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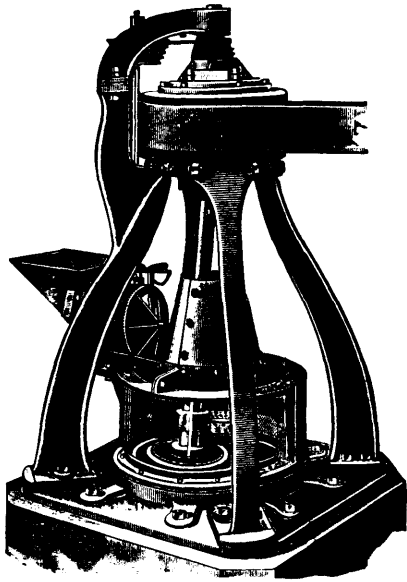
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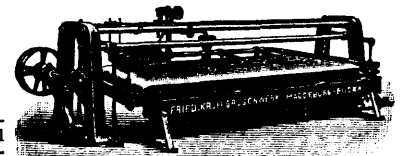
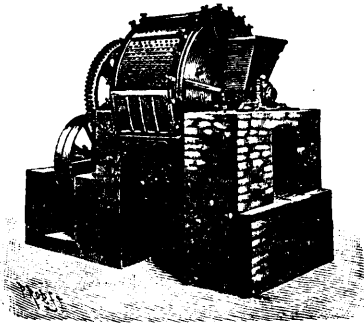
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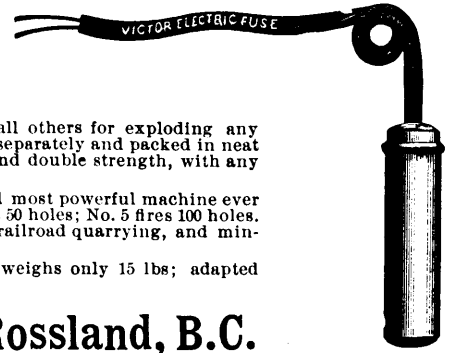
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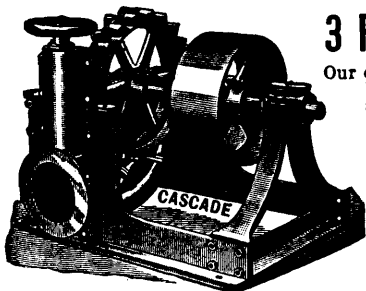
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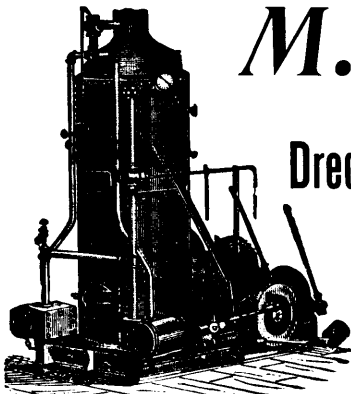
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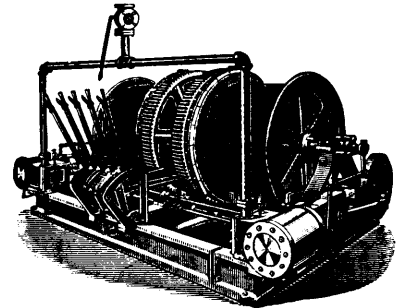
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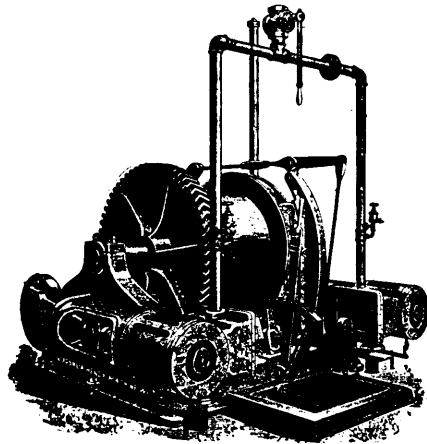
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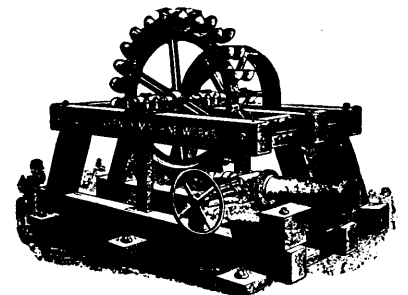
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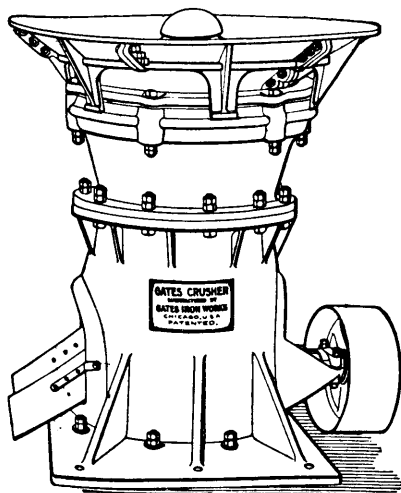
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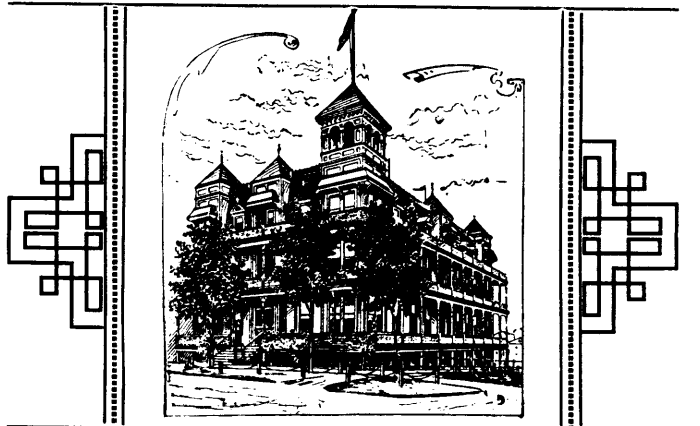
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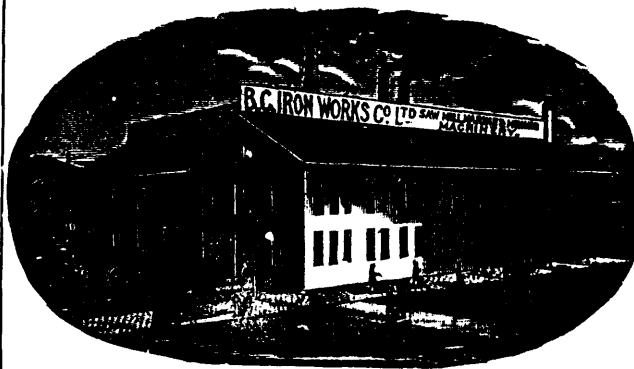
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EDITORIAL NOTES.

