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MINING TIT-BITS

The B. C. Mining Exchange and Investor's Guide.

VOL. I—VANCOUVER, AUGUST, 1899—NO. 8

IN THE MINING DISTRICTS OF BRITISH COLUMBIA.

The mineral region of British Columbia is a part of that great mineral belt which extends from the international boundary line northward over twelve hundred miles to the rich Yukon Valley in Canada and Alaska—probably extending still northward to the shores of the Arctic Ocean. Gold, silver, copper, lead, cinnabar, platinum, coal, and iron have already been found in vast quantities, and there are indications of other precious metals in large bodies. The entire Province seems underlaid with minerals, and no man can say what the discoveries of the near future may be.

The total mineral production of British Columbia to January, 1898, had been over \$110,000,000. The total product of the lode mining in 1891 was \$29,607, while in 1897 it was about eight million dollars. This is now constantly increasing, while the product of placer mines is rapidly increasing also as a result of the opening of the Atlin and other great placer-fields in the northern part of the Province. Of the lode mines, those of the Slocan and Kootenay districts are by far the most extensive and best developed.

Access to these fields from Canadian territory is either over the main line of the Canadian Pacific Railway to Revelstoke, thence over the branch lines of railway and by steamer, or over the Crow's Nest Pass Division of the same line, via Lethbridge or Calgary. To the tourist and sportsman, as well as to the miner and the business man, this trip offers attractions not excelled on the American continent. The scenery is grand beyond description, game abounds in the mountains, and in the waters are trout and grayling of the gamiest kind. The great Columbia River, rising in a series of lakes, flows steadily in a northwest direction and is first crossed by the Canadian Pacific at Donald. This northwest course is continued for probably two hundred miles, when it suddenly swings round the northern end of the Selkirk Mountains, sharply to the south, and continues this general course for several hundred miles to and beyond the boundary line. In its southern course it is again crossed by the Canadian Pacific at Revelstoke. The territory inclosed north of the C. P. R. is known as the Great Bend country, and is destined to become a great mining section, hydraulic mining, as well as quartz mines, being already in successful operation.

Next, to the southward, come the Lardeau and Trout Lake countries, both rich in minerals, and only waiting for transportation facilities to become large producers of silver, lead, gold and copper. These facilities are to be afforded during the coming season, as both the C. P. R. and the Great Northern are surveying lines and preparing to build. South of this lies the great Slocan country, with its silver-lead mines; and to the eastward of it is the Ainsworth and Fort Steele country, bounded on the east by the Upper

Kootenay River, and on the west by Kootenay Lake. Then, still to the south, comes the world-famed Kootenay country, divided into East and West Kootenay, and composed of the Nelson, Trail Creek and Goat River mining districts. To the west of these lies the rapidly developing Kettle River or Boundary country, through which the Canadian Pacific is now building a branch railway, which will give a much needed outlet for its rich ores. All these sections are bounded on the south by the international line, the States passing inward from the Coast being Washington, Idaho and Montana, all great mineral producing States.

Revelstoke is on the main line of the C. P. R., 2,527 miles west of Montreal and 379 miles east of Vancouver. Leaving Revelstoke in the morning, over the branch line, one is soon speeding along the eastern bank of the Columbia, with the Selkirks close at hand; while across the river looms the Columbia or Gold Range, with its snow-capped summits now right ahead, now behind us, as we sweep round the sudden curves. A run of twenty-eight miles brings us to Arrowhead, at the head of Upper Arrow Lake, where we are transferred to the elegant C. P. R. lake steamer Rossland. She makes the trip from Arrowhead to Robson at the foot of the Arrow Lakes, 165 miles, every second day, alternating with the Kootenay, a steamer of similar construction, thus making a daily service, Sunday excepted.

The Arrow Lakes, Upper and Lower, are expansions of the Columbia River, and extend for 165 miles from north to south. They are of an average width of three to five miles. The scenery along their shores is grand in the extreme. The waters are clear and sparkling, and fish of large size lurk in their depths. Eleven miles below Arrowhead, on the eastern shore, is Halcyon Springs, a health and pleasure resort, with its large hotel and bath-houses perched on the side of the mountain. Fifty-two miles farther bring us to Nakusp, where we leave the steamer, as we are to go in via the Slocan Lake route. Boarding a train on Nakusp and Slocan branch, we are soon climbing the mountain. As we swing round a curve high among trees, we see the steamer fast disappearing on her trip down the lake—the white steamer, the bright sunshine, the sparkling waters, and the peaks of the Gold Range athwart the western sky, making a beautiful picture. Still climbing, we finally reach the summit where the line traverses the shore of a pretty mountain lake known as Summit Lake. Soon we begin to descend, and after a run of twenty-eight miles the first view of Slocan Lake bursts upon our astonished vision. Many scenes of natural beauty have we beheld, but none can excel, few equal, the exquisite charm of this first glimpse of the lake from the mountainside. To the right the vast bulk of Valhalla Mountain towers forbiddingly aloft; while to the left, Slocan and Silver Mountains are bathed in the golden glory of the late afternoon. Nestling almost at one's feet is the pretty

town of New Denver, while to the south, where the violet haze hangs over Red Mountain, and where the lake seems to end, is Silverton. The foliage of the mountainsides is a kaleidoscope of shifting color, and the whole is a panorama of beauty never to be forgotten.

The shrill whistle of the engine recalls us, and we soon come to a stop at Roseberry, where we are transferred to the comfortable steamer Slocan, and, after a short run of four miles, are landed at New Denver. Here we find a very comfortable hotel, the Newmarket, on high ground overlooking the lake, and commanding a fine view of the great Lowery Glacier, which lies in its cold solitude twelve thousand feet above sea-level on Valhalla Mountain. Slocan Lake has an altitude of 1,750 feet, and New Denver is 50 feet above the lake. Though a new town, there are many pleasant and handsome homes, and it is destined to be the residence town of the Slocan. There is now a population of 1,200. As a mining centre the town is rapidly advancing, a number of most excellent mining properties being located in this vicinity and in a good state of development. The town has a fine reputation, and is attracting favorable attention from abroad.

Four miles below New Denver is Silverton, another mining centre—a pleasant town of 800 people. It is beautifully situated on a lovely bay, sheltered by high mountains. The Selkirk Hotel is located a few steps from the wharf, and will be found homelike in every way. The scenery is superb. A row across the lake to the canyon and cascades is a delightful experience. Slocan Lake has a charm and a mystery all its own. The water is clear as crystal, and one seems floating in air while drifting on its placid surface, looking down at the bottom far below, where every object is plainly visible. Its waters are two hundred to six hundred feet deep; in fact, no accurate soundings have been made in the deepest parts.

