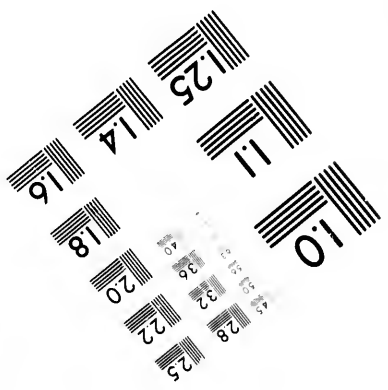
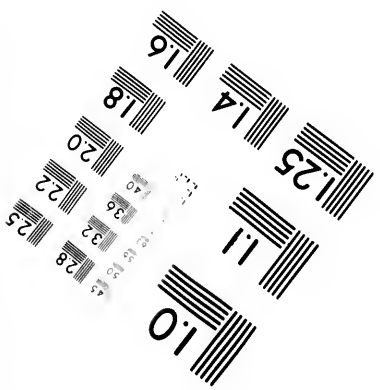
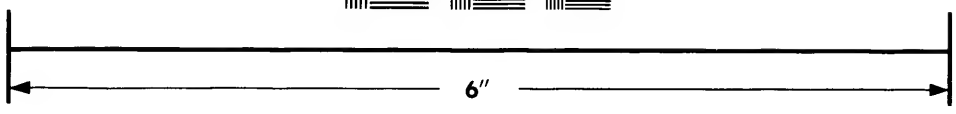
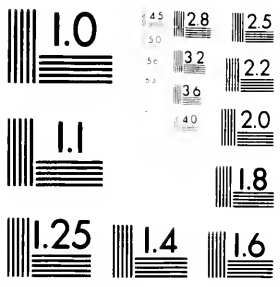


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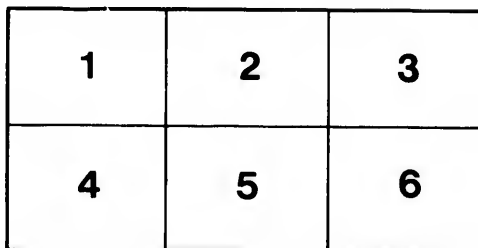
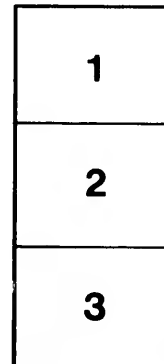
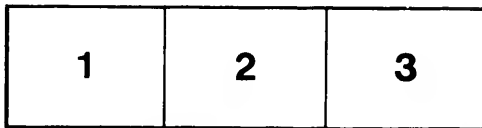
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OCTOBER, 1897

GOLD
IN
Cariboo
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REACHED
ONLY BY THE

CANADIAN
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BRITISH COLUMBIA

British Columbia's Mineral Wealth

NO known country to-day is richer in mineral wealth than British Columbia, from whose various mines have been extracted during the past thirty-eight years an immense output, aggregating in value over \$100,000,000. Almost every kind of valuable mineral has been found, some under unusually favorable conditions of quality and quantity, although systematic exploration has extended over only a comparatively small section of the Province when its vast area is considered. Gold, silver, copper, lead, cinnabar, platinum, coal and iron have already given rich returns for the money and labor spent on their extraction, and there are satisfying indications that some of the more precious ores exist in even richer and larger deposits in regions still awaiting thorough exploration than they do in the great wealth producing propositions now being developed.

A VAST MINERAL REGION

The mineral region of British Columbia covers a huge tract, forming a great belt which leaves the United States boundary about 150 miles east of the Pacific Coast and runs north-westerly beyond unknown Cassiar, 500 miles away, to the wonderfully rich Yukon Valley in Canadian and Alaskan territory. This immense area is best described as resembling an animal whose tail and head are in Montana and Alaska but whose body lies in British Columbia. Exploration has demonstrated that there is no very extensive section of the Province from the Rockies to the Coast and from the international boundary line to its most northerly limits that is not more or less mineralized, leading to the oft-expressed belief that almost the entire country is underlaid with precious metals. The name of British Columbia has in fact become the synonym of mineral richness, and its **TREASURE CHESTS ARE NOW OPEN TO THE WORLD.** The recognized and greatest authority on mineralogy in Canada, Dr. G. M. Dawson, F. R. G. S., who for fifteen years was engaged in exploring British Columbia, says: "The explorations of the Geological Survey of Canada have already resulted in placing on record the occurrence of rich ores of gold and silver in various places

BRITISH COLUMBIA

scattered along the entire length of the Cordilleran (Rocky Mountain) region in Canada. * * * Because a mountainous country, and till of late a very remote one, the development of the resources of British Columbia has heretofore been slow, but the preliminary difficulties having been overcome, it is now, there is every reason to believe, on the verge of an era of prosperity and expansion of which it is yet difficult to foresee the amount or the end."

IMPROVED MINING METHODS

As the most primitive methods only were employed in mining the more precious ores up to a few years ago, the full value of the country's mineral resources could scarcely be approximately estimated, but with the recent commencement of the era of scientific mining in a systematic manner, made possible by the development of the Province through the inflow of foreign capital



STARTING FOR THE MINES

and the increased facilities for transportation, rendering prospecting easier and actual mining operations profitable, it is assured that the coming great development will show an enormous richness hitherto past comprehension.

These rich fields are now attracting experienced miners and mining men from all over the world, and capital is pouring in from all directions to continue in a more concerted and organized way that marvellous developing which has characterized the Kootenays and Cariboo and other sections during the past two years. No fewer than thirty-seven of the new English mining companies formed during the year 1896, and over \$16,000,000 of the new capital involved, are to operate in British Columbia, besides the large sums of American, Canadian and Australian money which are being invested here.

BRITISH COLUMBIA

MINING DEVELOPMENT

The official returns published by the British Columbia Bureau of Mines furnish interesting statistics as to the mineral development of the Province. The total mineral production of the Province to January 1st, 1897, amounts to the enormous sum of \$100,931,604, of which \$57,704,855 has been from placer gold—the result chiefly of rich workings in Cariboo, the Wild Horse in East Kootenay and other famous locations. Between 1890 and 1896, the total value of the annual production increased from \$2,608,608 to \$7,146,425, due largely to the marked increase in the production of gold, silver, lead and copper. The total product of lode mining in 1891 was only \$29,607, while in 1896 it reached \$4,257,179. From what can be gathered as to the output of 1897, another rapid stride is being made, and judged by the indications furnished in the official returns a stage has been reached in the mineral development of the country when its continued steady and profitable expansion has ceased to admit of doubt.

LAW AND ORDER

No known mining country enjoys a happier or more complete immunity from disturbing questions—water, timber or labor difficulties—than British Columbia. The laws of the country—the result of wise legislation—are honestly and impartially enforced, and authority is admirably maintained. Life is as safe here as it is in all Canada and there is a wholesome regard for the rights of property. There is a noticeable absence of rowdyism and crime in all the camps and the tougher element have discovered that there is no room for them in the country outside the jails and prisons. All the towns of any pretensions have schools and churches, and some of them possess water works, electric lights and the other adjuncts of modern towns in the east.