HEWITT BOSTOCK, M. P., has returned to British Columbia from Ottawa where, during the late session of Parliament, judging from the reports received, his labours were by no means light. His report to his constituents of Yale-Cariboo will we have no doubt be of a most satisfactory character. The report of a member who looks after the interests of his constituents instead of his own cannot fail to be anything else than satisfactory to those who sent him to Parliament.

Dr. Milne has also returned home from Ottawa, where we understand his labours were by no means of a light order, although the result in the end was far from being satisfactory. His explanations of the railway muddle at the Capital in which he played so prominent a part show in our opinion that nothing was done that could reflect on his personal character. They demonstrate however that the bungling of some of the men who presumably posed as representing the interests of Southern Kootenay and the direct coast line brought the whole matter into such a tangle that the final result was the abandonment of both schemes by the Government.

British Columbia so far as these schemes are concerned made a very poor showing indeed in the Railway Committee Room.

We do not however agree with the idea which seems to have found footing in some quarters—that the direct coast line to Kootenay is a dead letter unless the Government choose to take it up and build it independent of any private company. This view of the matter is jumping at conclusions—in a hurry—with a vengeance.

We prefer to wait for another session of Parliament before we come to any conclusions on the subject. Doubtless the personnel of the officers at the head of the enterprise will be changed between now and the next meeting of the House and stronger and more experienced men will be sent down to Ottawa to advocate the claims of a railway, the building of which is of so much importance, not only to the coast, but also to Kootenay.

By that time the Government will have been educated regarding the necessity of the road to give British Columbia a share of the Kootenay trade, and as there is not likely to be any further entanglement with the Heinze people the way will be clear to make out a good case before the Government.

We hardly think it possible that Heinze will forfeit his bond by declining to go on with the road from the Penticton to Columbia. It is to his interest in every way to go on with construction this summer.

Surely he has sufficient securities in cash and land grant from the Provincial Government to enable him to raise the money to build the line, especially as under such circumstances he will stand a very good chance of securing a subsidy from the Dominion.

Let him stand back now when the country is crying out for the building of the Penticton line and he will lose the sympathy of the entire community which may have some effect on his chances of obtaining a subsidy hereafter.

We have all along predicted good travel into the Kootenay this season. Up to now our predictions

have turned out to be correct. The steamers *Nakusp* and *Arrowhead* are running with full lists of passengers and freight, and we understand that business coming in from other directions is good.

The class of passengers coming in this year is also of a more desirable sort. As a rule they have something behind them; some capital to come and go on and are visiting the province with the purpose of taking a stake in it.

During previous seasons there were too many coming in bent on pure speculation, with little, if any means of their own, looking for something to turn up while others were in quest of "soft snaps," which in most cases never materialized.

The speculative boom has fallen flat as we all along predicted it would, and now mining men are getting down to straight business. Matters are getting on a firmer basis and general confidence is becoming stronger each day.

In the meantime the occupation of the company promoter has largely dwindled into thin air and his absence from the mining camps is certainly not regretted. We do not mean by this that we are entirely rid of these human sharks, but their day is past and their power as a body will never be felt again.

What is to become of hundreds of the mining companies registered on the books of the province which so far have nothing to show to justify their existence is more than we can say. We fear a day of reckoning is not far off. Our only hope is that the guilty will not be allowed to go free and the innocent suffer.

Texada Island is keeping well to the front and confidence in its great mineral riches is increasing each day. Indeed all along the coast there is more development work going on in a quiet way than people are aware of. For a short time confidence in Alberni seemed to slacken, but recently the news from that district is of a most encouraging kind.

We are sorry to say however that prospecting and development work does not go ahead as it should on Vancouver Island. In fact the Island is being kept back. We cannot shut our eyes to that fact, and yet it is the opinion of experienced men that Vancouver Island as a mineral producer will yet prove to be one of the best sections of British Columbia.

It seems to us that it is the duty of the Provincial Government to see that the prospector is as free to search for minerals on Vancouver Island as he is on

the mainland. Surely some plan can be devised to remove the restrictions at present existing. Vancouver Island cannot be kept back for all time to come.

Let us fill the hills north of Victoria with prospectors and what would it mean for Victoria? So great an increase in every department of trade that people would wonder that we had slept over the matter so long.

The establishment of the Metallurgical Works by Mr. W. J. R. Cowell, in Victoria, will prove a boon to those engaged in the development of mining properties on the islands and along the coast, and benefit the mining industry in this neighbourhood to an extent that can hardly be estimated at the present time. Mr. Cowell, who has invested a large amount of money in the works, should receive the highest encouragement and support from mining men. We will have more to say about these works in a later issue.

Mr. Carlyle, the Provincial Mineralogist, is continuing the good work he commenced last season in visiting and reporting on the various mining districts of the province.

We observe too that he seems to be working on somewhat different lines from last year. During his trip in the summer of 1896, it was almost impossible for local men to obtain from him any information as to his work and his impressions of the country.

Now we see that he is giving some long and interesting speeches which, when published widely, will be apt to draw immediate attention to the resources of the province and do much to inspire confidence in British Columbia.

There is of course much information collected by Mr. Carlyle during his journeyings which it would not do to make public, except through the channel of his report, but on the other hand there is much of a general character which it can do no harm to make known, but will be likely to do much good and stir up an increasing interest among Eastern capitalists in our wonderful resources.

What we would suggest to Mr. Carlyle is to take the local paper in each camp he visits more into his confidence, and give to each such information as he deems may be useful in pushing forward the mining industry. These interviews, which he could always make sure of having correctly reported, would go far and wide and be of great benefit to the province. They would in no way interfere with the value of his report, but would increase greatly the value of his trip as a whole.

Complaints are still made that prospectors are inclined to ask extravagant figures for their claims. No one can blame them for trying to obtain good prices, because if it were not for these men mining in British Columbia would be in a very backward condition. In fact there would be few mines under development but for the prospector who endures all the hardship and toil in finding the ore deposits in the first instance. But the prospector should remember that few men will risk a large sum of money on a mere prospect, even if it has some development work done upon it and is very promising in other respects.

Unless he is in a position to go on and develop the property himself, and turn it into a producing mine, when something like a fair value can be set upon it, the prospector will find it to his advantage in the end to make reasonable terms with others.

We do not agree with the action of the Government in exacting a royalty on all gold saved by dredging companies. The parties who put their money into dredging run a great risk and we cannot see why the Government should exact from them a toll on their earnings. It is discrimination with a vengeance.

