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British Columbia Mining Critic.

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

WEEKLY EDITION.

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NOTICE.

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EDITORIAL.

THE SENATE DID WELL.

The action of the Dominion senate in rejecting the Yukon railway bill by a substantial majority, is amply justified. The senate has simply vetoed one of the worst of bad bargains, the agreement being all in favor of enterprising and energetic contractors, who easily got the better of that overrated minister, the Hon. Mr. Sifton. Only party loyalty kept a bare majority of western Liberals in line with their leaders on a measure, which sinned against almost every declared principle of the party, and though not a few B. C. Conservatives, on the other hand, supported the bill, they did so, as a rule, on purely sordid grounds, caring little or naught what the agreement would cost the country, so long as it helped themselves and their friends to make big trade profits. These Conservatives, however, forgot that in any case the railway is fairly sure to be built so soon as possible, and doubtless on better terms as a direct government undertaking, and on lines which should from the first have been adopted. The policy now likely to be chosen is apparently also what the Hon. Mr. Blair, the Dominion Minister of Railways, would at any rate have supported, judging by the lukewarmness of his advocacy of the bill now defeated.

It has long been made clear by the action of the contractors, Messrs. Mann & Mackenzie, that they

have secured Dominion government pledges to indemnify them against the loss of at any rate the ordinary and largely profitable returns of the construction work, which their party has done and is doing, and it is, therefore, about equally clear that, as we have already said, the railroad will be built, as a state line. No doubt a very good price will be given for its construction—Messrs. Mann & Mackenzie being so well in with the powers that be at Ottawa—but the cost cannot begin to approach the extraordinarily large speculative sale value of the monopoly mineral rights over millions of acres, which Hon. Mr. Sifton sought to confer under the original arrangement. In fact, the action of the senate should in this case, as in the somewhat similar instance of the Drummond County Railroad scheme, result in the securing of far better terms for our country and its taxpayers. Hence the senate need fear no uprising of popular indignation in respect of its bold action in thus vetoing a "boom" railroad bill. There is sound reason on the contrary to believe that very large numbers of good Canadian Liberals everywhere rejoice in their secret souls over what has happened. It is at least an open secret that very many leading British Columbia Liberals will be by no means sorry, provided only, of course, that proper means be taken by the Dominion government to build the railroad promptly, and, above all, extend it to a good ocean port on the north coast of our own Province.

EDITORIAL NOTES.

Considering the generally friendly relations which Mr. F. C. Cotton, M. P. P., has consistently maintained with the C. P. R., much surprise is expressed in Vancouver anent his attitude in stoutly opposing the suggestion of Sir William Van Horne and Mr. Shaughnessy in the matter of Mr. Corbin's application for a Boundary Creek railroad charter, the granting of which the junior member for Vancouver more than half favors. It is an open secret that the honorable gentleman loves not and has no faith in certain of those who were behind the Vancouver, Victoria & Eastern railroad project, but now that the C. P. R. has its grip on that enterprise and its charter, the member for Vancouver

could—an he would—easily have justified a change of front on the question. However, the result of the full and free discussion of the matter in both the Provincial legislature and the Dominion house will probably be the securing of pledges that a railroad will, ere the end of the year, be built into the Boundary country. If Mr. Corbin should receive the charter he asks, it is certainly to be hoped that, as the Hon. Mr. Blair suggested, there be inserted in the enabling Act certain provisions that will tend to prevent the use of the line for the purpose of further diverting the smelting industry from this to the other side of the international boundary.

Almost the only complaint to hand worth noting in regard to Mr. Carlyle's departmental report on British Columbia mining in 1897 comes from Golden. The "Era" bitterly complains that there is no word in the report of the rapidly extending mine work of 1897 in the fairly promising North East district of Eastern Kootenay. The "Era" attributes this to some animus on the part of the Hon. Col. Baker, M.P.P., the local representative, who is also the Province's Minister of Mines. We certainly think it is far more probable that the Provincial Government's agents and representatives in the district failed to submit much in the way of reports. The Illicillewaet Division is, by the bye, very meagrely noted in the Report—probably for a like reason, though no district in the Province has been more boomed of late in England.

There are, as we expected, already strong indications of serious trouble in the Yukon to follow any large influx of Japanese cheap labor. Thus a Belgian goldseeker has, it is stated, been compelled to turn back at the Summit pass and abandon his effort, as a result of finding it hazardous to take with him into the Klondike his retinue of three Jap laborers. The race hostility thus evinced is regrettable, but natural enough, and certain to continue and even increase, so long as the little "brown man" will allow himself to be worked in competition against the white laborer, at rates of remuneration that are far below the standard of legitimate Western Canadian requirements. And neither can we in British Columbia nor those beyond us in the Yukon suffer the dominance of the British stock to be threatened by any abnormal influx of oriental immigration.