Silverton is an important shipping point and a pleasant residence town. It is in the heart of a fine mining region, and all about it are very valuable propositions.

Next morning we again boarded the steamer Slocan and proceeded southward to Slocan City, twenty-seven miles, at the foot of Slocan Lake. The scenery on this part of this trip is very fine; the high mountain ranges continuing on both sides of the lake, Slocan City is at the foot of the lake, and at the head of Slocan River, which is the outlet for the lake. The town is well located on a broad flat between the river and Springer Creek, with high mountains to the east and west. In a mining way there are many fine prospects, and a few shipping mines. The chief difficulty, however, has been the lack of good wagon-roads, and the necessary capital for development. The time is not distant when these will be provided, and then this will become a great producing camp. To practical men with capital, this offers a tempting field, as the properties have not yet reached fancy prices. The town has about 600 people, and the Hotel Arlington, at the wharf, will be found a pleasant stopping place.

From here we take the Columbia and Kootenay division of the C. P. R., stopping at Lemon Creek Station to visit the mines, to spend a day amid the magnificent scenery, and to fish for trout in Lemon Creek and in the rapids of the Slocan River. Lemon Creek Station consists of a general store, a half-dozen houses, and a saw-mill. The greatest sociability exists. Everyone goes fishing; trout are as common as mosquitoes in Klondike. Grasshoppers are the favorite bait, and the ladies have an original method

of catching them with a broom, which is extremely funny to the spectator, but not so funnier to the grasshopper.

Bidding farewell to our friends, and particularly to little Robbie, our four-year-old guide, we again board the train and, after a run of forty-three miles, most of the time following the Slocan River as it winds in and out among the mountains, we arrive at Slocan Junction, where the river empties into the Lower Kootenay River. Here the line connects with the road from Nelson to Rossland. At Slocan Junction there is a comfortable hotel. The scenery is grand, and the fishing unexcelled. For several miles the Lower Kootenay River descends in a succession of falls and rapids. Bonnington Falls, consisting of the Upper, Middle, and Lower Falls, having a combined height of 180 ft., over which the river, 400 ft. wide, pours with a thunderous roar, is one of the finest series of cataracts on the continent. Lower Fall is just back of the station, while Middle Fall is a half-mile higher, and Upper Fall is a short distance above this. At Middle Fall this great body of water plunges over a granite cliff, making a sheer fall of sixty feet. A cloud of white mist constantly hangs over this boiling caldron, while the river below is one mass of white foam. Great mountains lift their crowns of snow skyward on every hand. Standing here, one may count fourteen colossal peaks in view at one time, rising to a height of three to four thousand feet, their sides heavily timbered. This is a sportsman's paradise. The waters abound in rainbow trout, weighing from a pound upward, and there are no mosquitoes or black flies; while bear and other large game are plentiful in the mountains. For the convenience of fishing and hunting parties visiting this region, the Canadian Pacific Company has provided a number of comfortable fishing camps along the river, at which all trains stop on signal. The houses in these camps are built of wood, and have sleeping accommodation for four people, or for eight if provided with a tent. Bedding and camp equipments may be hired from the company's agent at Nelson, or by wire from any point on the line, and every convenience possible is supplied to render the stay of tourists and sportsmen pleasant. Such surroundings! No pen, camera or brush can convey an adequate idea of the sublime beauty and grandeur of these mountains. One must live among them and study their various moods; watch the glory of the sunlight on their dazzling snows and glaciers; climb their dizzy heights—breathe the cold, pure air of their summits; train the eye to measure their splintered pinnacles and deep canyons; hear the awful voice of the storm king echo from crag to crag; see the terrible avalanche, which sweeps everything from its path; and brace himself, with all his strength, against the fierce winds which would sweep him from the narrow ledge to sure destruction thousands of feet below. Then one should study them in their milder moods, when the soft blue haze settles on their rugged slopes, and the feathery clouds half hide their towering summits; when the sighing of the wind through the dark cedars, firs, and pines lulls one to repose, while the witch of the mountain seems to beckon ever onward to fountains of eternal youth, where wild flowers strew the pathway, and the most delicate fern-growths lurk in the cool shadows of the forest. Thus, day by day, one grows to appreciate the witchery of the mountains, their terrible grandeur, and their fairylike beauty.

Here at the Middle Falls are situated the large power-house and ponderous machinery of the West Kootenay Power and Light Company, of Rossland,

which is furnishing both light and power for that city, these agencies being transmitted over a pole line thirty miles across the mountains. This is one of the largest plants in the West. The plans contemplate the ultimate use of the entire power from the three falls, which will be about sixty thousand horse-power. Middle Fall, now developing twenty thousand horse-power, is supplied with two Victor turbines directly connected to two 725 K. W. generators of the revolving field type; voltage is taken from the generators at 1,000 and stepped up to 20,000 volts, at which it is transmitted over the high tension line to the sub-station in Rossland, where it is stepped down to 2,000 volts for general distribution. Visitors to Slocan Junction will find a few hours spent in examining this great electric plant very interesting indeed.

Boarding a train on the Nelson and Rossland branch of the C. P. R., we follow the west bank of the Kootenay River in its devious windings to its junction with the Columbia River at Robson. This a new town destined to be of much importance, as it is the initial point of the new Robson and Penticton branch of the Canadian Pacific, which will give direct railway connection with the rich mining and agricultural sections of the Boundary and Kettle River districts, and which is now under rapid construction. This line will also complete the link between the Kootenay transportation system and the Penticton and Okanogan system of the C. P. R., which connects with the main line a Sicamous Junction. Robson is also the terminal for the steamers of the company from Arrowhead down to Arrow Lakes, 165 miles.

Crossing the broad Columbia on a comfortable ferry steamer, we board the train again and are soon on our way to Trail. This is a new town of some 2,500 population. In 1894 the site of the town was a part of the wilderness, but now it is a place of bustle and activity. It is located on a flat fronted by the Columbia River and encircled on three other sides by high mountains. Here, perched on a high plateau, is the great smelter now owned and operated by the C. P. R. Company. Its purchase price, and the extensive improvements made by the company, which have just been completed, represent an investment of \$400,000, and the smelter is capable of handling 700 tons of ore daily. The equipment consists of lead sampling works; sampler for treating the copper ores of the Rossland camp; three copper furnaces; two reverberating furnaces for reducing the matte produced by the blasts; one lead furnace; two mechanical roasting furnaces for copper ores; six mechanical roasting furnaces for lead ores; forty-eight large roasting stalls for copper ores; and two hand roasters for either class of ores. In addition, complete refineries are to be built where the lead bullion and copper matte can be converted into virgin gold, silver, lead and copper.