Contracts for the construction of the Crow's Nest Pass Railway are being let in rapid succession, and before this issue of the RECORD is through the press mud will be flying at several sections along the surveyed line. It is good news to hear that the road will be through to Nelson by the close of next year.

It is also good news to learn that Canadians or immigrants likely to settle in Canada, are to be given the preference in obtaining employment on the line.

We hope the Government at Ottawa will go slow at the present time, in the matter of placing an export duty on ore. Until we are in a better position to smelt our ores on this side of the line it would be a hardship, in fact almost ruin to some mine owners to have to pay toll on all the ore they have smelted.

It will be a different story when we have an abundance of smelters within our own territory; but we cannot expect that until the Crow's Nest Pass Railway is in full operation. When that takes place smelters will spring up like magic all over British Columbia, and an export duty on ore will be of little use.

The fear seems to be that the Le Roi people will build a smelter of their own at Northport instead of at Rossland. At first we were inclined to think that steps should be taken to prevent this; but from what we have since heard there may be features in the case which might make it more prudent to allow things to

take their course in this particular instance. It would hardly do to injure other mine owners, and probably the whole province, simply to get even with the Le Roi people.

Now and then appears a paragraph that the bottom has fallen out of Rossland. Some wise acre will step up and whisper, "I told you so—the boom is burst and Rossland is done for."

Now let us assure our readers that the bottom of Rossland has become so firmly wedged in that no power on earth can ever make it drop out. It is true a part of the bottom gave way a short time ago and allowed a number of mere speculators, sharks and gamblers in stocks to drop through. When the last of these gentry had disappeared the hole was closed up, and now each day Rossland is becoming stronger and a better class of men is being attracted to it. The idea of a town with fifteen or twenty shipping mines around it "going broke" is somewhat absurd.

Rossland's position is assured, and it will ever remain the metropolis and chief railway centre of Southern Kootenay. People at a distance will do well not to take stock in all they hear. Of course times are not as lively in Rossland as they were, but they are settling down to a good substantial basis which is far better than a boom.

Word comes that the Kootenay and Columbia mine, at Rossland, bids fair to rival the Le Roi as a large shipper of the best class of ore. There are, undoubtedly, other mines, as development goes on, that will be found equal, or perhaps better than Le Roi. We have heard experienced men express the opinion that the day is not far distant when there will be a dozen mines as good as Le Roi around Rossland.

One of the greatest commercial and railway centres in Kootenay will be Nelson, as soon as the Crow's Nest Pass Railway is built. Its possibilities at the present moment are hard to predict, but our opinion is that Nelson, as a shipping, commercial and railway centre, will be the chief city of Kootenay. As a mining town we think it may not have as good a standing as other places now coming to the front.

Touching once more on the Penticton railway, there is one most important point to be considered. One of the objects of this road is to give the inhabitants of Okanagan district an opportunity to share in the supply of Kootenay with farm produce, &c. Let the Crow's Nest Pass railway be in to Nelson before the Penticton road, and the farmers of the Okanagan would be in a measure supplanted by their rivals of the western prairies. What should be done, and we commend it to Mr. Heinze, is to commence construction

from the Penticton end, so as to give the people of Okanagan every possible advantage—which is only their right.

Notes from Vancouver.

In the accompanying cut, taken in the Blackwater country, Lillooet district, a huge ledge is shown. The group standing and sitting on the heights above the Creek gives a good idea of the size of the cliff, viz.: 150 feet. The face of the ledge, as shown in the cut, is mineralized heavily for several hundred feet, while the stream falling over the cliff is the now famous copper stream, a mixture of surface and mineralized water—copper in solution. The ledge itself runs through the entire property of 4,500 feet and is an immense body of ore. A tunnel ninety-one feet in length has been run into the ledge. This property is owned by the Blackwater Gold Mining Co., of which G. Griffiths is president and D. G. Stewart, secretary.

The accompanying cuts of the Money Spinner vein of the Fire Mountain mine, Harrison Lake, show the formation of the vein, running down the side of the mountain like a huge snake, through the claims to Fire Lake below. The white mass jutting out from the mountain is heavily mineralized and has been stripped for 200 or 300 feet. Pieces broken off with the pick in any exposed place show free gold, but the rich streak averages about eighteen inches wide and runs fabulously high in free gold, which is peppered all over the rock. The Fire Mountain company have shown their faith in the property by active operations. A townsite has been established at the head of Harrison Lake called Tipella, and the company have placed a launch on the lake for their use. They have besides built a trail sixteen miles long from the headwaters of Harrison Lake to their mines, and have chosen a mill site two miles from the mine. The machinery is on the way from Chicago—in fact, the first carload has arrived, and it is expected that crushing will commence about September 1st.

Perhaps the most talked of mine on the seaboard at present is the Tinhorn, owned in Victoria, Messrs. Dier, Davidson & Russell being the promoters of the Tinhorn Company and the chief owners of the mine. The claim is well known, it is located on a mountain in Fairview Camp, Okanagan country, and it has been demonstrated that the vein in this wonderful property actually cuts the mountain in two. At the mouth of the main tunnel it is from four to six feet wide, but more than that further in. No. one tunnel is now in over two hundred feet. This tunnel is 650 feet from the sea level, and up the mountain side 800 feet from No. one, another tunnel is being driven in. Still higher up open cuts have been made, while in No. one tunnel (the lower one) a winz has been sunk now seventy-five feet deep. In the winz in both tunnels, and in the open cuts, rich ore has been met with and dumped so that there are at present on this dump 1,500 tons of ore averaging \$65. This average is not guessed at; an assayer is on the ground and the work is constantly checked and the dump has been valued at \$100,000. Should the most remote possibly happen, that is all mineral pinch out now, there is enough in sight proved by tunnels, cuts and the winz, to give the owners a large fortune and make the intrinsic value of the stock at least six or eight times the nominal market price—\$1.

The machinery for the 20-stamp mill is at Penticton,

but it is very difficult to get enough teams to haul it in and only about two tons a week can be taken to the mines, requiring in some places six horses to haul it. This aggravating circumstance will delay crushing until about the last of August. Fully fifty per cent. of the gold according to experts can be saved in the Tinhorn crusher, the other being saved in the concentrators. The concentrates will be stored as it at present costs in freight \$25 a ton to convey ore to the nearest smelter from Fairview. The company consider this matter a mere trifle, comparatively speaking, when it is taken into consideration that the ore is getting richer as depth is attained and the richest ore is found in the winz 1,500 feet from the highest place where they have tapped the vein above. In the winz they are at present in ore running from \$100 to \$800. It is the intention of the company to eventually erect their own plant for the treatment of their concentrates. In a while another tunnel will be driven on the level and shafts sunk through three tunnels and the ore stopped down to the bottom tunnel where it will be run out on trams.