The Province has, like most of its contemporaries in British Columbia, declared itself as on the whole in favor of the imposition of an import duty on manufactured lead products, in order to build up our silver-lead smelting and the various connected industries. This is the more notable, as it makes a distinct, if temporary, abandonment of the principle so long and so boldly advertised on the very

forefront of the Province, which declares its policy to be one of "free trade and direct taxation." To this tag, looking at things in Canada as they are and are likely for some time to remain, whatever party be in power, our contemporary might well add the Gladstonian phrase "in the dim and distant courses of the future," for certes, whether we of the Pacific Province like protection or not, "free trade accompanied by direct taxation," is only a little more likely to be brought about in the Dominion at an early date, than is the single tax system of the late Mr. Henry George. It is but fair to admit, however, that under the untoward circumstances of the present, even a theoretic free trader may well be excused for advocating a duty on lead, as a temporary expedient, justified by apparent local necessity.

Mr. Ogilvie is, unless very inaccurately reported, as is quite possible, and in our opinion more than likely, doing some "tall talking" in England on the Yukon's opportunities. Thus the "Financial News," of London, England, makes him state that there are 7,000,000 miles of unexplored land in the Yukon. Unfortunately, however, for the assertion, large as is our noble Dominion, the whole of Canada, exclusive of the great rivers and lakes, occupies about half only—in round figures—of seven million square miles.

A POSSIBLE CANDIDATE.

It is reported that it is possible that Mr. J. M. Mackinnon, the well-known mining capitalist, may contest the Lillooet constituency which Mr. A. W. Smith, M. P.P., now represents in the Provincial Legislature. Should this happen, the contest will be of somewhat special interest to mining men, both gentlemen being so largely associated in their respective ways with this industry.

Mr. Mackinnon, the dissolution of whose partnership with Mr. G. W. De Beck has just been announced, has now removed to the Mackinnon block on Granville street, which is becoming the Vancouver business home of many mining men and undertakings.

A ROSSLAND PRONOUNCEMENT.

The Rossland Board of Trade has as strongly endorsed Mr. Corbin's railroad project as the Vancouver and Victoria Boards of Trade have condemned it. Per contra, other representative bodies and organizations in South Kootenay than the Rossland Board of Trade have favored the C. P. R.'s antagonism to the proposal. In fact, in West Kootenay opinion seems to be somewhat sharply divided on the issue. Nelson indeed seems to oppose Mr. Corbin's scheme as keenly as Rossland supports it.

LONDON LETTER.

[From our own Correspondent.]

Wars and rumors of wars, dear money, and fears of financial complications in the London Stock Exchange itself have combined to keep down enthusiasm, and restrain the energy of both the professional element and the public. Only two Canadian mining promotions have been introduced to the public for a week, and the financiers all seem to be lying low and waiting for the transformation in the mining market which is so necessary to the launching of new financial craft. There are plenty of new creations on the stocks, but until the clouds roll by—and they are not even moving as I write—there they will probably stay. Of course the arrival of Hon. C. H. Mackintosh and the learned Mr. Ogilvie are important points to be chronicled, but even these illustrious visitors to our shores have not caused a ripple on the surface of a stagnant market. It is true that Ogilvie was collared by the indefatigable interviewer within twenty-four hours of his landing in this country, but the time is unpropitious to getting into a white heat of enthusiasm over these two gentlemen. Ogilvie is staying at the Cecil, that gathering place for Canadian visitors, while Mackintosh is the guest of Whitaker-Wright at his place in Surrey. The latter will probably be asked to face the B. A. C. shareholders, and the former is going a lecturing—so I hear—to audiences whose curiosity regarding the far northern gold fields has been whetted to that point at which further information is eagerly desired. So that both these gentlemen may do a good deal of good for the Province in their own way. There is a whisper that Whitaker-Wright has secured Ogilvie as well as Carlyle. Is it true, I wonder? If so, Whitaker-Wright can congratulate himself upon having secured in Mackintosh, Ogilvie and Carlyle a powerful triumvirate.

You may have heard of the Klondike Gold Mining and Trading Company fraud, perpetrated by one E. Savigny and A. C. Aitken. This week the latter was put upon his trial, when a sorry tale of deception and chicanery was unfolded. Of course I need not tell you that "Klondike" has been a wonderful name for a lot of the city sharks to juggle with. This Savigny and his fellows started a bogus financial institution in London called the South-eastern Bank, and then promoted the company mentioned. When the funds came in the former (a wily Italian) hoodwinked his fellow directors so completely that he was enabled to collect all the funds available and decamp to "foreign parts," where he is now enjoying his ill-gotten wealth. This week poor Aitken, who is young in years, and let us hope young in crime, was brought to book. He admitted that he had been the tool of Savigny, and was sentenced to fifteen months' hard labor.

In my opinion the promoters of quite a number of other rotten Klondike schemes deserve an equal punishment; but, being better trained in the ways of the law, and assisted by men learned in the law, they just keep outside its clutches.