On taking the train for the next stage of our journey, we had the unique experience of riding in what was once the private car of the great Mormon leader, Brigham Young. The car is still furnished in much its original style, and it brought up vivid recollections of the times when every man's hand was raised against the Latter Day Saints, the echoes of which warfare have not yet died. Upon arrival at our destination, we almost expected to meet a large concourse of juveniles with "welcome home" for Dad, while numerous wives of our "bosom" pulled hair as to which should be first to embrace the returning prodigal. But the only voice which greeted us was that of the leather-hinged hackman and hotel runner, which

brought us back to the present with a shock which nearly loosened our front teeth.

We had arrived at the Mecca of the lode miner,

ROSSLAND,

in the centre of the Trail Creek mining district. The distance from Trail to Rossland is seven miles by stage, but it is thirteen by the railway, and part of this is up a railway ladder known as a switchback. The whole distance is a steady climb, Rossland being at an elevation of about eight thousand feet.

The city occupies three flats or benches on a mountain, with higher mountains rising on all sides. The air is dry and pure, and the climate healthful. In July and August the thermometer sometimes mounts to 90 or 100 degrees in the shade; but the nights are always cool, and one sleeps under a blanket the year round. There is usually snow from November to April, and it often attains a depth of five feet. The thermometer rarely goes as low as zero in the winter, though the past winter has been an exception.

The town site was located by Ross Thompson, known as the "Father of Rossland," in 1891, and the first sale of lots took place in 1895. From that time the growth has been rapid, until to-day the town contains about 8,000 people. In 1897 the city was incorporated, since which time \$100,000 has been expended in public improvements. Five miles of streets have been graded, ten miles of sidewalks have been laid, and a sewerage system has been constructed. There is a good system of electric lighting, not only in the city, but extending to the mines in the vicinity, the power being furnished by the plant of the West Kootenay Power and Light Company at Bonnington Falls, already mentioned. A good waterworks system draws the purest water from the mountains, while the telephone system connects all parts of the city and the mines, and through its long distance wires connects with nearly all the cities of the Pacific Coast. The assessed value of real and personal property within the corporate limits is \$1,500,000, while there is an indebtedness of \$100,000 running twenty-five years and drawing interest at five to five and one-half per cent. There are two daily and three weekly newspapers, all very creditable. Among the public buildings may be mentioned the new Provincial court-house, two fine new bank buildings, the Rossland Club's new building, the C. P. R. station, a handsome new school building, and a smaller four-room school. About 500 pupils are enrolled in the public schools, and the leading church denominations are represented. Three chartered banks—the bank of British North America, the Bank of Montreal, and the Merchants Bank of Halifax, with a combined capital of \$27,000,000, furnish ample financial resources. Transportation facilities are supplied by the Canadian Pacific Railway and the Red Mountain Railroad, now a part of the Great Northern Railway system.

But it is the mining industry which overshadows all other interests, and upon which all other interests depend. The mines are exceptionally well located for economical work. Railway sidings can reach nearly all the properties, and, since electric power is now available, it has cut the expense of getting out ore about one-half over the steam-power formerly used. The rock is very hard, a comparatively small amount of timbering is necessary, and little water enters the mines. Thus obviating the use of costly pumping plants. The mines are situated in an area of eruptive rock with a centre core of gabbro, surrounded by uraltite porphyrite. This is traversed by fissures carrying the gold and silver bearing pyrrhotite, chalc-

pyrite and quartz. These ore bodies are wide and apparently continuous, the veins widening as depth is reached; some have run as high as 40 to 66 ft. in width. The average values in gold, silver and copper combined are \$32 per ton.

At present the leading shipping mines are Le Roi, War Eagle, Center Star, Poorman, Iron Mask, Cliff, Velvet, Monte Cristo, Sunset, No. 2, Deer Park, and Giant. A number of other mines are being worked, and the list of mines shipping ore is constantly increasing. Over 3,000 tons of ore is being shipped from the mines of Rossland every week, the value of which is over \$90,000; and the monthly pay-roll is over \$100,000.

As showing the prospective value of developed mines in this great camp, the controlling interest in the famous Le Roi mine recently sold for over \$3,000,000, while the Center Star was sold to Toronto parties for \$2,000,000. This, however, is not a poor man's country, as it requires \$25,000 to \$150,000 to develop even a good mine into paying property. Electro-chemical ore-reduction works have been constructed near the city, which will enable the low-grade ores, carrying as low as five dollars a ton, to be worked at a profit. The deepest mines are now working at a depth of 700 to 800 feet.

Again boarding a train on the C. P. R., we are soon rapidly descending the mountains, through Trail and on to Robson, where we re-cross the Columbia. Crossing the Kootenay River at Kootenay Bridge, we are soon running along the shore of Kootenay Lake. The moonlight shimmers on the rippling surface, and touches the great mountain wall with an ethereal radiance. After a while electric lights twinkle in the distance—we round a curve—the mountains seem to recede—we are in a vast amphitheatre—the whistle wakes the echoes of the everlasting hills, and we come to a stop at

NELSON,

the commercial metropolis of West Kootenay. Nelson is a handsome little city of 5,000 population, charmingly situated in an amphitheatre with an arm of Kootenay Lake on one side and a great semicircle of mountains on the other side. The town has filled the level space along the lake, which is the business section, and is spreading up the mountains. Across the lake, which is here about two miles wide, the mountains rise in a great wall, peak on peak as far as the eye can reach. It is a pleasant surprise to one who expects to find a raw mining town of shacks, hastily built. Though but eight years old, the buildings would do credit to any city; and the hotel accommodations are equal, in everything conducing to the comfort of the traveller, to a town of twice the size. There are one daily and three weekly newspapers, a fine waterworks system, electric lights, and construction is begun on a system of sewerage. There are first-class free schools, churches of the leading denominations, and three hospitals—one public and two private.