The Winchester, another property of the company, is showing up even better than the Tinhorn at first did. While the Tinhorn went \$15 and \$20 on the surface the Winchester has averaged \$75 in the shaft. These mines are being intelligently managed, and owned, as they are, in Victoria their success means a great deal to that city.

During the rush for stock the proprietors had several times an opportunity to sell out and realize a fortune apiece, but they declined and have not disposed of a share of their stock for they believe they have a million dollars in their mine.

GOODMAN.

From Boundary Creek.

In my last letter I briefly referred to the Golden Crown mine, owned by the Brandon & Golden Crown M. & M. Co., in Wellington camp, as a very promising property, and asked permission to speak more fully of the claim upon a future occasion. Hence, with the express purpose of giving the readers of the MINING RECORD an opportunity to learn something concerning what may safely be called the finest prospect in Boundary Creek, I rode up to the claim a fortnight or so ago, and was conducted by Mr. G. H. Collins, the company's local managing director, to the different workings thereon. What I saw quite justified any eulogiums I may have heretofore been guilty of in regard to the Golden Crown. By a combination of luck and good judgment the location of no less than nine distinct and parallel ledges has been discovered on the ground, and each of these ledges—varying in width from three to six feet—shows the same character of massive, highly auriferous pyrrhotite ore, distinctive as the surface showings on the group of the three fine properties of which the Golden Crown is at present the finest. This ore, however, gives evidence of becoming more silicious with increased depth, and though probably the values here will be less variable, it will be hard to beat some of the assays, running up to, indeed, \$500 from the surface rock. On the day of my visit what is locally known as the Winnipeg ledge was uncovered. The Winnipeg lies to the north of the Golden Crown, and has since its discovery been regarded as the "show" claim, so to speak, of the district. I understand that it has now been acquired by a syndicate,



BOUNDARY FALLS, B.C.

but its owner refused several very "tall" prices on more than one occasion for the claim from well-known mining men. The ledge at the bottom of the shaft is about sixteen feet wide, and Mr. Toole, an agent of that wealthy mine owner, Marcus Daly, got assays up to \$2,000 therefrom; the average value of the ore, however, to be quite conservative, is possibly a bit better than \$50. It will thus be seen that the discovery of the Winnipeg ledge on the Golden Crown is distinctly a matter of congratulation to shareholders—among whom a large proportion are old-time residents and prospectors of Boundary Creek. Mr. Collins informs me that a shaft is to be sunk 300 or 400 feet at the spot where the Winnipeg ledge is shown up, and for this purpose the company has made arrangements to purchase a five drill air compressor, which may now be shortly expected to arrive. Meanwhile, a prospecting tunnel is being driven to cut five leads, of which, at respective distances of approximately 70 and 120 feet in, two have been reached; in each case the result in the matter of the size of the ore bodies and assay returns being entirely satisfactory. In fact, I am only echoing the opinion of one of the best known mining engineers of the country in stating that it is only a question of time ere the Golden Crown is proved to be as great a mine as any in Rossland to-day.

At Long Lake camp the Prospecting Syndicate of British Columbia are still steadily engaged in the development of the Jewel, and have also resumed work on the North Star, bonded to them some two months ago for \$10,000. On the Jewel the North drift has been driven about eighty feet from the bottom of the 130-foot shaft, along the ledge, and the showing of quartz in the face is very good; in the South drift, which is now in Dinero Grande ground (the adjoining claim to the Jewel) two breaks occurred, but in both cases ore was again found within a few feet further on. From the work that has been done on the Jewel it is pretty evident that the ledge is pockety, but when you do get on then it is on, and I don't think Mr. Leslie Hill or his syndicate regret, nor have cause to regret, the money that has been spent in exploiting the two claims. I am glad to be able to say that the rough sleigh road the syndicate built last winter, to Long Lake, is being improved at the Government expense. Private enterprise, by the way, has built nearly all the branch roads in the district.

We have had several representations of British capital in Boundary lately, and no doubt some important deals will be made during the month. One prospect, indeed, the Anaconda, in Deadwood camp, was bonded to a Mr. Woodhouse last week, for a good round sum. But I am very much afraid that so long as claim-owners stick out as they do at present for preposterous terms, merely to allow capital the privilege of proving a property, the British investor will prefer other fields where his enterprise is not so heavily taxed. The system of demanding ten per cent. down, ten or twenty per cent. in three months, and the balance of the purchase price in six months of a man wishing to take a working bond on a prospect, stinks in the nostrils of the British representative of capital. "If I pay you what you ask," he says to the claim-owner, "I might just as well buy outright, and that I don't propose to do." I have talked with a good many English experts on this subject, and they are unanimous in thinking that if a man has confidence in a prospect he wishes to sell, he should share some of the risk with the would-be purchaser. He may ask as high a price as he likes;

with a claim of great promise \$50,000, even \$100,000 is not out of the way, and a wealthy syndicate would make no objection to paying the larger sum after proving the property to their satisfaction. But Englishmen, unlike Americans, do not like taking chances on the value of a "pig in a poke," and what's more, they won't do it.

H. MORTIMER LAMB.

Kaslo Notes.

THE oldest inhabitant of West Kootenay cannot recall a time when there has been so much rain in the vicinity of Kootenay Lake as that which has fallen in the past six weeks.

To the owner of a developed and equipped mine such an unusual precipitation of moisture makes no great difference, but the prospector with his light tent, or in many instances only a fly, is seriously impeded in his quest for surface indications. Many prospectors were driven back to the towns on account of the extraordinarily wet weather and a number report that they were wet continually day and night as no ordinary tent could withstand the almost continuous downpour. At this writing, however, the sun is struggling for supremacy and as the moon has changed it is to be hoped the rainy season is at an end.

Never since the days of '92 have there been as many searchers after mineral wealth in the Slocan, the Duncan and the Lardeau as during the present season. At least 250 are on the south fork of Kaslo Creek alone. Notwithstanding the inclement weather a number of locations have been made, but few startling finds have as yet been reported. It appears as though everyone has the prospecting fever, and many are seen going towards the hills whose knowledge of bearing a heavy pack and handling a frying-pan over a camp fire is very limited.

Never before in the history of the Slocan has so much ore been transported from mines to smelters in the summer season as at present. The reliable little K. & S. Ry. is taxed to its utmost to meet the demand. The freight train now precedes the passenger both ways, arriving at Kaslo at such an early hour in the afternoon that ore can be delivered to the sampler that evening or loaded on the steamers, thus saving one day's delay in transit. So great is the traffic over this line that often the passenger train has one or two loaded freight cars attached to it.

The Montezuma Company have had the surveys made for their tramway, concentrator site and water supply ditch on the south fork of Kaslo. They will also build a waggon road one and a-half miles to connect with the K. & S. Ry. track at Nashville. Doubtless this road will be extended to some of the principle mines farther up the stream during this season, or at least a sleigh road made for the winter.