Fraudulent schemes like the above bring a whole region into disrepute, and we are all glad to hear that one at least of the perpetrators has been brought to justice. There is a lot of riff-raff hanging on to the Klondike interests which we could very well do without. The general daily and financial daily papers have contained the advertisements of a lot of Yankee companies, which promise to do every thing under the sun; and to the attention called to dubious schemes of this kind by those who recognize the importance of keeping the public from the clutches of these designing knaves is due, much of the present hostility to Klondike companies. The market for these shares is a very nominal one, and although a few are regarded as having decent prospects, the great majority are not accorded a place on the list of quotations published by the British Columbia market. The following representative table gives last week's quotations the "making-up price" fixed at the settlement this week, quotations today, etc.:

Nominal Capital in £1 Shares.	NAME.	Paid Per Share.	Price March 4th.	Making up Price Mid. of Mo. ac.	Price March 12th
£1,500,000	British Am. Corporation.	All	2-6 pm	.....	½
30,000	B. C. Development.....	All	¾	¾	¾
250,000	B. C. Fin. Trust.....	10s	½ dis	¾ dis	¾ dis
600,000	Dawson City Dom. Trading.....	All	1 1-16	.....	1 1-16
100,000	Fairview.....	All	1 7-16	¾ pm	1½
300,000	Hall Mines.....	All	1½	1 11-16	1½
270,000	Klondike Mining Trading.....	All	1 1-16	.....	1 1-16
150,000	Klondike Bonanza.....	10s	3-16 pm	.....	¾ pm
6,000	Klondike, Yukon and Stewart Pioneers.....	All	2	.....	2
200,000	L. & B. C. Gold Fields.....	10s	1-16 pm	¾ pm	1-16 pm
250,000	New Gold Fields of B. C.....	17s 6d	.....	1½	9-16 pm
100,000	Waverley.....	All	14-16	1½	1 9-16
	Whitewater.....	10s	1-16 pm	.....	1-16 pm
25,000	Vancouver and B. C. Gen. Exploration.	10s	1-12 pm	1½ pml	1½ pm

One of the best evidences of the general interest shown in British Columbia in London, is the fact that not only South African, but West Australian, and even New Zealand groups are beginning to acquire options and claims in the Province. At the recent meeting of the New Zealand Minerals Company the chairman referred en passant to the fact, that this concern had acquired an interest in certain British Columbia properties. As you are of course aware, Whitaker-Wright himself is one of the leaders in the Westralian market. If British Columbia can do what her friends say she can, London will be only too ready and willing to back her up with capital, particularly after the bad time we have been having in the Transvaal. That we have capital in plenty may be gauged from the fact that about £40,000,000 sterling have been subscribed this week for an issue of a little over one-fortieth of this sum by Lipton, Limited. And yet they say "money is dear." With such evidence as this be-

fore us the expression seems quite paradoxical, especially as the bank rate has been standing at 3 per cent. for some six months without one single alteration.

Among the new companies brought out this month have been several important British Columbia flotations. Chief among these was the White-water, issued by the London and British Columbia Gold Fields Company, which was strongly backed, and went very well, I believe, although at the time some people seemed to think it was overcapitalized.

Harry de Windt's pretentious scheme to sell himself a few properties, and his experiences, etc., for a hundred thousand pounds or so, fell as flat as ditchwater. They offered to the public some 166,667 shares, and got in response, I believe, only about £4,000. So that Mr. De Windt had not quite accurately measured his market value!

The Klondike Hydraulic and its impudent proposals also fell very flat, and I understand from one of them that the underwriters were let in to the extent of about 70 per cent. of their contracts.

Another Klondike scheme, the Klondike-Cassiar Miners and Traders, I hear, managed to go to an allotment, although I have not yet received the official notification.

A rumor has been set afloat that the Gold Fields of British Columbia was about to make an issue of further working capital. I was assured by Mr. Grant Govan yesterday that this was absolutely untrue and unfounded, and also that his company had a large amount of uncalled capital available.

You will have seen that the British Columbia Review (of London) quoted your article on the group of Albert Canyon properties. Mr. Otto Abeling is still here in connection with them.

C. J. WALKER.

THE PROPOSED IMPORT DUTY ON LEAD.

The Fort Steele Prospector, Nelson Miner, and Rossland Times think the proposal to place an import duty on lead open to objection, as likely to prove inadequate, the Canadian market for lead being small. The Prospector also thinks that the United States may retaliate by putting a prohibitive import duty on British Columbia silver-lead ores. There are probably, however, too many specially interested and influential western American places and persons who would strenuously oppose any such United States duty on silver-lead ores for that danger to prove considerable. There is more weight in the argument that Canada's market for lead is small, though improving. On the whole, however, the press of our mine country endorses the suggested import duty on lead as likely to give a considerable impetus to our threatened silver-lead smelting industry.

THE CHAMBER OF MINES.

It is hoped that all concerned for the due development of the Province's many and varied mining interests will in their various ways support this Chamber, of which influential mining men in general should become members. The Secretary pro tem, Mr. F. S. Taggart, Vancouver, will be glad to afford any information that may be desired as to the Chamber and its proposed work. Those constituting the Board of the Chamber cordially invite practical suggestions on the subject, as they are now busily engaged in the necessary preliminary work of formulating something like a definite line of action. But it is essential to the success of the Chamber that its membership shall become as broadly representative as possible. It takes time of course to get a Chamber of mines into working order, successful similar bodies elsewhere having found quite a long period occupied in attaining to full development. Those who are inaugurating the Provincial movement are, however, determined to press it to a successful issue without any avoidable delay.

A NEW INVENTION.