CAPITALISTS AND WORKING MEN

A person with capital can find in any section of the Province excellent opportunities for investment, either in mining or in commercial pursuits. In some instances, not a great amount is required, and with the exercise of ordinary prudence and business caution should yield large returns. The following is the present average schedule paid for experienced help at the mines, although rates may vary slightly in different camps:—

Common labor, \$2.50; men in outdoor work and tunnelling, \$3.00 a day; machine drill men, \$3.50 a day; helpers, \$3.00 a day; blacksmiths, \$3.50 to \$4.50 a day; engineers, \$3.50 to \$4.50 a day; foremen, \$4.00 a day. Living expenses are not excessive in these towns. Regular board can be had at \$5.00 and upwards. Rooms cost from \$15.00 to \$30.00 a month. Servant girls get good wages. It is desirable that wage-earners should have some money beyond their travelling expenses to tide them over until a situation is secured.

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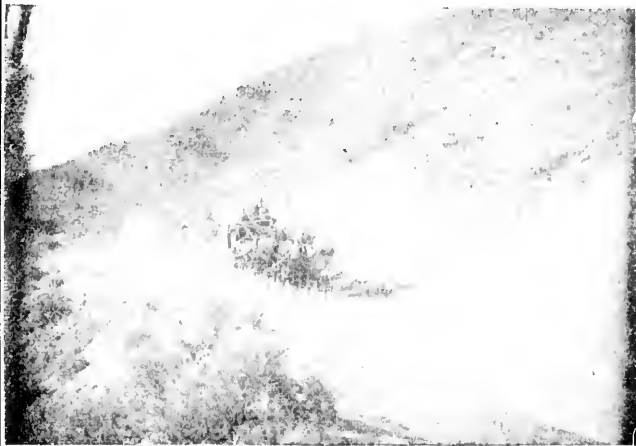


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GOLDEN CARIBOO

CARIBOO

The richest of these marvellous auriferous alluvial deposits are in the Cariboo district, a region which, with the neighboring mines of Omineca and Cassiar, has yielded fully \$60,000,000 in gold since their discovery in 1858, the most of it being taken out with the primitive appliances of the earlier days. In the eighteen years up to 1876, the yield was above \$40,000,000, nearly all of which came from the shallower placer deposits and gravels in the beds of the present streams, and principally from Williams and Lightning Creeks. The wealth of these placers was naturally exhausted after years of incessant working, but practical miners and scientists agreed that there were other rich deposits in the district, and expressed no doubts whatever of the existence of gold, far beyond comparison with the opulence of the shallow placers from which millions had been extracted, on the bottoms of old water courses and in some places in old river channels



EN ROUTE TO CARIBOO

which have been elevated above the old level and beyond the reach of water without a costly outlay for hydraulic plant. Dr. Dawson, of the Geological Survey, after a personal inspection of Cariboo some years ago, asserted that there was an immense quantity of gold yet available, that the country had not been thoroughly prospected, that over the whole region where surface diggings had been carried on the deeper ground would prove very rich on proper exploiting, and that the only obstacles to its immediate development were lack of exact engineering knowledge on the part of the miners, the prohibitory cost of transportation charges on heavy machinery and the great cost of labor and supplies. These obstacles have been largely overcome by the construction of the Canadian Pacific, and the improvement of the great highway from that railway to northern British Columbia, with the result that the work of development has

GOLDEN CARIBOO

since been vigorously and extensively prosecuted and greatly extended areas profitably worked. During the past three years several costly hydraulic plants have been introduced by different wealthy mining companies, with capital ranging from \$200,000 to \$500,000, which are now operating well known claims with most gratifying results, and there is every prospect of a second golden harvest which in its immensity and value will completely overshadow that which made Cariboo famous over thirty years ago.

Among the numerous Cariboo enterprises are the Horsefly Hydraulic Mining Co. and Horsefly Gold Mining Co., which work a series of claims near Quesnelle Lake; the Cariboo Hydraulic Mining Co., which is actively prosecuting work on the south fork of the Quesnelle River; and many others which are operating on the principal water courses within a few miles of the famous Williams Creek, from which about \$20,000,000 in gold have been taken out within a distance of two miles, and in close proximity to Island and Burns Mountains, whose rocky summits are a mass of quartz veins.

In addition to the properties of these Companies, there are numerous other large gravel deposits, many of which are now being prepared for working by the Montreal Hydraulic Gold Mining Co., and other companies with ample capital, and which only require properly directed efforts to ensure large returns. The development work for the season of 1896 and the early part of 1897 has served to materially advance this and the adjoining district of Lillooet. Hundreds of men have found employment, and none who really desired work at fair wages have failed to secure it.

At the bottom of the Fraser and in its tributaries along a great part of its whole length gold lies in unknown quantities, but, for want of proper facilities for working these deposits and separating the gold from the sand, that ample reward hoped for was not attained. In recent years, however, the attention of experienced scientific mining men has been attracted to these fields, and, well backed by capital, they are making an important movement in river dredging, and by other means are procuring gold from the river beds and bars. Several plants are already in active operation.

Several very promising quartz-bearing locations—amongst others the Golden Cache—are also being developed in the Lillooet and other districts, and as machinery capable of treating the refractory ore on the most improved methods has been imported, the excellent results already attained are proving a great impetus to the further development of this rich region, which will be still further augmented on the completion of additional roads, some of which are under course of construction.

Omineca and the Peace River countries, beyond Cariboo, which are best reached from Ashcroft, are attracting much attention this year, as there is a large and practically unexplored region that is known to be rich in gold and silver.

GOLD ABOUNDS

in every valley, and every stream that empties into it, and there is no estimating the unusual activity in the Cariboo mining

GOLDEN CARIBOO

circles, some of the richest places merely awaiting the advent of capital for that development which the new condition of affairs has rendered easily possible. When such marvellous results as from \$50 to \$1,000 have been obtained from a square foot of ground by the pioneering miner who had limited means and primitive methods of working, how much more satisfactory are the returns likely to be by capably organized companies, with the most modern appliances to extract the yellow metal, and having unlimited capital behind them? Already this new era in gold mining in British Columbia is attracting the world's attention to what has been proven one of the most remarkable deposits of gold ever discovered.