This is the distributing point for a wide area, and is destined to be the wholesale and manufacturing centre for interior British Columbia. Among the manufacturing interests may be mentioned two saw mills, with a combined capacity of 60,000 feet of lumber daily, a brewery, with a capacity of 9,000 barrels per year; the Nelson Soda-Water Factory; the Kootenay Brick and Lime Company, with capacity of 3,000,000 brick annually from their new plant; and the Nelson Iron Works, manufacturing engines, boilers and mining

machinery. The Hall Mines Smelter is the largest industrial enterprise. It has a capacity of 350 tons of ore daily, and employs 250 men. An aerial tramway connects the smelter with the Silver King mine, four miles away on Toad Mountain.

The transportation system of the West Kootenay Country converges at Nelson. The Canadian Pacific has three branches entering here: the Columbia and Kootenay, connecting with Slocan Lake; the Columbia and Western from Rossland and Trail, connecting with steamers on Arrow Lakes; and the Crow's Nest Pass division, completed last fall, and bringing the fine coal and coke of the Crow's Nest Pass to the doors of smelters and factories. Connection is had with the railway system of the United States by the Nelson and Fort Shepard Railway, reaching southward to Spokane in connection with the Spokane Falls and Northern. Two lines of Steamers connect Nelson with all points on Kootenay Lake, and with Bonners Ferry in Idaho. The Canadian Pacific operates a line of handsome steamers on the Lake, while steamers of the International Navigation Company ply to lake points and to Bonners Ferry.

This is official headquarters for the Nelson Mining District, the government offices being located here. While not so exclusively a mining town as the others mentioned, mining is already an important industry, and is destined to constantly increase as the many fine prospects now being discovered are opened and developed. Tributary to Nelson are many mines, all of which are now being worked, these mines being principally in granite, diorite or slate, and are gold, silver and copper properties, with some free-milling gold ore. With untold wealth in her mountains, cheap coal and coke, the centre of a far-reaching transportation system, giving her direct communication with the markets of Eastern Canada, with the Pacific Coast on the west, and with the United States on the South, and with the entire local territory of the Kootenays, and, above all, progressive citizens working for her best interests, Nelson should be assured a bright future.

On a day when the clouds wept and the mountains were seen through a driving sheet of rain, we boarded the handsome steamer Kokanee, of the C. P. R. fleet, bound for Kaslo. Passing out the West Arm, we enter Kootenay Lake proper and cross to Pilot Bay, where there is another large smelter. Here the lake is about six miles wide, and the wind has kicked up quite a rough sea, which causes the timid ones to feel rather nervous. Landing here for a short time, we again proceed. Night has closed in, the storm is abating, and before we reach Kaslo, forty-five miles from Nelson, the stars come out and the blue vault above is soon a twinkling expanse of heavenly beauty. Finally electric lights vie with Nature's lamps, and we tie up at the wharf in

KASLO.

This is a town of about 2,000 population, beautifully situated on a lovely little bay, and surrounded by high snow-capped mountains. It is connected with Sandon, thirty miles distant, by the Kaslo and Slocan Railway, and with all points on Kootenay Lake which, with Kootenay River, is navigable for 160 miles.

Kaslo has churches, a good public school system, graded streets, good hotels, electric light, and an ample supply of pure water. Among the business interests are a saw-mill and an ore-sampling works, where ores are sampled and bought, thus enabling many mine owners of small means to work their mines,

realizing on the ore as taken out. There is also a brewery and bottling works. This is the commercial centre of Whitewater, South Fork, Woodbury Creek, Ainsworth, Campbell Creek, and Duncan mining camps. As a mining centre, Kaslo is destined to play an important role, as many promising prospects are already being opened immediately surrounding the town.

Boarding a train on the Kaslo and Slocan Railway, we are soon away up on the side of the mountains above, overlooking the town and lake. It is a magnificent view—the town, with its cozy homes, its regular streets, its wharves and depot along the lake front at one's feet, the blue waters of the lake stretching far as the eye can reach, towering above them the serrated heights of the Selkirks, the snow gleaming white on their summits. We round a curve and pass in among the mountains on our steady climb to Sandon. No one visiting this section should fail to make the trip to Sandon over this railway. The mountain scenery is superb, and all along the line is large game and good hunting. At Whitewater we see the neat houses and offices of the Whitewater mine. Soon we are running along the sides of Carpenter's Creek Canyon, and as we round Payne Bluff the creek appears, a narrow thread a thousand feet below the track. So sheer is the mountain wall at this point, that if one were to drop a stone from the car window it would fall to the bottom without striking an obstruction. We pass the Payne mine, whose fame has spread wherever the Slocan is known, and shortly we see the town of Sandon wedged into the canyon, and overflowing up the mountains.

SANDON

is less than four years old. It has a population of 2,000, and is the mining centre of the Slocan country; for we have doubled back into the home of the silver-lead miner. The town has good hotels, able newspapers, waterworks, electric light, two railways—the Nakusp & Slocan Branch of the Canadian Pacific (which company completed a handsome depot last year), and the Kaslo and Slocan, over which we have just come, and which carries a large tonnage of the rich ore from this camp.

Although the town is built in the canyon, it has an altitude of 3,460 feet, the mountains above it rising to a height of 10,000 to 11,000 feet above sea level. The water-supply is from two mountain lakes, one 210 ft., and the other 400 ft. above the town. The electric light plant is operated by power obtained from the same source. Look for the hotels and business houses and you will find them in the bottom of the gulch, with Carpenter's Creek tumbling noisily down its rocky bed just in their rear. The churches, schools, and residences are built on terraces cut into the mountainsides. Mines are in all directions, and the chief topic of conversation is naturally the new strikes being made in the various workings. Two miles up Carpenter's Creek is the town of Cody, where several mines are located. The ore is chiefly silver-lead, and the average value per ton is \$120. Shipments from the Slocan for 1898 were over 17,000 tons, and if the present rate of production is maintained it will be 40,000 tons for 1899, with a probable value of \$5,000,000. In the Sandon mines alone about 1,200 men are employed, the average wage being \$3 a day.

The rawhiding of ore is a curious sight to one who sees it for the first time. When the snow falls in the great mountains, covering the trails which wind their way to the different mines, the ore is packed in small sacks, and these in turn are tied in bundles in rawhides. Horses, mules, or the musical burro, known as a Rocky Mountain canary, are hitched to them, and they are dragged down over the trails to the point of shipment.

Trains of pack horses are also seen toiling their way up the trails, carrying on their backs supplies of all kinds for the mines.