The wonderful stories that have been told of the marvelous riches of the Thron Duick or Klondike region and the wealth that has been secured by the fortunate prospectors, have stimulated the inventive instinct of the Canadian people and more particularly those of British Columbia. One invention follows another so fast that it is almost impossible to keep track of them. One of the most recent is that of the "Prospector's Gold Mine Tester," invented by F. Fooks, Reeve of Sumas, and to be seen daily at Marshall's Plumbing establishment, 216 Cambie street. The machine consists of a straight drill to work with water, which brings up through the pipe the dirt that is found by drilling and delivers it in a bucket so that it can be panned out at every inch of the lowering of the drill. When water is not available the machine will take a twelve inch core with little labor and deliver that on the bank so that it can be tested at every stage. The cost of the machine is very slight, but its value would seem to be great.

COLOSSAL LYING.

It was stated the other day that the Texas claim, in the undeveloped Boundary creek country, had been sold for \$200,000. It now appears that the real purchase money was exactly half per cent. of the figure given out—\$1,000 only, in fact. Probably quite as much as a claim thus boomed will be found to be worth, at least in its present evidently early stage of development.

Current Mining News.

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

THE DEER PARK.

This Rossland mine will shortly begin to make sample shipments of its recently discovered high-grade ore, some specimens of which have assayed up to nearly \$500 a ton, though the general average will of course, whilst good, be considerably smaller.

WEST KOOTENAY'S ORE SHIPMENTS.

These continue to be fairly good, the shipments for last week being valued at over \$111,000. The Le Roi mine was, as usual, the largest shipper with 1,580 tons, the Idaho mine of the Slocan coming next with 260 tons, and the famous Payne mine, also of the Slocan, following with 240 tons. The English company operating the Queen Bess silver-lead mine shipped 52 tons. The West Kootenay shipments of the year to date represent a value of \$2,713,576, and show a good proportionate advance on the figures of 1897.

YMIR.

Ymir is a growing mining centre and is stated to claim a present population of about 1,000. The local pay roll amounts to \$21,000 a month and \$17,000 have lately been spent on wagon road making in connection with the Dundee, Ymir and Porto Rico mines. The Ymir will shortly ship a good quantity of high-grade ore. This mine is owned by the London & British Columbia Gold Fields, Limited, a concern which stands well in the London money market. The Dundee mine stock, much of which is in English hands, is also regularly quoted in London.

THE SLOCAN.

Greater activity is again reported from this district and the miners are spending more freely, any who were hesitating having wisely decided to stay by our great silver country in preference to taking doubtful chances of gold getting in the far and frozen north.

The Southern Chief on Lemon Creek will shortly ship a sample carload of fine ore from a 12-inch working measure showing, it is stated, a large body. A good strike, specially fine samples from which are stated to have assayed up to \$247 in gold and silver per ton, is also reported from the Columbia mine.

EAST KOOTENAY.

Reports from Brewery creek indicate that the gravel carries gold in paying quantities. Hence the different companies having holdings on the creek will handle a large amount of gravel this season. The Polson-Jennings Company has lately added a large pump to its plant.

Mr. Wm. Vess has uncovered the main ledge on the Spirit claim, and found that the ledge has an average width of 30 feet. This is on the surface. It is also demonstrated by a tunnel 76 feet in length, and a cross-drift also 30 feet. The ore on this property is a gold quartz carrying gold, silver and copper. The total values will average about \$19 to the ton. This property is situated at Victoria gulch, a tributary of Wild Horse creek.

An English company has purchased a half interest in the following claims: Rebecca, Nettie, Montreal, Ottawa, Quebec, Point Levi, Silver Reef, and Hummer. The conditions of the sale are, that \$45,000 shall be expended during a period of three years, \$10,000 each year on the property, and \$5,000 in cash to the owners. Work will be commenced as soon as the season will permit.

The Fort Steele Prospector records a large mining deal. The Morris group of claims, situated on the divide between Wild Horse creek and Bull river, distant rather more than twelve miles from Fort Steele, has been sold to an English syndicate. The lead proper on these claims is supposed to be from 100 to 250 feet in width, the ore being gray copper carrying gold, silver and copper. It is now known that the mineral zone extends from Bull river north to Sheep creek, a distance of twenty miles.

VERNON MINING.

The mining situation at Vernon has latterly been greatly depressed, comparatively little progress being made towards mineral productiveness. It is now stated that the Morning Glory and Ruby Gold Mining Companies may amalgamate with better practical results, as it is hoped. Genuine precious-metal mining development would be an immense gain to Vernon, which has for some time failed to make the headway once so confidently anticipated.

FURTHER ROSSLAND SHIPMENTS.

In addition to the outputs previously reported, it is stated that the War Eagle's last week's shipments came to 640 tons and those of the Iron Mask to 320 tons. The War Eagle is now being at last busily worked as a shipper "for all it is worth," hence the increasing output. Recent War Eagle shipments have been made to the Nelson smelter for use in fluxing, though the mine's regular shipments will shortly be made to the Trail smelter.

THE YUKON GOLD FIELDS, LIMITED.