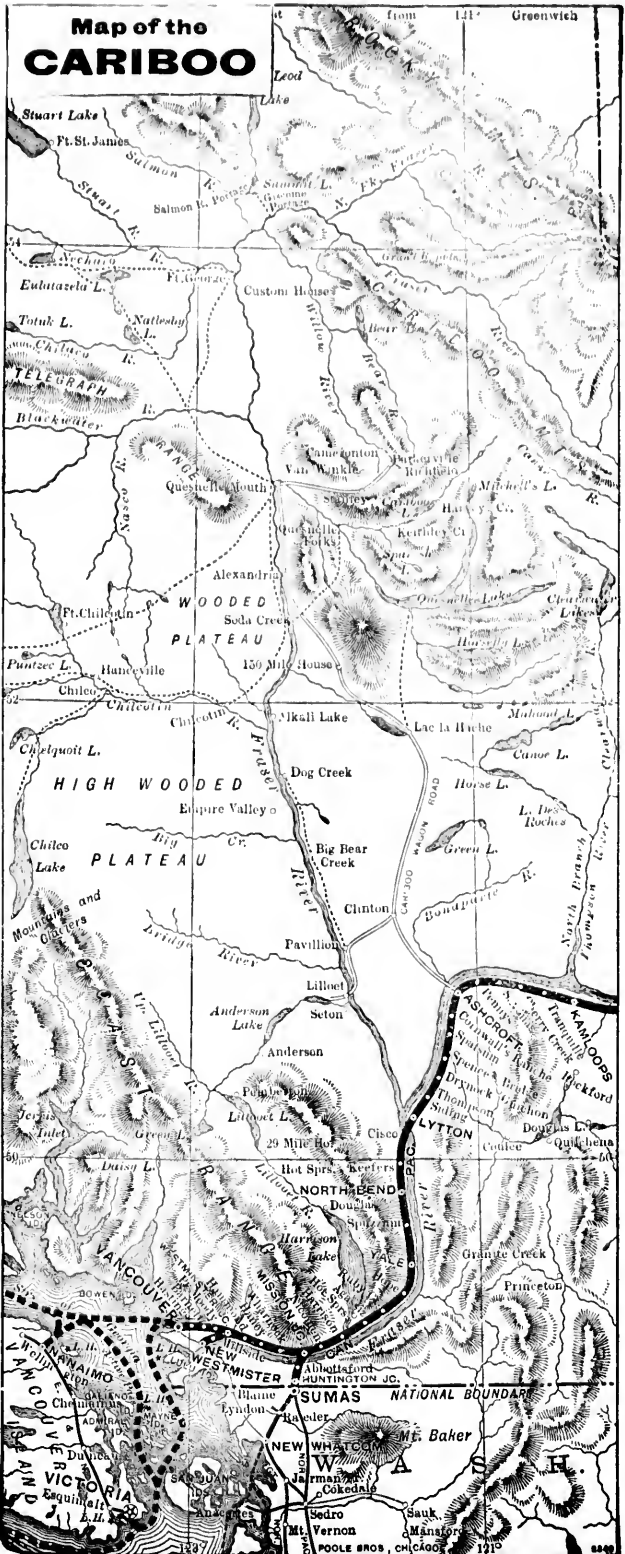


A CALL TO DINNER

HOW TO REACH CARIBOO

The Cariboo region and the northern interior of British Columbia can only be reached from the east and west by the Canadian Pacific Railway to Ashcroft, and thence by stage three times a week, to Clinton, and semi-weekly thence to Barkerville and intervening points, but on application in advance, arrangements can be made at Ashcroft for the transportation of large or small parties at any time. Quesnelle Forks and the Horsefly country are both reached by stages from 150-Mile House, on the great highway, 135 miles from Ashcroft. The roads are excellent, the stopping places convenient and with good accommodation, and the trip is not an uncomfortable one. Travelling by day only, Quesnelle Mouth and other points are reached in three days, and Barkerville, the terminus of the main stage route, in four. During the season of navigation (April 1st to November 15th) the new steamer Charlotte will run regularly between Soda Creek and Quesnelle, connecting with the stages, and shorten the time to two days and no night travel except on the steamer. Meals and lodgings en route are 50 cents each.

Map of the CARIBOO



THE KOOTENAYS



THE SMELTER AT TRAIL

KOOTENAY

THE extraordinary growth of the mining industry in the Kootenay and the consequent rush to invest money in a country which was almost unheard of five years ago, but whose name is now as familiar as the best known fields of South Africa, Australia or the United States, forms one of the century's most important epochs in the history of mining. California in '49, Australia in '51, and Colorado when Virginia City, Leadville and Cripple Creek were the centres of attraction, had no greater rush of miners and mining men; and while there have doubtless been greater "booms" than the Kootenays have produced, nowhere has there been that steady substantial progress which

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THE KOOTENAYS



THE SMELTER AT TRAIL

indicates solidity and permanency. That the enterprise of those who are pouring in from all parts is being rewarded is evident by the satisfactory results and the promising prospects which each of the numerous mines shows as development is undergone. Prosperous cities are springing up in every district, capitalists and merchants being attracted by the **stupendous mineral resources** of the country, which embraces an extent of about 15,000 square miles. The output of ore is gradually increasing as machinery and appliances are being added to the different mines, and with the cheaper and better transportation facilities which have been and are being supplied there is every indication that the showing for 1897 will more than double all previous year's records. The Kootenay is divided into two great divisions—the West and the East.

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WEST KOOTENAY

West Kootenay

The list of mining countries which are taking a first place amongst the gold and silver producers of the world must necessarily include West Kootenay. Utterly unknown a few years ago, and with but inadequate means of communication, it has suddenly, through the discoveries of its great mineral wealth, acquired a fame that has reached far-off lands and attracted hither experienced miners and capitalists who, convinced of the capabilities of the country, have remained to aid in its development. In the past two or three years great strides have been made. The work of development has been and still continues to be carried on with increased vigor. A number of prosperous and progressive mining centres have been created, and numerous prospects have developed into established and productive mines—over



CLIFF MINE

fifty of which in the Slocan country and twenty in the Trail Creek are ore shippers, and some of them dividend-payers already.

Amongst the most valuable discoveries of gold and copper are those in the Trail Creek District, situated on the west side of the Columbia River and within six miles of the international boundary, equaling in richness the famous silver mines in the Slocan country, the wealth of which, and the extent of mineral, astonished the mining world. Eminent mining engineers, representing London and Paris capital, are authority for the statement that within a radius of a dozen miles of Rossland nature has deposited more golden store than in any similar area on the globe. Rossland is the site of the famous Le Roi (which has paid \$450,000 in dividends since October, 1895), War Eagle (recently sold for over three-quarters of a million, and which has paid in dividends \$187,000), Centre Star, Columbia and Kootenay, Jumbo, Evening Star, Cliff, Josie, Iron Mask, Nickel Plate and several other gold mines, the value of the ore from which runs from \$10 to \$100 per ton, and in instances to \$400, in gold, copper and silver, and a place which

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WEST KOOTENAY

rose in its brief existence from an unknown mining camp to a thriving well-built city of 8,000 people whose numbers are being increased by fresh arrivals daily. Rossland boasts of a system of waterworks, is lighted by electricity, has two great banking institutions—the Bank of Montreal and Bank of British North America—excellent public and private schools, hospital, several churches, good hotels and daily and weekly newspapers. This city and Trail, seven miles distant on the Columbia River, are typical of what can be speedily done by the opening up of a mining district. In 1894, Trail had no existence. It has now a population of about 2,000, with the most extensive smelting works and only refinery in Canada, first-class hotels, schools, etc., and is also lighted by electricity.