A visit to the concentrators, a ride in a gravity tram-car up the dizzy side of a mountain, crouching low to avoid the snow-sheds, finally coming to a halt at the top; the donning of miners' suits, and the following of our guide through the long tunnels in the heart of the mountain, where the air drills are at work; the delightful tramp down the mountain over the snow, breathing the crisp, bracing air; the vigorous appetite with which we attacked the dinner when once more in the comfortable hotel, are all memories of our visit to Sandon which will long remain with us.—Ex.

A PROVINCIAL REPRESENTATIVE FOR LONDON.

It is imperative that British Columbia should have a representative in London, befitting her position. Her wealth of mineral, timber, fish, etc., should be properly advertised. Her sister colonies are kept well to the front in Europe, their advantages enumerated and the public generally kept well informed in all respects; Australian and African literature flood the United Kingdom and persistently invite attention to those portions of the Empire, as profitable fields for enterprise and settlement. Their agents, also, are continuously alive to the situation, are capable, faithful to their office, and ever on the qui vive to impart any knowledge, or assist in every particular those seeking information with a view to emigrate or invest. Result:—Millions sterling have been and are pouring into these colonies, Both Australia and the Cape have developed in consequence, satisfactorily both to the capitalist and the colonist. Money makes money, and, like manure, does no good 'til it's spread. The investor, however, is alive to conditions and naturally the most go-a-head and enterprising is the most attractive. Hence the progress of the States south of us. British Columbia must throw off this lethargy which seems to hold her down and which renders her position unbearable and her trade rotten. Representation is essential in the World's Metropolis, and we must have it a capable man and a man of integrity.

Millionaire, visiting friends in the Old Country, after an absence of a few years.

"Well, old man, you are a wonder, and I am proud of my old school-chum! It is pleasant to look back, retrospect, as it were, to the old days when we worried along on a salary, after a successful college career, which did not, unfortunately, serve our anticipations, or render us practical business men. No, our dreams of affluence could never be consummated while driving a quill, seated on the top of a three-decked stool. They remained the most tantalizing visions, until the innate force of your character woke up to conditions and you first broke away from the thralldom of office drudgery and took Horace Greeley's advice and "went west," where you commenced life from the bottom rung of the ladder, gaining the top, the pinnacle, attaining heights whereof our wildest imagination and ———"

"My dear boy, you are carried away, as Disraeli would have said, by the 'exuberance of your verbosity.' You evidently don't know the A B C of mining in British Columbia or elsewhere. I commenced at the top and worked my way down!"

Mr. Stanley Atherton, of Bolton, England, is examining our coal fields in British Columbia for the purpose of testing the qualities, quantities, etc., for Old Country capitalists.

The Canadian Pacific Railway terminus, offices, etc., are nearing completion, and we must say they are worthy the City of Vancouver. The structure is like the city it is situated in and the company it represents—solid! Its massive stone foundations, surmounted by a building of red brick, the architecture of which is renaissance, and reflects the highest credit on the designers and builders. The building is unique and imposing both from the harbor and city side.

MINING TIT-BITS, The Mining Exchange & Investor's Guide.

Is published monthly as a Guide to Investors generally, to whose interests it devotes itself.

CORRESPONDENTS.—All correspondence should be addressed to the Editor, B. C. M. P. Exchange, and any correspondents desiring advice or information in reference to investments, we will reply to, free of charge, provided they are annual Subscribers.

REMITTANCES should be made by P. O. Order or certified check, and addressed, British Columbia Mining Prospectors' Exchange and Investors' Guide, 612 Cordova St., Vancouver, B. C.

ADVERTISING RATES on application to Business Manager, 612 Cordova Street, Vancouver, B. C.

THE MINING TIT-BITS AND EXCHANGE is a Vancouver periodical, and is published in the interest of all genuine mining and financial business. Its existence is a necessity if we are not asleep to the fact that Vancouver and the Province at large must be kept constantly before the eyes of the world. **MINING TIT-BITS AND EXCHANGE** we mail free to all the principal Clubs, Libraries, Financial Institutions and Hotels in London, England, and the United Kingdom, Eastern Canada and the United States. Support it; you are advancing your own interest.

Contemporaries would give outsiders to understand that the eight-hour system is paralyzing our mining companies, who are shutting down in consequence. This is the veriest rot, if such were the case it would be a disgrace to a country reeking, as this is with mineral wealth and which could afford to make it six hours, and at the same rate of pay.

An easy way to get over the Alaskan boundary question—Leave it alone.

Canada is big enough and should have enterprise sufficient to run a line through from some point on the Coast, to be considered, to Dawson direct. The country it would open up would soon make it a paying concern. The government should take the matter up and, like Australia, prove that they are the people, and the people the government. This contemptible petty boodling, which has rendered both Federal and Provincial governments alike notorious in the past, effectually stopping the expansion of the country, or the growth of industries, and proving conclusively that politics in the Dominion is the madness of the many for the gain of the few.

Residents of and those having business at Golden, British Columbia, will be glad to hear that a branch of the Imperial Bank has been opened there.

Mining News.

SMILKAMEEN.

KENNEDY MOUNTAIN.—The rich copper strike referred to in a previous issue of this Journal, in this locality, we hear on development has proved its character.

The superintendent informs us that they have put in some 50 ft. of work and are prospecting the property thoroughly. They have a magnificent lead, which is an exception in the Copper Mountain district, and it is likely, he thinks, they have struck the mother lode; another 50 to 75 ft. they expect to strike the ore shute. The syndicate have decided the claims shall be known as the "Royalty Group." Doubtless, the splendid purple of the erubescite, which we have seen and is exceptional, suggested an Imperial title.

Mr. Howse, from the Smilkameen and representing a solid and determined phalanx of settlers in this district, who are wanting and will have the road opened from Hope, on the C. P. R., to Princeton, called on us on his way home from Victoria, where he had been to interview the Government in this connection. Mr. Howse says that it will necessitate the making of some thirty miles only, between Hope and Princeton, to connect the wagon-road already built at either end. This means a saving of two days stage, therefore the time, which is money to the settler and trader. At present the route is via Spence's Bridge, on the C. P. R., and thence by a three days stage to Princeton, covering two of the longest sides of a triangle. Life is too short for this sort of thing to continue. Settlers, storekeepers, in fact the whole district, are handicapped and development retarded, a set of conditions which should not exist in the interest of any country, only, to at once demand a remedy at the hands of the Executive, who, should they fail to give it, should be relegated to a back seat as a set of incapables. We don't want to touch politics, and we maintain it is not political gas, of one party or the other, the settlers want, but some practical help, an example of political economy from a practical executive, which can grasp the situation and decisively deal with it. This is the party that will earn the gratitude and support of our fair Province.