The organization of several prospecting companies, and their thorough method of searching the country for mineral veins and subsequent securing of Crown Grants by purchasing the locations outright from the Government, will in a very short time drive the prospector to other and newer fields. Nothing tends so much to keep up an excitement in a mining country as new finds made by prospectors. When the country is shingled with Crown Grants or Patents the prospector gives it a wide berth. The writer has known of instances in Montana where prospectors have made valuable finds and gone to considerable expense to open up their discoveries only to find that the ground

had been patented years before and allowed to lie undisturbed. The plan of one prospecting company, now operating in West Kootenay, is to pay their employees \$10 per month and found, with one-fifth interest in each discovery they make, provided the company decide it is worth securing a Crown Grant title for. By this means it is not improbable that several persons will make a stake, but it would take several hundred years to get rich on the salary paid.

Kamloops.

MINING development continues and the prospects of the camp improve in proportionate ratio. With regard to the Iron Cap, I had the pleasure of a visit to the workings of this particular claim, and chatted freely with Wm. Hudson, the foreman, who is a practical miner. Mr. Hudson expressed himself as being highly pleased with the results of his operations, and noted particularly the improvement in the quality of the ore as depth was gained. As to his opinion of the amount of shipping ore on his dump and its approximate value, he said: "There is about ten tons, which has to be hand picked. By this process the dump will yield about seven tons of ore that will average from \$125.00 to \$175.00 to the ton, all values." The slope has attained a depth at which steam hoisting power has become necessary, and just as soon as the necessary appliances are in place the work will be pushed ahead. At the Python of the Inland Development Company three men are running a cross-cut, with good results, from a fifty-five foot level. This property has been bonded to an English company for \$30,000. The conditions of the bond require \$5,000 to be expended on the claim in equipment and thorough development. This is considered one of the most sensible and business like bonds that has as yet been executed in the interest of the camp generally. It is only through such common sense moves we can ever hope to prove what there is beneath the surface. A representative of the company is on his way out, and will ere this is in print be on the ground.

W. H. Taylor, through whose representations Patsy Clark visited this camp, finds himself so well pleased with the prospects here that he has associated himself with our worthy townsman J. H. Morrison of the Thompson River Meat Market, and they have secured a bond on four of the claims owned by the Truth Mining Company; the consideration being \$9,000 in regulated payments extending over a period of twelve months. These locations are situated in the immediate surroundings of the Iron Cap and prospects are good. Messrs. Rankin and Thynne, Mining Brokers, have a staff of men testing the Brownie on which they hold a bond. The Bonanza of McDonald & Ford is down about fifty feet. The air has become foul necessitating the introduction of furnaces and ventilators which are now being put in place. These claims are in close proximity to each other with veins running nearly parallel. To the northeast and almost in a direct line with the strike of these veins first northeast of the Iron Cap is the Con Virginia, owned by Gus. T. Noble. The Norma of Thos. A. Spink and C. W. White adjoins the above. Prospect holes have been sunk on both of these claims, but not sufficiently deep to determine more than that there is a vein passing through them in which there is an exceedingly rich narrow streak. Adjoining the Norma is the Jubilee of M. Beattie and Wm. Buxton. The vein matter shows up somewhat stronger on this

claim and appears to be between walls with two small pay shutes sticking close to both the hanging and foot walls, samples from which assaying \$8.00 in gold, eighteen per cent copper, have been obtained. This as well as the two mentioned above seem to increase in thickness as depth is attained. These favourable indications have stimulated the owners somewhat and efforts are now being made to continue the sinking. The Earnsliffe another of T. A. Spink shows well at the bottom of a twenty foot shaft, a six inch pay streak is shown in a four foot vein. Progress has been hampered by coming in contact with water and a pump will therefore be placed in position for further development. About a quarter of a mile to the east of these is the group owned by the British Canadian Gold and Silver Mining Company with head office in Toronto, Ont., represented here by W. Thomas Newman. It is understood that Mr. Newman is being again placed in a financial position to resume work on these propositions on which he has already devoted much time and labour in proving up.

I have on previous occasions referred in encouraging terms to the location known as the Lucky Strike. It will be remembered that Jas. Cobblestick, who is now in England, bonded this claim last fall for \$13,500 and paid \$500 of that amount down. Immediately after he entered into negotiation with the owners of the surrounding claims. While Mr. Cobblestick was at the coast F. R. Carey put in his appearance, and secured bonds on the claims. It appears that in consequence of Mr. Cobblestick's failure to secure these locations, he simply tied up the Lucky Strike, and no further development has been attempted in consequence. There has been considerable squabbling over locations through which this lead is supposed to run. The result is that three or four of these claims stand now on the record in two different names, located by the same number of parties. Investigations have proved, however, that the Lucky Strike's lead runs through the entire length of three other locations lying nearly west, viz.: the Blue Bird, California and Nelson (*nee* Phoenix). On the two latter, trenches have been dug for tracings, and the lead has been found in the manner indicated, equally as strong and in some places somewhat stronger than the Lucky Strike. If there are fissure veins in this camp, this is one of them, every indication points to this fact. It is also evident, without a question of a doubt, that these prospects will eventually prove rich mines. Not long since a party from across the line visited the locations on the Hill, and among them the Lucky Strike, and took away with him a few pieces of rock, which assayed \$114.00 in gold, but the general run of the ore goes from \$35.00 to \$80.00 to the ton in all values. Similar results have been obtained from the Nelson, which is now held by P. O'Brien. On this claim a shaft is now down twenty-two feet. At the depth of eighteen feet a three-foot body of solid ore was met, encased between walls, assaying across the face the value mentioned above. A few days ago a message came from London, England, from Jas. Cobblestick, addressed to the Bank of British Columbia here, offering James Guerin \$7,000 cash, for the Lucky Strike. This offer we were informed, was refused, and \$8,000 asked as the figure which would be accepted in lieu of the conditional \$13,000 bond. Development on the Kimberley Mining Company's property has continued without cessation; likewise those of the Pedro Mining Company. N. Latremouille and Ben Wehrfritz have begun work on the Concord, one of their group at Jocko Lake. J. R. Mitchell, Doc-

Hall and their associates have resumed work on the Noonday and Christmas. These claims contain a strata of gold-bearing, free-milling quartz of high grade. Ed. Dupont, of Dupont & Carning (another of our enterprising local mining men), has bonded the Laurier, for \$8,000, one-eighth of one per cent. being paid cash. This is virtually a working bond, but, as the Laurier has a rich surface showing, it is likely to prove a good investment.