In this mining subdivision alone there were 2,588 mineral claims recorded in 1896—a considerable increase over the previous year, and 4,200 free miner's certificates issued. The claims being developed also showed a remarkably large increase over those of 1895.



NELSON

Mr. Wm. A. Carlyle, Provincial Mineralogist of British Columbia, in his report of the Trail Creek Mining district, says:—
“The concensus of opinion of many mining men who have studied the conditions and surface showings in this new camp at Rossland, is to the effect that few camps have ever shown so many favorable indications that warrant the belief that on further extensive, systematic exploration other shutes of gold ore will be uncovered. Prospecting has disclosed these many parallel veins, varying in width, when exposed, from an inch to several feet, and it is believed that many more ore shutes will be found when these most promising surface indications are thoroughly exploited, for it is quite improbable that the large shutes of rich ore that have been shown on the surface by denudation will be found to be the only ones.”

WEST KOOTENAY



AINSWORTH

Nelson, on an arm of Kootenay Lake, is also the centre of a rich district, the celebrated Hall mines on Toad Mountain being but a few miles from the town. A 280-ton smelter has been erected at Nelson, which is connected with the Hall mines by an aerial tramway by which the ores are brought down the mountain for treatment. Free milling ore has been found at Forty-nine Creek and there are other valuable locations on the Salmon River and Goat River countries to the south and south-east and in the section bordering on the Columbia immediately south of the Lower Kootenay.



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WEST KOOTENAY

About Ainsworth, Kaslo and other points on Kootenay Lake, rich silver mines are profitably worked, those at the first mentioned camp being amongst the earliest discoveries made in the Kootenay. Some of them are large shippers.

The Slocan country—that region lying between the Arrow and Kootenay Lakes—has been demonstrated to be one of the richest ore producers on the continent. The output from this section last year was over \$3,000,000. One mine—the Slocan Star—paid \$300,000, or 60 per cent. of its capital, in dividends, within the twelve months, and the Reco \$100,000. The Payue is credited with having already made profits to the extent of \$250,000; the Idaho, \$152,000; Good Enough, \$350,000; Ruth, \$50,000; Poorman, \$50,000; the Noble Five, \$50,000, and a dozen or more other properties with dividends ranging from \$15,000 to \$50,000. Adjacent to these mines are well-built towns which had no existence a few years ago.



SANDON

The country bordering on Slocan Lake and south towards the Lower Kootenay is richly mineralized, and at many points mines are being developed rapidly and profitably.

Perhaps the newest and amongst the most promising divisions are the Lardeau and Trout Lake—reached from Arrowhead by steamer and waggon. They present excellent openings for the prospector and investor, for, while not a very large area has been prospected, sufficient has been shown to indicate the presence in large quantities of silver-lead with gold and copper.

The Big Bend district comprises those portions of both East and West Kootenay lying north of the Canadian Pacific Railway in the triangle formed by the course of the Columbia which flows north from Donald for 100 miles and turning suddenly south is crossed again by the C. P. R. line at Revelstoke, 75 miles further west. The region is mineralized throughout. In the early days enormous yields of gold were obtained by placer mining which still makes profitable returns. There are gravel benches of great value along the main river

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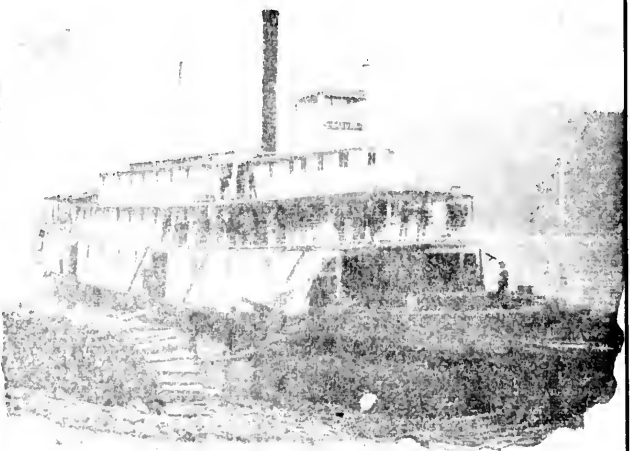
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WEST KOOTENAY

and most of its tributaries, which will, with the utilization of hydraulic plants, give rich reward.

Along the main line of the Canadian Pacific are several prosperous mining camps—the mining division of Illecillewaet occupying the western slope of the Selkirk range. The ores of the Illecillewaet are chiefly silver-lead, running from 35 to 120 ounces of silver and 40 to 70 per cent. lead. Through the Albert Canon section—as in nearly every other part of West Kootenay—are areas which have yet to feel the tread of the prospector, and opportunities which, if properly grasped, cannot fail to lead on to fortune.

Within this entire mining region, parts of which are only beginning to be prospected, the number of claims recorded is



STR. NAKUSP

steadily and rapidly increasing, while the output of many of them that have gone beyond the development stage would average about \$100 to the ton. It must also be borne in mind that many of the mines from which the heaviest output was made until recently were miles from water or rail communications, thereby hampering extensive operations.

The development of the mines has in the past been somewhat retarded by the want of smelting works, but this has now been overcome by the erection of extensive works at Pilot Bay, Nelson and Trail, and the owners of various other properties have built concentrators and stamp mills, for in some sections there is free milling gold, and constructed roads and tramways to handle their outputs.

Probably not a little of the wonderfully increased activity in mining is due to the greater facilities for transport provided by the railway and steamboat companies, who, satisfied of the immense value of the country, and the enormous trade at their command, at once arranged the extension of the required lines, so that now any part of the West Kootenay country is easily accessible

EAST KOOTENAY

throughout the year. That this could be accomplished, railway branches have been constructed from Revelstoke, on the main line of the Canadian Pacific, to Arrowhead; from Nakusp, on the Upper Arrow Lake, to Sandon, in the Slovan region; from Sandon to Kaslo; and from Robson to Nelson along the Lower Kootenay, connecting the Columbia River with Kootenay Lake, and a line from Robson to Trail, connecting with the railway to Rossland, and another line from Slovan City at the foot of Slovan Lake to the Robson-Nelson branch on the Lower Kootenay, are under construction. The Canadian Pacific Railway Company has established an excellent steamboat service on the Columbia River and Arrow Lakes, on Slovan Lake and on Kootenay Lake, connecting with the different branch lines through the whole district.

HOW TO REACH WEST KOOTENAY

THE quickest and most comfortable route to the West Kootenay country is by the Canadian Pacific Railway to Revelstoke, where a branch line of the C. P. R. runs to Arrowhead, at the head of the Upper Arrow Lake, from which all parts of the country south of the main line of the C. P. R. can be reached throughout the whole year. The splendid new steamers "Nakusp" and "Kootenay" of the Canadian Pacific Railway Co. run daily (except Sundays) to Nakusp, Robson and Trail, making close connections at these points with the Company's branch lines. At Nakusp the Nakusp & Slovan branch of the C. P. R. is taken to Roseberry, New Denver, Three Forks and Sandon. From Sandon a railway has been completed to Kaslo, on Kootenay Lake. A daily steamboat service has also been established by the Canadian Pacific from Roseberry to Slovan City, Brandon, and intermediate points on the Slovan Lake, immediately south and east of which are situated several newly-opened camps. At Robson the Columbia & Kootenay branch of the C. P. R. is taken to Nelson, from which Kaslo and all other important camps on the Kootenay Lake are reached by Canadian Pacific steamers daily (except Mondays) and on Mondays the service is extended to Lardo and Argenta on the upper waters of Kootenay Lake. At Trail there is regular communication by rail to Rossland eleven miles distant.