This London company, the directors of which are, as they always have been, very sanguine as to the success of their concern, is about to call up the balance of its modest capital in order to enable its representative, a Mr. Wood, now in Dawson City, to buy some more claims, in addition to three which he is understood to have secured for prices not named in El Dorado, Bonanza and Henderson creeks in the Klondike. Further calls of five shillings a share on the £1 shares of the company, on which five shillings a share have already been paid, are to be made at intervals of not less than two months, one such call being now out, as a result of a recent extraordinary general meeting of the company held in London. The chairman, a Mr. Johnstone Douglas, then expressed his great satisfaction at what their Mr. Wood was doing for the company, believing that he would secure £20,000 from the first washing, and holding that though the company's representative was not a mining expert, he should prove fully equal to the occasion. Then reminding the meeting that neither he nor his brother directors were professional philanthropists, and, speaking very frankly, Mr. Douglas, as chairman, proposed and succeeded in carrying a resolution voting himself, as chairman, a salary of £100 a year, and his colleagues remuneration of £50 a year each, for their services as the company's board. In addition to which modest certainties for the time being, the resolution provided that the company's directors should, after their company earned 20 per cent. dividend, be entitled to 10 per cent. of the surplus as a directoral bonus. And certainly if the Yukon Gold Fields, Limited, should find itself able to earn dividends of over 20 per cent. this additional pay of directors should be grudged by no stockholder. However, as things are, the success of the Yukon Gold Fields, Limited, absolutely depends upon the care, skill and direction of one person, in its representative, Mr. Wood, acting as a man of business, which presumably he is understood to be, and not a man of mining experience.

DOUBTFUL KLONDIKE COMPANIES.

The continual formation of new Klondike companies in London, England, on bases the reverse of sound and enduring, is, according to the best information, making the very names of Klondike and the Yukon as fields for further joint stock investment "stink in the nostrils" of the mass of the British investing public. Never a week now passes without the inception of some new Yukon company of promoters of a very doubtful class, who make assurances to possible investors of enormous prospective profits, if they will only "go it blind" and trust their cash to bodies of men, who know nothing

whatever of northwestern mining, but well understand how to "feather their own nests" in the way of grabbing large promotion profits and goodly directors' fees, whatever may happen to any company they form or to its body of credulous stockholders. Thus one such undertaking, an offshoot of a doubtful American concern registered under the lax laws of West Virginia—a state the deuce and all of a safe distance from the Klondike, recently published in the Daily Mail of London, England, as also in other influential dailies, an appeal to English investors to pay two shillings a share for stock in a concern, as to which beyond its title of the Kootenay Exploration Company and the address of its London office no particulars of its men and methods were given—doubtless for reasons deemed amply sufficient by the directorate. The advertisement was headed by a long and eulogistic paragraph parodying a patent medicine puff, though in lieu of quoting the alleged merits of some "cure all" for the body, it would have the investor believe the Klondike a regular Tom Tiddler's ground from which two-shilling contributories to the Kootenay Exploration Company might expect to gain very big returns. The name "Kootenay" as part of the title of this "fake" concern was obviously adopted, as apparently a good name wherewith to conjure, and by reason, perhaps, also, of a belief that many English people still think that the Kootenays and the Klondike are adjoining precious-metal regions. A more obviously deceptive undertaking than this of the Kootenay Exploration Company it would be hard to find—apart, perhaps, from the notorious recent flotation known as the Klondike Hydraulic, Limited—and it reflects little credit on papers of the standing of the Daily Mail that they give prominence in their columns to advertisements bearing so many of the hall marks of an attempted imposition on the public. The New York Engineering and Mining Journal's correspondent in London, however, promptly "gibbeted" the concern in a letter to his influential paper, and there is reason to believe that the scheme did not gull any very large number of two-shilling-a-share subscribers in the credulous land of Cockayne.

Other London registered Klondike companies there are, apparently more or less well intended, which convey very unsatisfactory assurances of profitable returns to their stockholders, their own credentials as to business-like conduct being so very far from convincing. Thus one such concern, known as the Yukon and Mackenzie Valley Exploration Syndicate, Limited, expects to get £15,000 subscribed by the British public to send out to the Yukon a Mr. H. B. Jayne, the nephew of the Bishop of Chester, and doubtless a decent young Englishman, who is to take charge of a Klondike and far northern exploration party, on the strength

of a "peculiarly extensive Northwest Territories experience," probably representing more or less of cattle herding, with it may be storekeeping or something of that kind thrown in. As if a residence in Alberta or Saskatchewan were of any particular value—or, for the matter of that, even close relationship to a bishop—in the way of Klondike and Mackenzie river exploration. All which certainly does not augur any great likelihood of success on the part of the company concerned, which seems a well-intended effort on the part of people who really know very little indeed of what is needed for successful Klondike work.

THE TREND OF YUKON TRAVEL.

Many persons are now outfitting at Ashcroft and thence setting out overland for the Klondike by a fairly good, if very long, route. Not a few also are still attempting the execrable and hazardous overland route from Edmonton. Meanwhile most Klondikers continue to travel by one or other of the coast routes, though there is a perceptible lull in the northern exodus from Vancouver, Victoria and Seattle, large numbers very wisely determining to wait until river navigation opens and lessens the risk of travel.

