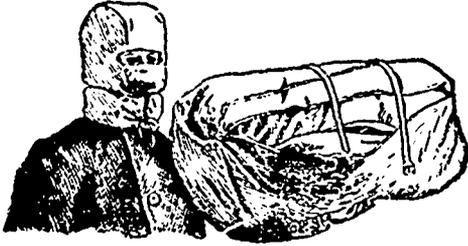
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Steamers, "INTERNATIONAL" & "ALBERTA"
On the Kootenay Lake and River.

— TIME CARD —

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

Five Mile Point Connection with all Passenger Trains of the N. & P. 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, 5:45 a. m.
Arrive Northport 12:45 p.m.; Rossland, 3:40 p.m.; Spokane, 6 p.m.
Leave Nelson for Kaslo and way points, daily except Sunday, 5:30 p.m.
Leaving 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., Sun. 8:30 a.m.
Arrive Kaslo 12:30 p.m.
Leave Kaslo for Nelson, etc., Mon., Tues., Wed., Thurs., Fri., Sat., Sun. 4:00 p.m.
Arrive Nelson 8:00 p.m.

G. ALEXANDER, General Manager.

Kaslo & Slocan Railway

— TIME CARD —

Trains Run on Pacific Standard Time.

Going west	Daily	Going east
Lv 8:00 a.m.	Kaslo	Ar 3:30 p.m.
" 8:30 "	South Fork	" 3:15 "
" 9:30 "	Sproule's	" 2:15 "
" 9:51 "	Whitewater	" 2:00 "
" 10:03 "	Bear Lake	" 1:48 "
" 10:18 "	McGulgan	" 1:33 "
" 10:28 "	Junction	" 1:12 "
Ar 10:50 "	Sandon	Lv 1:00 "
SANDON AND CODY.		
Lv 11:00 a.m.	Sandon	Ar 11:45 a.m.
Ar 11:20 "	Cody	Lv 11:25 a.m.
Telegraphic Address, "Bed-rock." H. W. BRYAN,		
Code, Moring & Neals Superintendent.		

COLUMBIA & WESTERN RAILWAY 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 Rossland	11:00 a.m.
Arrives at Trail	12:00 a.m.
No. 6 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 in Rossland	9:30 a.m.
No. 1 passenger (daily)	
Leaves Trail	12:30 p.m.
Arrives in Rossland	1:30 p.m.
No. 5 passenger (daily except Sunday)	
Leaves Trail	5:45 p.m.
Arrives in Rossland	7:00 p.m.

Connections made with all boats arriving and departing from Trail.

GENERAL OFFICES, TRAIL, B. C. **E. P. GUTELIUS, Gen. Supt**

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Northern Settlements—SS Comox sails from Company's Wharf every Tuesday at 9 a.m. for Bowen Island, Howe Sound, Sechart, Jervis Inlet, Proeck, Tuxada Island, Land Hernando Island, Cortez Island, Read Island, Valdez Island, Shoal Bay, Phillips Arm, Frederick Arm, Thurlow Island, Loughborough Inlet, Salmon 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 Maas River—SS. Coquitlam sails on 8th and 22nd of each month and will proceed to any part of the Coast should inducements offer.

Moodyville and North Vancouver Ferry—Leaves Moodyville 8, 9:15, 10:45, 12, noon, 2, 4 and 5:45 p.m. Leaves Vancouver 8:35, 10, 11:20, 1:15 p.m., 3:15, 5:15 and 6:2, calling at North Vancouver each way excepting the noon trip.

Freight Steamers—SS. Capilano and S. S. Coquitlam, capacity 30 tons, D.W.

Tugs and Scows always available for towing and freighting business. Large storage accommodation on company's wharf
Telephone 94. **H. DARLING, Manager.**

C. P. NAVIGATION CO., LTD

TIME TABLE NO. 32

Takes effect January 4th, 1898.

VANCOUVER ROUTE.

VICTORIA TO VANCOUVER—Daily (except Monday) at 1 o'clock.

VANCOUVER TO VICTORIA—Daily (except Monday), at 13.15 o'clock, or on arrival of C. P. R. No. 1 train.

NEW WESTMINSTER ROUTE.

LEAVE VICTORIA FOR NEW WESTMINSTER, LADNER'S LANDING AND LULU ISLAND—Sunday at 23 o'clock; Wednesdays and Fridays at 7 o'clock. Sunday's steamer to New Westminster connects with C. P. R. train No. 2 going east Monday.

FOR PLUMPER PASS—Wednesdays and Fridays at 7 o'clock. FOR MORESBY AND PENDER ISLANDS—Friday at 7 o'clock.

LEAVE NEW WESTMINSTER FOR VICTORIA—Monday at 13:15 o'clock; Thursday and Saturday at 7 o'clock.

FOR PLUMPER PASS—Thursday and Saturday at 7 o'clock. FOR PENDER AND MORESBY ISLANDS—Thursday at 7 o'clock.

NORTHERN ROUTE.

Steamships of this Company will leave for Fort Simpson and intermediate ports, via Vancouver, the 1st and 15th of each month at 8 o'clock. And for Skidegate on the 1st of each month.

BARCLAY SOUND ROUTE.

Steamer Tees leaves Victoria for Alberni and Sound ports the 15th and 30th of each month.

KLONDIKE ROUTE.

Steamers leave weekly for Wrangel, Juneau, Dyea and Skagway.

The Company reserves the right of changing this Time Table at any time without notification.

JOHN IRVING, Manager.

G. A. CARLETON, General Agent.
Victoria.

Mines and 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.

319 Cambie St., Vancouver, B. C.

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