East Kootenay

Lying immediately to the east of West Kootenay and extending to the eastern boundary of the Province is East Kootenay—a wonderfully rich country now on the eve of full development and expansion. The great wealth of this region has been known for years, and in the early days of placer mining it almost rivalled Cariboo in its yield of millions, but the lack of means of communication and the heavy cost of transportation of supplies

EAST KOOTENAY

and machinery, combined with the rich discoveries in other parts of the Province which were more easy of access, naturally retarded mining operations seriously and prevented the work of development reaching those immense proportions which, under more favorable conditions, would have been attained. The early completion of the Crow's Nest Pass Railway, now under rapid construction by the Canadian Pacific Railway Company, will remove these impeding obstacles, and its building is giving a marvellous impulse to the development of its boundless resources. By this road easy access will be gained to this hitherto almost sealed region, and a new mining empire—second to none in all that makes wealth—will be opened to the world. **The magnitude of the latent riches** of this vast tract can now scarcely be estimated, nor will the full extent of its mineral deposits be known for some years, for although the work of prospecting has been vigorously prosecuted with most gratifying results there is still a large area to be explored. The existence of immense bodies of ore has already been established, but how wide their distribution is can only be determined by actual search. Prospectors find here magnificent opportunities for discovery and practical mining men and capitalists an unsurpassed field for investment. Mining operations are being carried on successfully notwithstanding the disadvantages under which East Kootenay has hitherto labored, in the long stretch of country between Golden on the north and Moyie Lake; and the silver-lead mines of the North Star and Sullivan groups, the extensive hydraulic works on Wild Horse Creek, the placer mines on Weaver, Perry and other streams, the St. Eugene group on Moyie Lake and the Dibble group towards the Bull River are merely a few successful camps where there are opportunities for the development of many other equally rich propositions. Besides gold, copper and silver-lead, East Kootenay possesses what is believed to be the greatest coal deposit in the world—seams overlying each other for an exposed depth of 132 feet, and it is claimed iron ore exists within short distance. With the proximity of these two minerals there is every prospect that great manufacturing centres will arise in East Kootenay whose coal measures will also supply the coke required for its own smelters and for those of West Kootenay.

The resources of East Kootenay, unlike those of mining regions generally, are not confined to minerals. Invaluable oil wells exist in the south-eastern part, the quality of whose product is said to be the purest ever discovered; and in the wide valleys are great stretches of arable land on which the most favorable conditions exist for raising stock, grain and ordinary farm produce, with the additional advantage of the settler being assured an excellent cash market close at home.

While East Kootenay is still in its infancy, it has several towns:—Golden on the main line of the Canadian Pacific, Fort Steele, Windermere, etc., and with the anticipated coming development these will not only increase in population and wealth, but others will arise in the different sections.

HOW TO REACH EAST KOOTENAY

The East Kootenay mining camps are best reached from Golden on the main line of the C. P. R. by steamers which run

BOUNDARY CREEK

regularly on the Upper Columbia from the middle of April to the middle of November, and by stage weekly in winter, a good waggon road having been constructed by the Government to Windermere, Fort Steele and Tobacco Plains (on the United States boundary) with comfortable stopping places en route.

Boundary Creek

Immediately to the west of the Kootenays and separated from them by the Gold Range of Mountains is the Boundary Creek country—a name now generally applied to this new mining region which adjoins the international boundary. While comparatively little was known of its hidden wealth until recently, its development has been very rapid, and the country is evidently destined to rival the best known sections both in the extent and richness of its mineralized areas, and in its ranching and farming capabilities. There are three distinct mineral basins in the territory—one on the North Fork of the Kettle River, another on Boundary Creek, and the third on the main Kettle River above Rock Creek. Mining camps are located in all directions, and work is being actively prosecuted, several of the mines being shippers. There are large stretches yet to be explored. The country is rich in gold, silver and copper, and there are coal deposits of great value along the Kettle River. Perhaps the largest mineral deposit in the district—and possibly in the world—is the Volcanic Mountain on the North Fork, whose outcrop is estimated to be from 1,000 to 1,200 feet wide and from 3,500 to 4,000 feet in length, and said to be capable of producing more ore daily, to keep more smelter furnaces in blast and give employment to more miners and laborers than any other mine yet discovered in any part of the globe. There are other immense deposits which when fully exploited will doubtless produce the wealth and acquire the fame of the most celebrated mines that are known.

Several towns have already grown to substantial proportions—Grand Forks, Greenwood City, Anaconda, Midway, Carson, Rock Creek, etc.—and have the brightest prospects, as the steady influx towards these new camps shows decided signs of regularly increased volume. Beyond Rock Creek is Camp McKinney, where the Cariboo mine has already become a dividend payer to the extent of \$157,410. Still further west in the Osoyoos region is the famed Fairview camp, one of the most prosperous in the country, and at which considerable development work is being done.

Mining, however, is only one of the great undeveloped resources of the Boundary Creek country. It has extensive tracts of fertile agricultural fields and rich pasturage, and magnificent timber limits, the development of which will naturally bring the district into prominence as one of the most flourishing in the Province.

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BOUNDARY CREEK

HOW TO REACH BOUNDARY CREEK

This region is reached by the Canadian Pacific Railway to Sicamous, thence by branch railway to Vernon and Okanagan Landing on Okanagan Lake, from which the fine C. P. R. steamer "Aberdeen" sails every Monday, Wednesday and Friday for Kelowna and Penticton at the foot of the lake, where connection is made for the different mining camps by stage—the route lying from Penticton through Camp McKinney, Rock Creek, Midway, Boundary Falls, Anaconda, Greenwood and Carson to Grand Forks.

CANADIAN PACIFIC TRAINS

Through trains run from Montreal and Toronto daily except Sunday, and from Winnipeg west daily. Attached to these trains are palatial sleeping cars and superb dining cars and first class coaches. Tourist cars, very similar in general appointment to the first-class sleepers, fully upholstered, with portable section partitions which ensure perfect seclusion to each berth by night, and a complete equipment of mattresses, linen, blankets, pillows, etc., range in the kitchen apartment for those wishing to prepare their own meals, lunch tables, etc., run through from Toronto to the Pacific Coast without change, leaving the Union Depot every Friday noon at 12.55 o'clock, and the Windsor Street Station, Montreal, Thursday mornings at 9.50 o'clock. The only charge for these superb accommodations, in addition to the regular SECOND-CLASS railway fare, is \$6.50 to Revelstoke, and \$7.50 to Coast points from Toronto, and \$7.00 and \$8.00 respectively from Montreal.