WAR EAGLE EXTENSIONS.

It is stated on good authority that the War Eagle Company has secured the two claims adjoining the War Eagle on Red Mountain. These are the Pilgrim and the Monita. The transaction, as far as the Pilgrim was concerned, was closed in Spokane. As regards the Monita, Mr. G. Gooderham and his friends secure a controlling interest of 613,000 shares in the mine, on the basis of 12½ cents per share, and as there were 750,000 shares, the purchase price of the property was approximately \$100,000. The acquisition of the Monita by the War Eagle people has been long under consideration. It has also received public notice lately because of the recent strike. The purchase of these properties simply indicates the extent of operations contemplated by the War Eagle Company. It owns, at the present time, the War Eagle on Red Mountain, the Crown Point, White Swan, Hidden Treasure, on Lookout Mountain, the Richmond group in the Slocan, and the last purchase, the Monita and Pilgrim on Red Mountain. The capital is \$2,000,000 and there is at present ore to the value of \$1,000,000 in sight, while the underground workings cover a mile.

A USEFUL FIND.

It is reported that lime of excellent quality and in big quantity has been found at Funderby. Several million tons are stated to be in sight.

KEEP AWAY FROM SEATTLE.

The MINING CRITIC finds its way weekly into many influential quarters in the "old country." It is therefore appropriate through these columns to warn Britons, desirous to outfit for the Yukon, not to be misled into a choice of Seattle as a point of Pacific Coast departure, by means of the unpatriotic booming of that miserable organization, yclept the Grand Trunk Railroad. Let such as think of outfitting at and departing from Seattle—a port more-over of coffin ship notoriety—weigh carefully the following warning of a most influential Seattle paper and wisely prefer to outfit on peaceable British territory and at either Vancouver or Victoria. The following is the telling indictment of its own misruled city, laid by the Seattle "Times:"

"The Times suggested the other evening that a wide-open policy was making rapid strides in the line of crime in Seattle. It began with simple "hold-ups" on the street, when men were simply ordered to throw up their hands and submit to gentle searching. Then came the use of the revolver, the same being applied to the anatomy of the "hold-up" with violent threats in case of resistance. Then came clubbing and sand-bagging, added to robbery, when the victim was left half dead upon the street. Now comes the final act—absolute killing—a series of steps as natural under the circumstances as the flowing of water down hill. Is it possible that the present administration proposes to sit idly by and permit this sort of crime to go on? Does the mayor, because the hoodlums, gamblers, cut-throats, thugs, thieves, and leaders in every crime aided in putting him in office, upon the promise of non-enforcement of law, propose to adhere to such a policy and permit robbery and murder to stalk through our streets undiscovered, unpunished and with scarcely any effort to prevent the same? If so, the sooner the citizens of Seattle wake up to the true situation, the sooner crime will stop."

Cable Address: "CORNOVA," Vancouver.

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

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Mining Stock Quotations

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

COMPANY	NO. OF SHARES	PAR VALUE	PRICE
TRAIL CREEK.			
Butte	1,000,000	\$ 1 00	\$ 01½
Caledonia Con	1,000,000	1 00	05½
Colonia	1,000,000	1 00	19
Commander	500,000	1 00	10½
Deer Park	1,000,000	1 00	14
Enterprise	2,000,000	1 00	18
Esroka Consolidated	500,000	1 00	06½
Evening Star	1,000,000	1 00	06
Georgia	1,000,000	1 00	09
Grande	500,000	1 50	41
Grand Hope	500,000	1 00	03½
Grand Prize	1,000,000	1 00	02½
Great Western	1,000,000	1 00	09½
Hattie Brown	1,000,000	1 00	02½
High Ore	500,000	1 00	03½
Iron Mask	500,000	1 00	42
Iron Colt	1,000,000	1 00	12
Josie	700,000	1 00	28
Josie Mac	600,000	1 00	—
Jumbo	500,000	1 00	57
Le Rol	500,000	5 00	7 75
Lilly Blay	2,000,000	1 00	10½
Mayflower	1,000,000	1 00	09
Monita	750,000	1 00	16
Monte Cristo	1,000,000	1 00	20
Mycynop	1,000,000	1 00	06
Novelty	1,000,000	1 00	05
Phoenix	500,000	1 00	08
Poorman	750,000	1 00	11
Red Mountain View	1,000,000	1 00	03
Rosshard, Red M'n	1,000,000	1 00	21
Silverline	500,000	1 00	09
Silver Bell	1,000,000	1 00	02½
St. Elmo	1,000,000	1 00	05½
Virginia	500,000	1 00	21
War Eagle Con	2,000,000	1 00	1 35
West Le Rol Josie	500,000	1 50	27
White Bear	500,000	1 00	08
AINSWORTH, NELSON & SLOCAN			
American Boy	1,000,000	1 00	14
Athabasca	1,000,000	1 00	27
Arlington Con	1,000,000	1 00	11½
Dundee	1,000,000	1 00	50
Dardanelles	1,000,000	1 00	11
Dellie	750,000	1 00	12
Elise	1,000,000	1 50	—
Gilson	650,000	1 50	17
Hall Mines	300,000	21	—
Idler	1,000,000	1 00	11
London Hill	600,000	25	25
Kaslo Montezuma	1,250,000	1 00	16
Noble Five Con	1,200,000	1 00	19
Phoenix Consolidated	750,000	1 00	05
Rambler Con	1,000,000	1 00	39
Reco	1,000,000	1 00	1 50
Slocan Star	500,000	50	2 00
St. Keverne	1,000,000	1 00	03
Two Friends	240,000	30	16
Wonderful	1,000,000	1 00	04½
Washington	1,000,000	1 00	15
MISCELLANEOUS.			
Alpha Bell	500,000	1 00	45
Cariboo (Camp McK.)	800,000	1 00	63
Cariboo Hydraulic Con.	5,000,000	5 00	82
Channo	250,000	25	10½
Fern G. M. Co.	200,000	25	75
Golden Cheo	500,000	1 00	75
Occidental M. & M. Co.	600,000	1 00	01½
Old Ironsides	1,000,000	1 00	15
Smuggler	1,000,000	1 00	17
Tin Horn	200,000	25	30
Van Anda	5,000,000	1 00	04
Winchester	250,000	1 25	03½
Fire Mountain	1,000,000	1 00	40
B. C. Mining Prospectors' Ex., Ltd.	250,000	25	25