On the Glen Iron mines which are situated a few miles west of town there are twelve men engaged under the management of J. Fleetwood Wells. These mines are the property of the Glen Iron Mining Company, Limited Liability, of this place, and have been in full blast for upwards of nine months. Under the present management the method of operations has been changed from that of an aerial tramway to connect with the C. P. R. track to a tunnel drawn on the level of the track, thus increasing both the delivering facilities and reducing operating expenses. These mines have been producing seven carloads every fortnight, or an average of 75 to 80 tons of ore weekly, supplying both the smelters of Everett and Tacoma, Wash. So you see that we have one mine at least on a paying basis, shipping from three to four cars every week, others will without doubt in course of reasonable time be added to the list.

JOHN F. SMITH.

The Tariff.

AS there can be no change in the tariff until the next session of Parliament, there is nothing for us to do in the meantime, but to get along the best way possible under its provisions in regard to mining machinery. But we are of the opinion that the mining industry in British Columbia, at least, did not receive sufficient consideration when the twenty-five per cent. schedule was passed. As we have before stated, on several occasions, we are not seeking to discriminate against any one particular class or, indeed, against manufacturers, as a whole. We are simply desirous of securing justice for the mine owners in order to permit them to develop and operate their mines to the best advantage.

As there will certainly be a further revision of the tariff at the next session of Parliament we would suggest to the Government the advisability of appointing a commission of really practical men. This commission need not consist of more than three members, but they should be men of sterling quality, able to give a thoroughly unbiassed opinion on the subject they will be called upon to investigate. This committee should spend at least two months in the mining camps of British Columbia, obtaining the unvarnished truth whether a duty on mining machinery retards or affects, injuriously, the mining industry. They will be able to secure a lot of information from the mine owners and substantial mining men throughout the country which will be invaluable to the Government. In fact we would not limit the scope of their enquiry, although, of course, their main object would be as to the tariff.

Let the Government appoint this commission this summer, so that the members may be able to get to work this fall, and by the time the tariff question comes up again in Parliament, Mr. Fielding will be in a position to adjust it, so far as concerns mining machinery, in a manner that will do justice to all parties.

Vernon Notes.

EVERYTHING in the shape of mining has been at a standstill lately owing to the recent heavy rains, which, although they have saved the crops of the district giving promise of a splendid harvest this year, have stopped the work of development, most of the shafts being full of water and the work will probably not be proceeded with for another fortnight, until the surface water has drained off a little more.

On the Morning Glory the foundations are being prepared for the stamp mill that is expected daily.

On the Denzy, a property adjoining the Sarah claim, a hundred-foot tunnel is being driven in by the proprietors, Kempson & Jones, and this tunnel will cut several stringers, which on the surface are very rich in free gold.

Mr. Craven has stopped work on the Blue Jay owing to the presence of foul air and water in the shaft. The property however is looking as well as it ever did.

The Silver Star is also stopped from similar causes. A road has been blazed to the mine and work will be commenced on it directly.

Work on the Bon Diable has been steadily proceeded with.

This has the appearance of being one of the best properties in the district. The ledge is a very large one and is heavily impregnated with iron sulphurets which carry well in gold.

We have been shown some very fine specimens of galena from camp Hewitt. The ledge is a contact on lime. From Six Mile Creek some very promising samples of ore have been brought in which have assayed as high as \$15.

The two claims referred to are the Grand Times and the Hidden Treasure recorded by Mr. J. G. Banks.

The Rossland and Revelstoke parties have been prospecting in the vicinity of Cherry Creek where they have made several locations.

T. ADRIAN MEYER.

Our Mineral Wealth at Rossland.

AT the recent banquet in Rossland, Mr. Carlisle, Provincial Mineralogist, spoke as follows in response to the toast, "The Mineral Resources of Our Province":

"Statistics are generally dry and uninteresting, but in the last report of the Minister of Mines I endeavoured to gather together for the first time and arrange all data available concerning the output of mines in this province. These tables, I believe, have been widely copied, and I hope they have proved of some little service to many who are turning their eyes towards this province and are seeking information. A special endeavour was made to give due prominence to the production of the lode mines, first to show that this class of mining is of recent birth in this country, that it is really just getting started, and secondly to show the rapid advance since the nearly knock-out blow given by the tumble in the price of silver in 1893.

"In 1887 we find that by lode mining only about \$17,000 was produced; in 1893, \$300,000; in 1894 about \$800,000; while in 1895 there was a sudden increase of \$2,400,000; while 1896 saw this nearly doubled by a production of \$4,250,000.

"For 1897 this rapid increase will be maintained as already, from the statements made from customs and shipping returns given by the newspapers, which I know to be very close to the actual smelter returns,

the production from West Kootenay alone has nearly reached \$4,000,000 for the first half of this year, or nearly equal to the whole output for the year 1896. Thus everything points to the fact that this year the lode mines of British Columbia will show a gratifying increase. (Cheers.)

"In placer mining it is evident that the gradual rate of increase will be maintained, while our collieries that have produced \$35,000,000 worth of coal, will soon be of still greater importance on the completion of the new railway systems, and the easy means of transport for coal and coke to feed the growing smelting industry.

"The total production of our mines is not great when compared with other mining communities, but still we have reason to be proud that over \$100,000,000 have been won from our scantily developed mineral resources to be added to our country's worth.

"The progress of the mining industry of this province, that had long languished, certainly received an immense impetus when the large deposits of high grade gold ore were discovered in Rossland, as since then most of us know how greatly interest has grown concerning the mining possibilities of this province. The mines of West Kootenay, with their wealth of gold, silver, lead and copper, are now attracting mining men and capitalists from many parts, and it would seem that capital was about to unlock her coffers to help the prospector and miner who are at work among the many mountains of this province.

"A strong and healthy feeling of rivalry is now spreading among the different mining centres, but this is a rivalry that does no harm, as no keen competition as in other commercial affairs is felt here, except in the laudable desire to excel in amount of production of mine wealth.

"At present West Kootenay is the banner division as far as relates to mines. The good repute of the Slocan, Nelson, Ainsworth and Trail Creek, is now established, but other parts are very fast coming into prominence, and the Salmon River, Trout Lake and Big Bend districts are fast coming to the front. Into East Kootenay we are sending the great hegira of prospectors to look for other mines like the noble deposits of silver-lead ore at the North Star and St. Eugene, and the new railway will do much to open up the resources of this vast section of mountain land.

"In Yale are great surface showings, in which some work has been done, but the railroad is being impatiently awaited. In historic Cariboo I hope to see, during the season, big mining enterprises there, while not to be outdone, vigorous prospecting is being done among the mountains along the coast and on the coast islands and on Vancouver Island.