Colonist Sleepers run through daily. No extra charge is made for accommodation in these cars, but passengers must provide their own bedding.

FOR FURTHER INFORMATION APPLY TO ANY AGENT OF THE CANADIAN PACIFIC RAILWAY, OR TO

ARCHER BAKER, European Traffic Agt., 7 James St., Liverpool; 67 and 68 King William St., E. C., and 30 Cockspur St., S.W., London, Eng.; and 67 St. Vincent St., Glasgow, Scotland.

C. E. McPHERSON, Asst. Genl. Pass. Agt., 1 King St. E., Toronto.

H. J. COLVIN, Dist. Pass. Agt., 197 Washington St., Boston.

E. V. SKINNER, Genl. East. Agt., 353 Broadway, New York.

A. H. NOTMAN, Dist. Pass. Agt., St. John, N.B.

A. E. EDMONDS, City Pass. Agt., 11 Fort St. W., Detroit.

J. F. LEE, Genl. Agt. Pass. Dept., 232 S. Clark St., Chicago.

M. M. STERN, Dist. Pass. Agt., 648 Market St., San Francisco.

W. R. CALLAWAY, Genl. Pass. Agt. Soo Line, Minneapolis, Minn.

W. S. THORN, Asst. Genl. Pass. Agt. Soo Line, St. Paul, Minn.

G. W. HIBBARD, Genl. Pass. Agt. South Shore Line, Marquette, Mich.

E. J. COYLE, Dist. Pass. Agt., Vancouver, B.C.

ROBT. KERR, Traffic Manager Lines West of Lake Superior, Winnipeg.

C. E. E. USSHER, Asst. Genl. Pass. Agt., Montreal.

D. McNICOLL, Passenger Traffic Manager, Montreal.

BRITISH COLUMBIA

BRITISH COLUMBIA'S MINING LAWS

The mining laws of British Columbia are very liberal and framed in the interest of the prospector, the practical miner and the investor. The following is a summary of their provisions:—

Every person over eighteen years of age, and every joint stock company shall be entitled to all the privileges of a free miner, on taking out a free miner's certificate, the cost of which is \$5 a year for an individual, and from \$50 to \$100 a year for a company, according to its capital, and is procurable from any Gold Commissioner or any Mining Recorder. A free miner can locate and hold mineral and placer claims, under the mining laws in force at the time, during the continuance of his certificate, but no longer.

A mineral claim must not exceed 1,500 feet long by 1,500 feet wide, and must be marked by two legal posts, numbered 1 and 2, placed as nearly as possible on the line of the lode or vein, and not more than 1,500 feet apart. The line from 1 to 2 is the location line, and the claim may extend any number of feet to the right and to the left of said location line, provided the total distance on both sides does not exceed 1,500 feet.

A legal post marked "Discovery Post" must also be placed on the lode where it was discovered. On No. 1 post must be written: "Initial Post," the name of the claim, the name of locator, date of location, approximate bearing of No. 2 post, length and breadth of claim, and number of feet to the right and the number of feet to the left of location line. On No. 2 post: Name of claim, name of locator, and date of location. The line from 1 to 2 must be distinctly marked by blazing trees, cutting underbrush, or planting posts.

All records must be made at the Mining Recorder's Office of the mining division in which the claim is situated, with affidavit that mineral has been found on the claim. A mineral claim must be recorded within fifteen days after location, if within ten miles of the office of the Mining Recorder. One additional day is allowed for every additional ten miles. The locator must furnish the Mining Recorder with the following particulars, in addition to the affidavit above mentioned, at the same time the claim is recorded, paying a fee of \$2.50 for recording claim and 25 cents for filing affidavit: Name of claim, name of locator, number of location, number of Free Miner's certificate, where the mine is situated, direction or bearing of location line, length and breadth of claim, number of feet to the right and number of feet to the left location line, and date of location.

To hold a mineral claim, work to the value of \$100 must be done on the claim each year from date of record, to the total value of \$500. An affidavit made by the holder, or his agent, giving a detailed statement of the work done must be filed with the Gold Commissioner or Mining Recorder, and a certificate of work obtained from the Gold Commissioner or Mining Recorder, and recorded fee (\$2.50) before the expiration of each year from the date of record. The holder of adjoining mineral claims may, subject to filing a notice of his intention with the Gold Commissioner or Mining Recorder, perform on any one or more of such claims all the work required to entitle him to a certificate of work for each claim. Any money or labor expended in constructing a tunnel to develop a vein or lode will be deemed to have been expended on such vein or lode. In lieu of the above annual work, the holder of a mineral claim may pay to the Mining Recorder \$100, get a receipt and record the same, each year for 5 years from date of record.

To obtain a certificate of improvements to a mineral claim the holder must have done work on his claim to the value of \$500; had the claim surveyed and marked out by a provincial land surveyor, whose field notes and plans must be immediately forwarded to the Lands and Works Department; posted notice on claim and in Mining Recorder's office for sixty days; filed copy of surveyor's field notes and plan with Mining Recorder; inserted copy of notice in *British Columbia Gazette* and in some provincial newspaper circulated in the district, for sixty days after posting notice on claim; and filed with Mining Recorder affidavit of himself, or his agent, in the required form and to the effect that the above conditions have been complied with.

Applications for Crown grants must be made to Gold Commissioner within three months from date of certificate of improvements. The holder of a certificate of improvements, on making application for Crown grant, must enclose certificate of improvements and the Crown grant fee of \$5. The holder of a certificate of improvements, which has been duly recorded, in respect of a mineral claim *outside* the railway belt, is entitled to a Crown grant of such claim on payment of Crown grant fee of \$5, and making application as above; but in respect of a claim *within* the railway belt, a further payment of \$5 *an acre* is required. *Or*: Any lawful holder of a mineral claim can obtain a Crown grant by paying to the Government of British Columbia \$500 in lieu of expenditure on claim, after having complied with all the provisions relating to certificates of improvements except such as have respect solely to work required to be done on the claim.