DIVIDENDS.

Dividends paid to date are as follows: Le Rol, \$725,000; War Eagle (Old Company), \$217,500; Rambler-Cariboo, \$10,000; Reco, \$250,000; Slocan Star, \$350,000; Cariboo, \$189,000; Dominion Developing, \$18,158. The Hall Mines, Limited, has also paid dividends on preferred and ordinary stock.

ESTIMATED PROFITS.

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

Payne	\$400,000	Goodenough	35,000
Idaho	240,000	Noble Five	50,000
Poorman	50,000	Northern Belle	20,000
Ruth	210,000	Antoine	10,000
Whitewater	154,000	Surprise	20,000
Washington	20,000	Monitor	15,000
Slocan Boy	25,000	Last Chance	50,000
		Fern	10,000

A NEW METHOD OF EXTRACTING GOLD.

The London Mining Journal states that Mr. Carl Von Racz and Mr. Franz H. Ascher have patented a method of extracting gold from its ores which is claimed to offer the advantages of yielding all the gold present, of being rapid in its action, of being applicable where the water supply is limited, and of requiring an inexpensive plant. The object of the inventors was to devise a system in which the gold ore is not brought to a finer state of division than that in which the gold occurs in nature. Well-designed Rolls will crush 6 to 10 tons of gold quartz in 24 hours. The dry crushed material thus obtained is then diluted with a chemical solution, and run over Frue vanners for a preliminary concentration. The concentrates then pass into a mixing tank, in order to be further treated with mercury. From this tank the pulp passes over plates coated with mercury of special design, so arranged as to prevent oxidation. It then passes over a second Frue vanner. Experiments made with this method gave the following results:—20 grammes of pure gold were stamped in a new American battery with 2 tons of pure quartz, and not more than 8 grammes were recovered, the remaining 12 grammes passing away. With the new method, however, repeated trials with 1 gramme of gold mixed with 0.1 ton of pure quartz invariably yielded the gold without any appreciable loss. The whole system is based merely on the fact that the gold is extracted from the ore in the same weight as that in which it occurs. The great loss in other methods is caused for the most part by the gold being rubbed to atoms that cannot be recovered by amalgamation, by concentration, or by treatment with cyanide. The amalgamated plates in the new method are covered with a network of wires of iron or other metal forming walls of a half millimetre to several millimetres in height. Above this is a covering of linen or other fabric, and the pulp flowing underneath impinges on it, and is thus more easily brought into contact with the cells of amalgam.

The composition of the dilute chemical solution which is added to the crushed ore at the beginning of the process, in order to accelerate amalgamation, is not stated in the particulars furnished by the inventors.

VICTORIA AND THE GRAND TRUNK RAILWAY.

"On dit," that Victoria, which loveth not the C.P.R. and prefers the Great Northern or even the Grand Trunk Railroad, is glad to think that Mr. Corbin may get his railroad charter and thus, amongst other things, perhaps enable the Grand Trunk Railroad to enter British Columbia, through running powers over the Corbin line and associated systems. If the Grand Trunk Railroad really

means to make for the British Columbia mining country and can accomplish this, that ill-fated, mismanaged and most unpatriotic Anglo-Canadian railroad may thus perhaps find ultimate financial salvation after losing millions of pounds of the money of British investors and proving for long years a monumental instance of railroad mismanagement. It passes an ordinary man's understanding to know why never before has the Grand Trunk Railroad thought practically of making west and tapping the wealth of Canada's Pacific Coast, instead of doing its utmost to divert Canadian men and Canadian trade to the land of "Uncle Sam." However, at last the Grand Trunk Railroad seems inclined to follow the example of a host of other East Canadian men and things and travel due west.

NOTICE.

THE OFFICE OF THE CHANNE MINING COMPANY HAS BEEN REMOVED TO 611 HASTINGS STREET, W., VANCOUVER.