The building of roads is of superlative importance to facilitate settlement and open up the country, without which we cannot hope to expand, or the natural resources of the country to be of any use to us. The natural wealth of the Province is useless to us, when it should be a benefit to both the individual and the exchequer of the Provincial Government. Facilities for marketing produce and encouraging cultivation must be given, as also every assistance granted to miners and mining corporations, or the Province will always be a back number.

According to reports, a quarter of a million dollars have been expended near Grand Forks, and another smelter will be treating ores of that rich region to the north before the end of the year. The smelter is to be a large one, and it will have a substantial pay-roll. It will also furnish the power for an electric light plant and water plant for the town.

KLONDIKE.

GRAND FORKS OF BONANZA CO., LTD.

We have been notified that the superintendent and men with machinery etc., were at Lake Tagish on the 20th July getting along capitally.

Since the above, we have also heard that they had shot the White Horse Rapids and were in hopes of being in Dawson in about three days.

The Company expect to hear of their arrival in Dawson in the next few days.

STILL IT COMES!

The S.S. Cutch arrived with nearly \$400,000 in gold dust and drafts. The bulk of the clean up has already come down, yet nearly every steamer arriving from Skagway brings amounts of the pure stuff anywhere from \$50,000 to \$250,000. Nearly the whole of the gold is taken to the U. S., to the south of us.

Mr. L. Marks came down by the S.S. Rosalie from the Klondike, where he has been for the past few months. He speaks very decidedly in favor of the Yukon and believes the diggings will not play out in a hurry. Within a year or so this will be one of the largest hydraulic camps in existence. Present conditions, Mr. Marks says, are not favorable to speculation. A claim owner can figure to within \$100 of \$30,000 or thereabouts as the output of his claim, and knowing this, he is not likely to sell out for \$10,000, to give the next man a chance to make all the money.

Mr. Marks believes fortunes will be made hydraulicizing Indian and other streams there, for some hundreds of miles. You may anywhere pan out not less than five cents to the dish. There is big money coming out from the Old Country to this district and as I say, my own impression will influence to a large extent the English investor.

As we have before pointed out, the Government is the lax quantity here, as throughout Canada roads are wanted and the miners helped in this respect. Mr. Marks speaks decided in this connection. Mr. L. Marks represents The Financial News of London, England.

GRAND FORKS OF BONANZA GOLD MINING CO., LIMITED.

MACHINERY AND MEN, WITH COMPLETE APPARATUS TO WORK IN A BIG WAY. ARRIVE AT DAWSON.

The superintendent, Marks, writes under date August 4th: "We arrived here (Dawson) about three days since. All well. Have commenced setting up machinery on Quartz Creek and Little Skookum Gulch, Bonanza Creek. Shall do some cleaning up within the next two months and you may expect a parcel of gold down. \$40,000 has just been taken out of the diggings next ours. The Company's property will prove a rich one. I am sending in pack-horses to Quartz Creek with the material right along. Everything looks brilliant. Plenty of water on Quartz Creek. Fuller particulars next mail."

Answers to Correspondents.

JACKSON.—1. We should not advise you to invest unless you are prepared to look upon it as a venture. Mining is uncertain. 2. Certainly; you stand a chance of a big haul, but our advice is, don't touch it at all, it's useless crying over spilt milk. 3. Stick to it. Staying power, all things being equal, will carry you through.

MONTREALER.—Fairly, they here never reached par.

GALENA.—On the rise 2-16. Cannot recommend. Will write you.

W. H.—1. Yes, take them, we believe they will come out alright. 2. Capital is undoubtedly necessary.

The fashion in trade and commercial combinations still persists. That food for cattle, made of the residue of flax, rape or hemp seed, etc., after the oil has been extracted, known as oil cake, is manufactured by about 25 firms in the United Kingdom. The seventeen biggest of these have fused, and the capital of the fusion is to be 12½ million dollars partly open to public subscription.

"Rival showman" is an old expression but it is meeting with a startling new illustration now in this country. Before the advent a couple of years ago of the Barnum and Bailey circus aggregation, the leader in the travelling show line was "Lord" George Sanger, who had been a familiar household word in Great Britain for generations. Like Barnum's, the been turned into a limited liability company. From news to hand it appears that both concerns are carrying on a suicidal competition on their provincial tours. In the place of taking separate routes, they are actually striking the same towns, each show sticking close to the other. That two great millionaire commercial organizations like these should descend to these localities is almost incredible.

The shareholders are of course kicking but can do nothing to stop this ruinous course of conduct. The grave humor of the affair is that many shareholders hold stock in both shows, and thus their right hands are fighting with their left hands.

Copper is moving up in price again, standing at \$384 per ton just about now. This is owing to the withholding of American supplies, but is after all no higher than it was at end of May. Apparently, therefore, the American manipulators are not making such prodigious headway with their operations. Australia is enormously increasing her output, 3,000 tons having been exported during the second half of June, against 1,900 tons for the same period in last year, and 1,400 tons in 1897.

Stock Market.

LONDON, ENG., Aug., 1899. Within the past few days a distinct change for the better has taken place in the Stock and Share Markets. Concessions in the Transvaal and easier money have literally metamorphosed the tendency with the result that prices are much better, and were it not for semi-tropical weather an improvement in business might be expected. Instead, quiet conditions seem more probable, for the holiday season having generally commenced, finances rather than politics will continue to dominate the situation, and as the Transvaal difficulty is certainly far from a definite settlement, the public will continue to leave well alone by abstaining from speculation. British Columbia 3 per cent Stock is lower, and Canadian Railways have an unsettled appearance. In the British Columbia department a little appreciation is shown, notably in Yukon Goldfields, which, with numerous arrivals of gold reported from St. Michael's, is only to be expected. Alaska Goldfields, too, are firmer, likewise Klondike, Bonanza, British Columbia Development, New Goldfields of British Columbia, and Velvet. Ymirs are much

about the same, and Duncan Mines are easier, but Le Roi have rallied ¼ on advices to hand, and B. A. C. also appeared to close firm. The usual dividends by the Rothchild Alaska Companies. Thus the outlook in this direction is undoubtedly satisfactory, and our previous selections are justifying the faith placed in their respective prospects.