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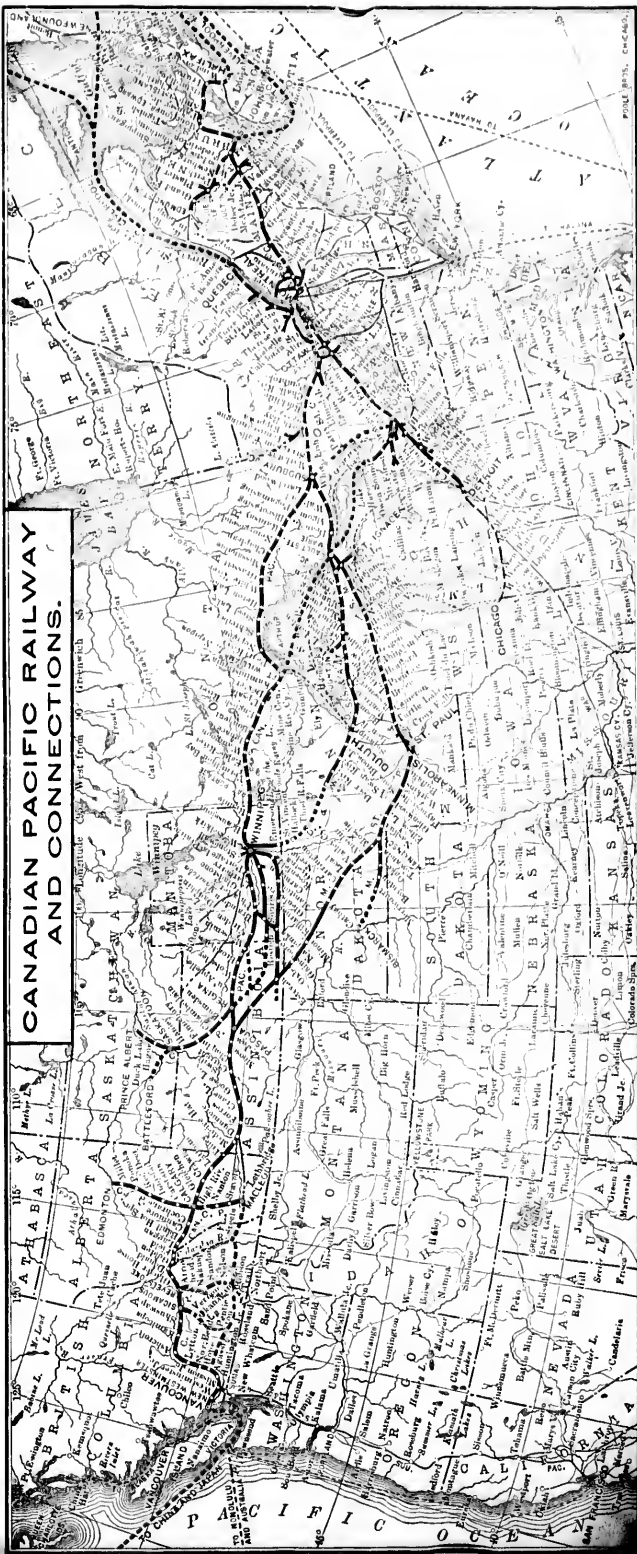
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MAP OF CANADIAN PACIFIC RAILWAY