"This whole country is awakening to the fact that it possesses great possibilities, but how great we cannot yet surmise. We have a long way to go yet to equal some of the great mining districts in other parts of the world, but British Columbia will surely yet prove a mining country of great importance, and many who for years turned their eyes in wonder to those vast mountain ranges, will be assured, even if it does not prove the greatest mining country on God's green earth.

"During the past few days I have had the pleasure of revisiting some of the leading mines of this camp, and the decided improvement and very marked advance made during the past year, is most apparent, not only in the amount of work done, but in the disclosure of new and large bodies of pay ore.

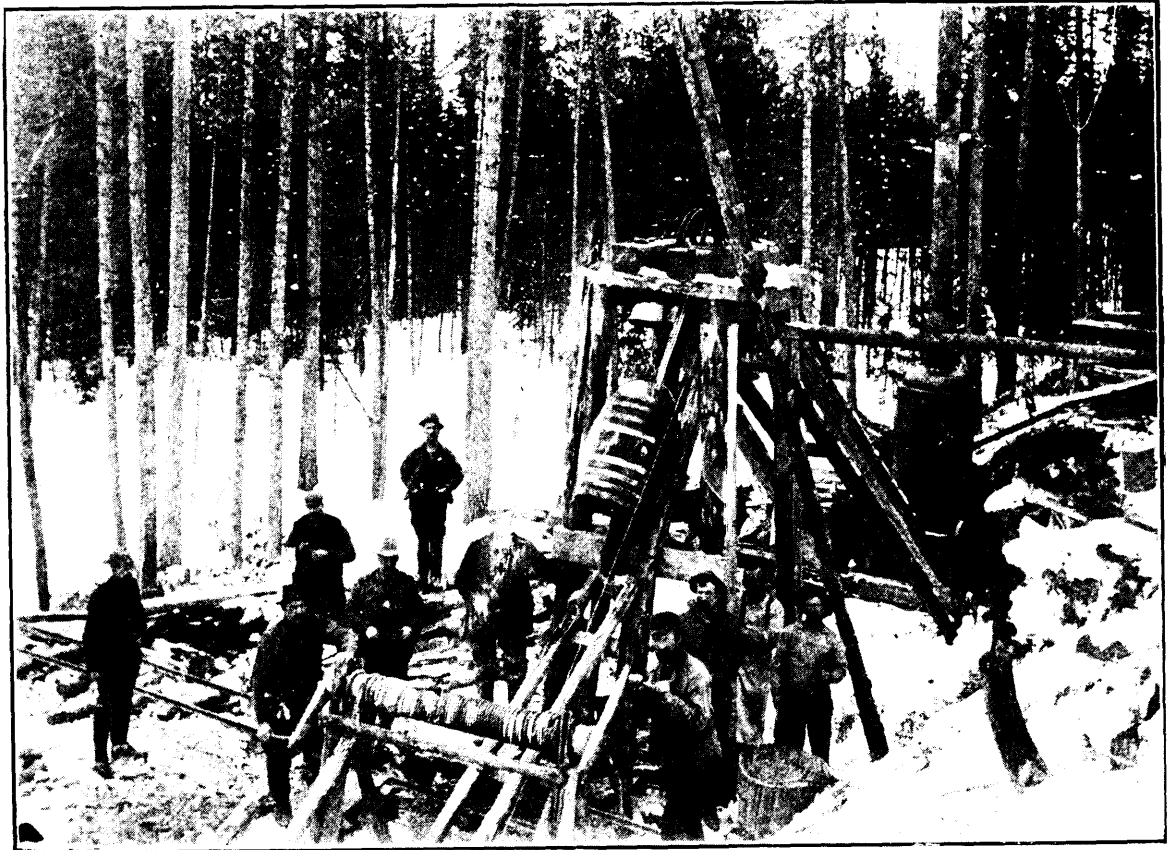
"The progress made has certainly equalled the expectations of those best qualified to judge, for in those properties in which systematic development work has been prosecuted, in every mine I have yet seen, the results have been most encouraging and confirmatory of the judgment and faith held by their owners. It is true that some claims have since apparently fallen by the wayside, some probably to be forgotten, others to await ample capital and experienced management, lacking which success is always most doubtful. It was not to be expected that the many claims begun a year ago could all be successful, especially when the money has not been in the treasury to carry on prospecting in a bold and fearless manner. Because two of our best mines uncovered their ore chutes, after doing comparatively little work, it is too much to hope that a shallow shaft and a little drifting on many of the other locations would make mines and millionaires, as it were, wholesale.

"All those who truly have at heart the prosperity and success of Rossland and are firmly convinced that here we shall have great and productive mines, and among those who believe so I stand ready to be classed. The subsidence in the late flurry in mining stocks will be very gratifying, as now more legitimate enterprises will be begun, and sufficient capital I believe will be forthcoming to develop consolidated interests which will be procurable at more reasonable prices, prices that will be paid by men who know the value of prospects, and who will be prepared after purchase to develop other properties as they should be developed, as further and extensive development will surely be done for the simple reason that the discovery of large and very profitable ore bodies cannot fail but be an irresistible incentive to thoroughly explore the other properties about Rossland, on which we to-day see the same earmarks by which the miner has been guided to the mines of wealth that have made this camp so widely and so well known.

"For this reason, now that the preliminary canter is over, and our miners are better appreciated and understood, I believe that this mining centre will now begin the healthier and much more substantial phase of its existence, and have a fairer chance to demonstrate the richness and permanence of the mines now opened, and also to demonstrate that these mountains have of a surety much more wealth treasured up, as it is beyond all probability that not more than a part of the mineral resources of this district has yet been discovered.

"In every new camp some have to do the pioneering, many times at the risk of failure. They, with little to guide them, make many mistakes or lack sufficient means to go a little farther, when their successors step in and reap the benefit of their labours in the completed work, and here we will in all probability see this again exemplified. But fortunately in Rossland some of the pioneers have been very amply rewarded for their grit and faith and perseverance, although everything at first seemed against their efforts to prove up this district.

"The production of the Rossland mines has grown rapidly. It was \$75,000 in 1894, \$700,000 in 1895, \$1,250,000 in 1896, and for 1897 everything points to a far greater rate of increase, as the shipments will soon reach 2,000 tons a week, as the profitable shipping ore is now in sight without peradventure, and when the mines have their plants and underground workings properly arranged for the most advantageous



FIRST STEAM HOIST—BOUNDARY CREEK JEWEL MINE.



SCENE NEAR KAMLOOPS, B.C.

methods of mining, the output will be greatly augmented and many more men will be required to work and handle this ore.