At Toronto, prices are regaining tone in sympathy with a recovery in Payne shares, for, as indicated by recent cablegrams, the labor crisis in the Slocan is producing its own remedy, viz., the importation of labor from without. Hence the difficulties there seem likely soon to be alleviated.

B.C. AND KLONDIKE QUOTATIONS

LONDON, Eng.

Alaska Goldfields, 1 and 1½.
Athabasca 13-16.
Bennett Lake and Klondike Nav., 15-16.
British America Corporation, 21s.
B.C. Development Association, 1¼.
B. C. & New Find Goldfields, 9-16.
Dominion Mining Development, and Agency, 13-16.
Duncan Mines, 1 and 7-16.
Hall Mines, ¾.
Klondike and Col. Goldfields, ¼.
Klondike Bonanza 1 and 1½.
Klondike Mining, Trading and Transport, ¾.
Klondike and North-West Territories, (10s. shares) 6s.
Le Roi, 6¾.
Lillooet, Fraser River, and Cariboo Goldfields, 6s.
London and B. C. Goldfields, 1 and 9-16.
McDonald's Bonanza, 1.
New Goldfields of B. C., 1¼.
Queen Bess Proprietary, 1½.
Vancouver and B. C. Gen. Ex. ½.
Velvet, 1½.
Whitewater Mines, 15-16.
Yukon Goldfields, 1 and 7-16.
Ymir Gold Mines, 1 and 3-16.

Shares in Locally Registered Companies, dealt in in London, in multiples of 500 shares;—

Alf Gold Mining Company, 2s.
Dundee, 10½.
War Eagle Con. Mining Co., 13-16.

LATEST POINTS.

Bank Rate, 3½ per cent. Open market rate three months' bank bills, 3¾ per cent. Silver, 27¾d. per oz. (bar) standard. Copper, £77 os. od. per ton. Pig iron, 72s. Tin, £133 5s. Lead, £14 8s. 6d. Consols, 107½xd. Canada 3½ per cent., 105xd. British Columbia 3 per cent. Inscribed stock, 96. C. P. R. shares, 99¾. Bank of British Columbia, 19½. Bank of British North America, 63. Bank of Montreal, 50s, Hudson Bay, 21¾.

LOCAL STOCK MARKET.

	PAR VALUE.	PRICE.
Alberni Con.	1 00	05½
Alberni Mountain Rose.	1 00	05½
Athabasca	1 00	40
Big Three	1 00	12
Cariboo Hydraulic	5 00	\$1 35
Cariboo McKinney	1 00	1 15
Canadian Goldfields	—	07½
Crow's Nest Coal	25 00	32 00
Dardanelles	1 00	11½
Deer Park	1 00	3
Evening Star	1 00	10

Grand Forks of Bonanza	25	15
Hall Mines	1 00	—
Iron Colt	1 00	10½
Iron Horse	1 00	10
Iron Mask	1 00	66
Knob Hill	1 00	95
Le Roi	£5	£6¾
Mineral Hill	1 00	05
Minnehaha	1 00	20
Monte Cristo	1 00	16
Montreal Goldfields	1 00	15
Morrison	—	—
Noble Five	1 00	20
Novelty	1 00	06
Old Ironsides	1 00	1 10
O'Shea	10	02
Payne	1 00	4 10
Rambler Cariboo	1 00	25
Rathmullen	1 00	05
Slocan Star	50	1 25
St. Elmo	1 00	05
Van Anda	1 00	08½
Victory-Triumph	1 00	06
Virginia	1 00	15
Waterloo	10	10
War Eagle	1 00	3 75
White Bear	1 00	05
Winnipeg	1 00	31½

Dividends have been paid by the following Mines:—

Le Roi	\$825,000
War Eagle	309,000
Payne	1,000,000
Slocan Star	400,000
Ruth	450,000
Reco	350,000
Idaho	150,000

Mining Matters.

Shipments from the mines of the Rossland camp for the week ending 22nd inst. were as follows:—

Le Roi	1,248 tons.
War Eagle	1,473 "
Iron Mask	180 "
Evening Star	21 "
Centre Star	632 "

3,554 tons.

There has been somewhat greater activity in mining stocks during the week, but there is very little change to record in prices.

The quotations as compared with a week ago are as follows:—

	To-day.	A week ago.	Sales for week. Shares.
War Eagle	365	366	6,500
Payne	140	135	6,010
Montreal-London	45	45	5,250
Republic	120	123	17,150

Mr. Bernard Macdonald, the Superintendent of the Montreal-London properties, is in town, and states that matters at the Dufferin are progressing favorably. The new resident engineer has taken charge, and is pushing the development work ahead as quickly as possible.

The returns from the Dufferin will commence to show a gradual improvement from now on, and within a couple of months time it is expected that the results which have been looked for all along will be actually obtained.

The Madison-Argenta group is going to prove a first-class investment, the ore is showing up very rich, and it is expected that shipments will commence in three or four months' time.

Two of the Bullion Company's properties in which the Montreal-London Com.

pany is interested, and which adjoin the Mikado, are now being inspected with a view to being acquired by a number of Toronto gentlemen. A mill run is being made of a considerable quantity of ore, and if this is satisfactory, upon which point there is practically no doubt, a new company will be formed called the Bullion No. 2 Gold Mining Company, Ltd., to acquire these properties, and work them.

As above announced, the California mine in Rossland camp, which has been lying idle for two and one-half years, is to be re-opened and worked on a large scale. This property adjoins the West Le Roi and Josie on the west and is less than 1,500 feet from the Le Roi and War Eagle west side line. The mine is partially developed by one tunnel of 212 feet and another 40 feet, and two shafts, one down 55 feet and the other 60 feet. Development will be pushed on all these workings by means of a 10-drill duplex compressor plant.

The capitalization of the company is \$2,500,000, and the control is in the hands of the Miner-Graves syndicate. It is understood that 35 men will be put to work.

It is announced that the present Rambler and Cariboo Consolidated Gold and Silver Mining Company, which was incorporated under the Washington State laws, will be disincorporated and re-organized under the laws of British Columbia as the Rambler-Cariboo Mines, Ltd. The capitalization of the new company will be \$1,250,000, divided into shares of a par value of one dollar each. One million shares of this stock will be exchanged for the present certificates, and the remaining 250,000 will be placed in the treasury.