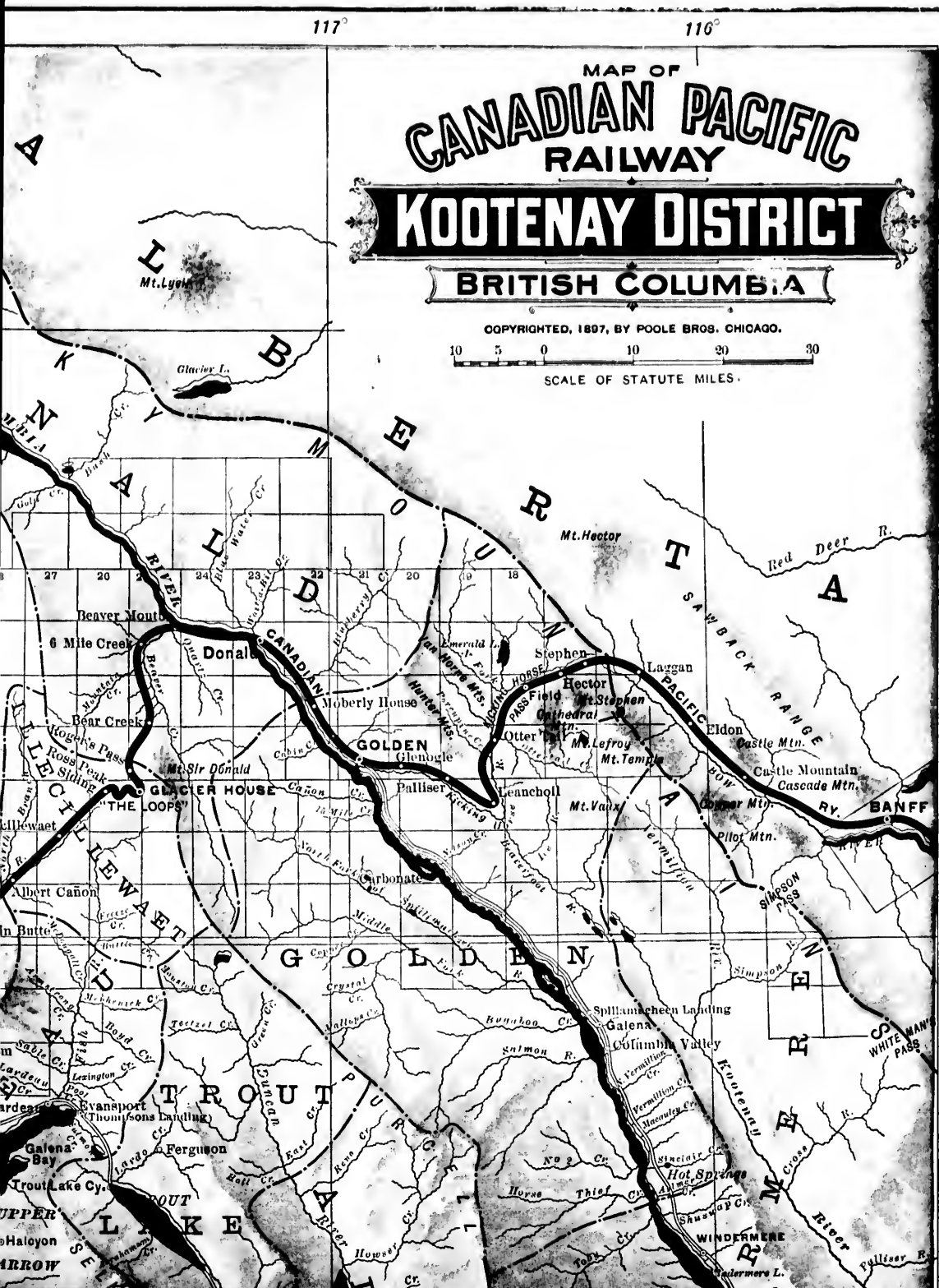
KOOTENAY DISTRICT

BRITISH COLUMBIA

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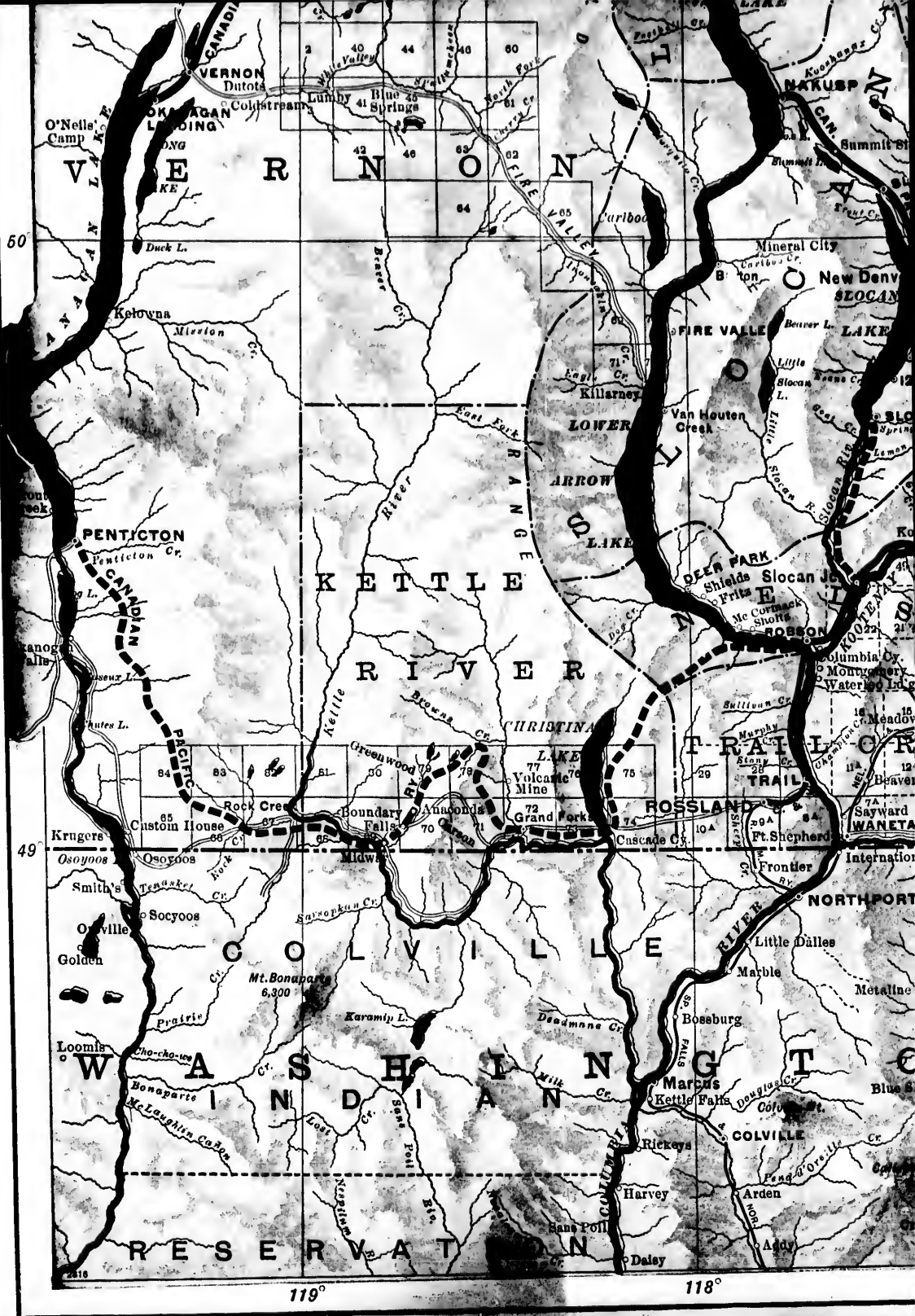


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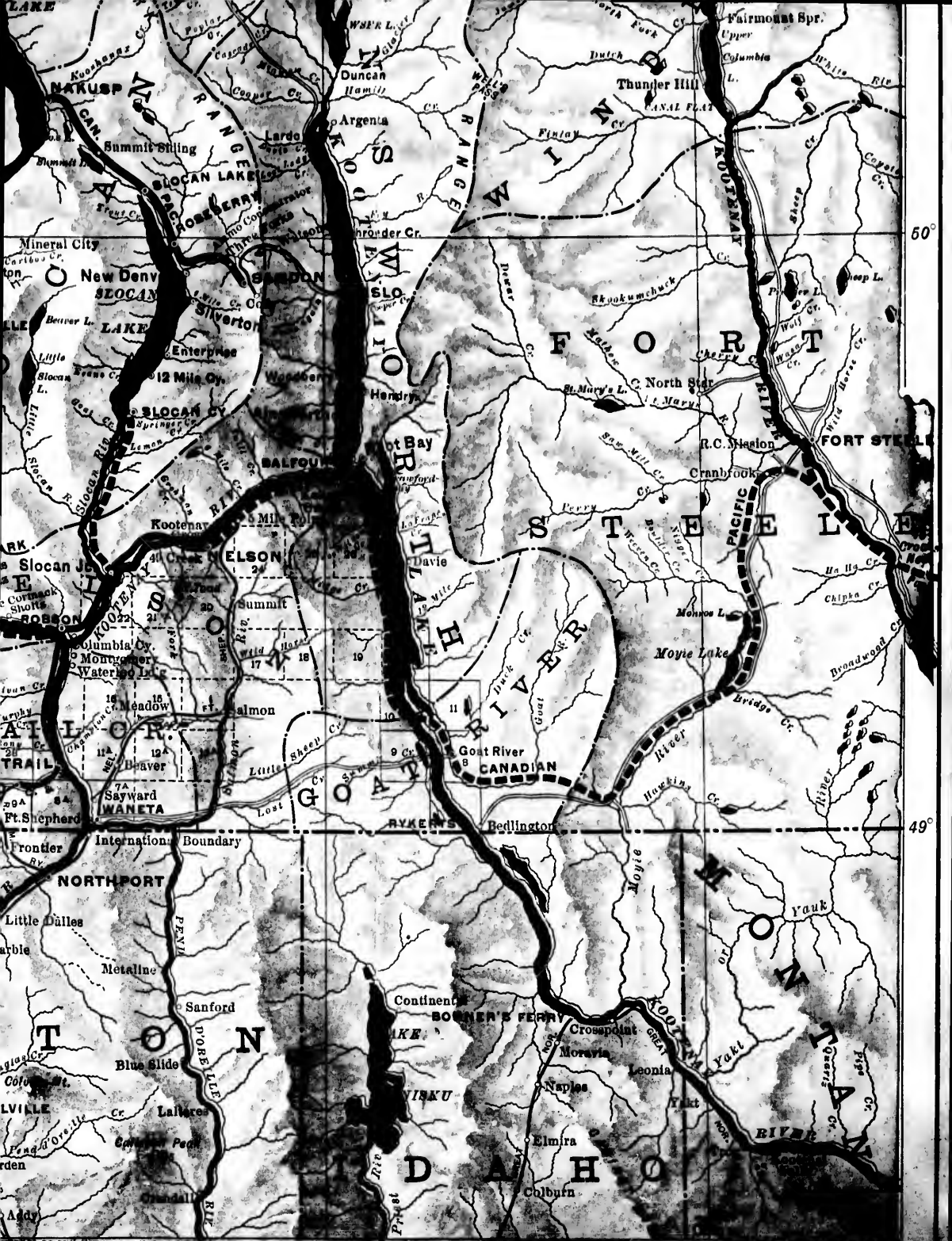
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OCTOBER, 1897

GOLD
IN
Cariboo
AND
Kootenay

*REACHED
ONLY BY THE*

**CANADIAN
PACIFIC
RAILWAY.**