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

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J. C. Fergusson,

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Vancouver, B. C.

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A. ERSKINE SMITH

Mining Engineer

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W Thos. Newman

Author "Hidden Mines," etc.; late engineer in charge
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Our Miner's Cap, which protects the face and the neck, is almost a necessary complement of every miner's outfit. It only weighs ten ounces and is warmer than fur. The best stores in British Columbia keep them, but if your dealer does not have one and will not get you one, send us a money order for \$2.00 and we will send you one to any address in Canada, charges prepaid.

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Provincial Secretary's Office.

His Honor the Lieutenant Governor has been pleased to make the following appointment:

14th March, 1898.

FREDERICK WILLIAM VALLEAU, Esquire, to be Stipendiary Magistrate within and for the Counties of Nanaimo and Cariboo, Gold Commissioner, Government Agent, Assistant Commissioner of Lands and Works, and a Collector under the "Revenue" and "Revenue Tax" Acts for that part of the Province known as the Omineca Land Recording District. 48-9

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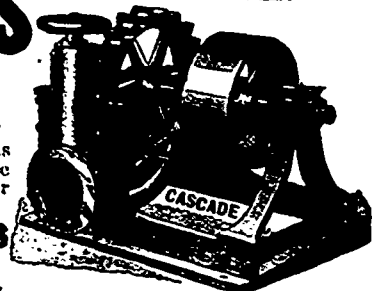
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Tickets sold and Baggage checked to all U.S. Points

Leave Kaslo for Nelson and way points, daily except Sundays, 5:45 a. m.
Arrive Northport 12:15 p.m.; Rossland, 3:40 p.m.; Spokane, 6 p.m.
Leave Nelson for Kaslo and way points, daily except Sunday, 5:30 p.m.
Leaving Spokane 8 a.m.; Rossland, 10:30 a.m., Northport, 1:50 p.m.

New Service on Kootenay Lake.

Leave Nelson for Kaslo, etc., Tues., Wed., Thurs., Fri., Sat., 8:30 a.m.
Arrive Kaslo 12:30 p.m.
Leave Kaslo for Nelson, etc., Mon., Tues., Wed., Thurs., Fri., 4:00 p.m.
Arrive Nelson 8:00 p.m.

G. ALEXANDER, General Manager.

Kaslo & Slocan Railway

— TIME CARD —

Trains Run on Pacific Standard Time.

Going west	Daily	Going east
Lv 8:00 a.m.	Kaslo	Ar 3:50 p.m.
" 8:36 "	South Fork	" 3:11 "
" 9:36 "	Sproule's	" 2:15 "
" 9:51 "	Whitewater	" 2:06 "
" 10:03 "	Bear Lake	" 1:48 "
" 10:18 "	McGuigan	" 1:33 "
" 10:38 "	Junction	" 1:12 "
Ar 10:50 "	Sandon	Lv 1:00 "

SANDON AND CODY.

Lv 11:00 a.m.	Sandon	Ar 1:15 p.m.
Ar 11:20 "	Cody	Lv 11:25 a.m.

Telegraphic Address, "Bed-rock." **R. W. BRYAN,**
Code, Moring & Neals Superintendent.

COLUMBIA & WESTERN RAILWAY CO.

Time Table No. 6, to take effect July 3, 1897.

EASTBOUND.

No. 2 passenger (daily except Sunday)	
Leaves Rossland	3:00 p.m.
Arrives at Trail	3:50 p.m.
No. 4 passenger (daily)	
Leaves Rossland	11:00 a.m.
Arrives at Trail	12:00 a.m.
No. 6 passenger (daily except Sunday)	
Leaves Rossland	7:00 a.m.
Arrives at Trail	7:50 a.m.

WESTBOUND.

No. 3 passenger (daily except Sunday)	
Leaves Trail	8:15 a.m.
Arrives in Rossland	9:30 a.m.
No. 1 passenger (daily)	
Leaves Trail	12:30 p.m.
Arrives in Rossland	1:30 p.m.
No. 5 passenger (daily except Sunday)	
Leaves Trail	5:45 p.m.
Arrives in Rossland	7:00 p.m.

Connections made with all boats arriving and departing from Trail.

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

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Rivers Inlet and Haas River—SS. Coquitlam sails on 8th and 2nd of each month and will proceed to any part of the Coast should inducements offer.

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

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C. P. NAVIGATION CO., LTD

TIME TABLE NO. 32

Takes effect January 4th, 1898.

VANCOUVER ROUTE.

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

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

NEW WESTMINSTER ROUTE.

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

FOR PLUMPER PASS—Wednesdays and Fridays at 7 o'clock.

FOR MORESBY AND PENDER ISLANDS—Friday at 7 o'clock.

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

FOR PLUMPER PASS—Thursday and Saturday at 7 o'clock.

FOR PENDER AND MORESBY ISLANDS—Thursday at 7 o'clock.

NORTHERN ROUTE.

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

BARCLAY SOUND ROUTE.

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

KLONDIKE ROUTE.

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

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

JOHN IRVING, Manager.

G. A. CARLETON, General Agent.
Victoria.

Mines and Mining Stocks

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

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