The labor troubles, so far as the Athabasca is concerned, have practically ceased. About forty men are now steadily employed around the property, twenty-nine of them being miners. This force of men will be gradually increased until the number reaches a hundred. When the mill gets running it is expected that the output of bullion will be between \$20,000 and \$25,000 a month. The management in London, England, has forwarded instructions to put in a new compressor plant, and it will be installed this month. From the increasing size of the ore body the impression prevails that an additional ten stamps will have to be added to the batteries before very long.

The management of the Payne mine has issued a statement, of which the following is an extract:—

Ore shipments—Dec., 1896, to May 1st, 1899—3,036,107 ozs. of silver, 29,825,209 lbs. of lead. Net smelter proceeds, about \$1,630,170.33. Ore shipments for May, about 1,170 tons. Net smelter proceeds, about \$55,949.

Ore reserves—Block 1 to 4, inclusive, and old stopes, 18,825 tons; block A. B. C., inclusive, and old stopes, 13,667; 26,502 tons; net smelter value, \$1,267,325.64; net value, over and above all expenses, \$906,297.64.

Major R. G. Edwards Leckie is highly pleased over the Republic property, as the values are increasing during development in the great mine. There is a great deal of undeveloped property in the north end of the Republic, and it is understood the entire vein will now be thoroughly

developed. The No. 4 tunnel is being driven at the rate of twelve feet per day, and is now in over 1,200 feet, with about 1,000 feet to run.

Five carloads of ore, carrying a high percentage of zinc, passed through Nelson recently, consigned to R. A. Brown, Elsmere, England. The cars were billed to Everett, Washington, via the C. P. R., and thence to England in ballast around the Horn. Mr. Brown is the British Columbian representative of the Smelting Corporation, an English company that has recently erected large works on the Manchester ship canal. The company controls a new process for the treatment of zinc-bearing ore, which enables it to treat such ores without charging the usual penalty on the overpercentage of zinc. Mr. Brown has obtained the control of several properties in Slocan and Ainsworth districts, the ore of which carries a high percentage of zinc, and the above shipment is the first of many that will surely follow.

The work of grading the site for the smelter now building near Grand Forks is progressing rapidly, and by September 1st the flume will be completed. The Knob Hill, one of the mines belonging to the smelter company, is showing up well, and by the time snow flies 300 men will be employed. The management pays \$3.50 for the eight-hour day, and claims that the best miners from the Slocan are at work, and more will follow.

The report of superintendent Flaherty of the Golden Star mine, the stock of which fell seriously a few weeks ago on the statement of ex-Superintendent Kerr that the ore had lost a large percentage of its value, has been received. The report was not made public in its entirety, but it was stated that everything was of a favorable nature. The directors decided to call a meeting of the shareholders to be held in August, at which the whole report will be submitted.

During the month of June, 10,000 tons of coal and 2,000 tons of coke were shipped by the Crow's Nest Coal Co. from Fernie. Two mines on Coal Creek, near Fernie, are being worked, and 400 men are employed. The company expect to ship 1,000 tons a day by December. Another mine is being opened at Michel. In three months, 300 coke-ovens will be in operation. The coal is found only in the cretaceous formation, and is equal to any on this continent.

A London cable says: "The Sultana mine in the Lake of the Woods district is being floated. The capital is £275,000, the working capital to be £50,000. Among the directors are Sir Gerald Fitzgerald, vice-chairman of the Anglo-American Telegraph Company, and Mr. William Rhodes, nephew of the celebrated Mr. Cecil Rhodes.

The North Star Mining Co. has been organized to take over several properties owned by a syndicate, consisting of Messrs. MacKenzie & Mann, Sir William Van Horne, R. B. Angus, James Ross, H. S. Holt and others. The properties purchased consist of the North Star silver mine, and five others of the same group, viz.: the Buckhorn, Dreadnought Maverick, Daffodil and O. K. The capital of the new company is \$1,500,000, of

which \$460,000 has been set aside as treasury stock, and the balance has been used for the purchase of the properties. A second company, it is reported, will be formed to take in Messrs. MacKenzie and Mann's other properties.

The Metal Market.

NEW YORK, July 29th, 1899

The following are the Silver, Copper and Lead quotations for the last two weeks:—

	SILVER.	COPPER.	LEAD.
July 17.....	60 1/4	18 50	4 35
" 18.....	60 1/4	18 50	4 35
" 19.....	60 1/4	18 50	4 35
" 20.....	60 1/4	18 50	4 35
" 21.....	60 3/8	18 50	4 35
" 23.....	60 3/8	18 50	4 35
" 24.....	60 3/8	18 50	4 35
" 25.....	60 3/8	18 50	4 35
" 26.....	60 1/4	18 50	4 35
" 27.....	60 1/4	18 50	4 35
" 28.....	60 1/4	18 50	4 35
" 29.....	60 1/4	18 50	4 35

SILVER.

The silver market has ruled dull, but the reports of the shutting down of the Colorado smelter, on account of the labor strikes, silver closes higher and stronger, and the possibility of lessened supplies may affect the London market.

COPPER.

The copper market continues quiet. The buyers are covered and not inclined to purchase, while no pressure to sell is observable. Lake copper is offered at 18c., but a few transactions are reported at 17 1/4. Very little is doing in electrolytic copper, the quotation is still 16 1/2 for cakes, wirebars or ingots, and 16 1/2 for cathodes, while casting copper is nominal @ 16 1/4 c. and 16 1/2 c.

LEAD.

There is an accumulation of lead in New York City, and free offerings are 4.42 1/2 @ 4.45c. The London market is unchanged, Spanish lead being quoted at £14 3s. 9d. @ £14 5s and English at £14 8s 9d.

SPELTER.

Under free offerings prices declined further. Spelter is quoted at 6c. New York, and 5.80c. St. Louis, ordinaries in London being quoted at £27, with specials £27 5s.

ANTIMONY.

Antimony continues in good demand with prices unchanged at 10 1/2 c. for Cookson's; 10c. for Hallet's, "C" U. S. Star and Hungarian.

NICKEL.

Nickel continues unchanged and no alteration of prices can be reported. We quote for ton lots 33 @ 36c per lb., and for smaller orders 35 1/2 @ 38c. London prices are 14 @ 16d. per lb., according to size of order.

TIN.

The market has moved but sluggishly, and prices have changed little. The London market is quoted in closing at £116 12s. 6d. @ £116 15s. for spot and 17s. 6d. higher for three months. New York is quoted at 25 3/4 c.

PLATINUM.

The demand for platinum is active and prices continue high. We quote for New York \$15.50 per ounce for large lots and \$16 @ 17 for small orders; London 62c. @ 64c. an ounce.