"As to the mining and treatment of the low grade ores of this camp, and the establishment of smelting and reduction works here, it is yet too early to speak, but such great factors will yet be solved and I hope most favourably for this camp. If I may make mention of two mines and I would like to feel at liberty to speak freely of what I have seen in others, I would like to state that in my humble judgment the famous Le Roi, whose dividends will soon reach half a million dollars is now a far greater mine to-day than a year ago as the ore bodies now exposed are far greater and more regular than they then seemed, while on the 500 foot level to-day is opened up a chute at least 450 feet long by 6 to 16 feet wide, and to what width the lower grade ore may extend is not yet known, and the shaft is going down continually in high grade ore to the 600 foot level, where in the bottom I saw, yesterday, seven feet of rich sulphides. Far to the east, where last year I could see nothing but excellent surface indications, to-day in the Columbia and Kootenay mines can now be seen bodies of good shipping ore that rank this property as one of the most promising in the camp.

"Seeing the different ore bodies in the different mines to-day, we cannot but be impressed, remembering how little has really been done, that the camp has an assured and bright future, and is destined to become one of the bright jewels in the inheritance British Columbia possesses in her great mineral resources." (Prolonged cheering.)

The Sentinel's Supplement.

The *Inland Sentinel* announces:—"We propose commencing next week to publish every Tuesday a four-page supplement, which will be delivered or mailed to our subscribers without extra charge. We shall publish as usual an eight page weekly on Fridays, which we shall endeavour to improve in such ways as we consider will prove most satisfactory to our numerous readers. Our object in the past has been to make the *Inland Sentinel* a clean, bright, up-to-date newspaper, independent in tone and fearless in utterance.

If a steadily increasing circulation and a liberal advertising patronage may be accepted as evidences of approval, then we have good reason to know that our efforts have not been in vain. In issuing a supplement every Tuesday our object is to meet, so far as circumstances justify, a growing demand for something more than a weekly publication. In the near future it may be that the growth of Kamloops will warrant the publication of a daily paper; in that event the *Inland Sentinel* will be found equal to the occasion. We are in a position to-day to produce a daily with as great facility as a weekly, but we are of opinion that the time is not yet ripe for such an undertaking. When that time does come, and it cannot come too soon for us, we shall endeavour to give the public as good a daily service as we are now trying to give weekly."

The Omineca Country.

IN 1871, a Chinaman came to J. Griffith at German- sen, and told him that he and some of his friends had found a new creek, and that if Griffith would go

with him he could stake claims for himself and friends, and then let the Chinaman and his friends have some. After considerable coaxing Griffith agreed, and they started, but when they came to Manson, it appeared to be nearer to German- sen than the Chinaman calculated, and they thought it could not be the right creek, so they kept on until they came to another, where there was not so much water as was represented, and they concluded that they were lost, so they called it "Lost Creek." They liked the appearance of this creek, so they tried and found a small prospect, but were tired and disappointed, so they turned back to the first creek. When they arrived there, there were several hundred miners camped on the banks, who somehow had got wind of Griffith's movements; he was somewhat disgusted and told the Chinaman to follow up stream and try the first creek he found coming in from the east; he did so and struck Black Jack, one of the richest spots in the Omineca. Here they met Patsy Callahan, and he told Griffith to go to sleep and he would cook a good meal for him. After eating and sleeping Griffith felt better, and Callahan coaxed him to go back to Lost Creek. They went and the first afternoon panned out \$13.00. Four men took \$4,000.00 out in one day. Griffith and three partners took \$105,000.00 out of this claim.

The Irwin Company of five men took 192 ounces out in a week in 1871; the same year five men on Black Jack made continuously \$200.00 per day. The Chinaman and his friends did well, but would not tell how much they made.

In 1871, Joe Cahill, Moses Summers and Ike Stevens followed up German- sen Creek on the ice, with toboggans, and determined that they would stop and try at the first open water they came to; they did so, and the first shovel full turned out \$3.00. They thought this was good enough, so they decided to camp, and called it the Toboggan Claim. The party divided the first week \$1,200.00 to the man.

J. J. May worked the Gold Hill claim on German- sen Creek in 1872 with four or five Indians, and took out between \$5,000.00 and \$6,000.00. As the bank was getting deep on him, and he had to wheel the gravel to the creek to wash, he got tired of it, and sold to Wm. Keynton, who has worked it ever since. Keynton dug a small ditch from a swamp above the claim, which furnished him with a small stream until about the 1st of July; his average clean up has been about \$2,000.00 per year ever since.

On the claim known as Plug Hat, good pay has been made by hydraulic, but insufficient water compelled the abandonment of this ground two years ago, the parties not having sufficient capital to bring water from the lake.

In 1870 Robert Howell, an ex-sapper and miner R. E. discovered gold on Manson Creek. He, with a party of miners, encamped at what is now called the Discovery Bar. Sitting around the camp fire, Howell was poking the ashes with a stick, when he saw something to open his eyes. He took \$5,000.00 out that season.

A New Book.

The Stamp Milling of Gold Ores. 260 pages, Illustrated. By T. A. Rickard. New York and London. The Scientific Publishing Company, 253 Broadway, New York. Price, \$2.50.

This book is based on a series of articles which appeared originally in *The Engineering and Mining*

Journal and The Mineral Industry, and are now elaborated into a comprehensive treatise of 260 pages. It describes the best gold-milling practice in the principal districts of the world where a well-defined practice has been evolved, including Gilpin County, Colo., the Black Hills, S. Dak., and the camps of the Northern Lode, in California; Clunes, Ballarat and Bendigo, in Australia, the Thames and Otago districts in New Zealand. The Witwatersrand of South Africa is not considered, probably because the practice there is still too new to have acquired well-marked characteristics.

In these districts the author has worked, and the others he has studied on the ground with leisure to observe the minutiae of their practice. With this ample preparation he was equipped for a critical consideration of the variation in practice in different parts of the world in a manner that would be impossible to any one who had not enjoyed the advantage of personal observation, and even with that an unusually keen eye for all that was going on, from the obtruding features to the minor details. With this explanation we shall be appreciated in the statement that Mr. Rickard's treatise is entirely different in method from all others on the same subject.

It differs from most others also in avoiding discussion of the well-known chemical reactions involved in gold amalgamation. In what Mr. Rickard gives us, however, there is no trace of a serving up of old data; it is throughout fresh and distinctive.

In his preface Mr. Rickard explains that his book "is rather a pains-taking description of practice than a discussion of the chemistry and mechanics of the stamp-milling process. . . . The ordinary operations of the stamp-mill do not involve a knowledge of nice chemical formulæ nor intricate mechanics." He has adhered closely to this idea throughout the book. There is no discussion in its pages that would not be as intelligible to the mill-man as to the educated metallurgist. The subjects of mill design, machinery operation, feeding, batteries, screens, care of amalgamating plates, etc., are treated uniformly in a clear, concise and practical manner. Especially valuable are the data of costs of milling, life of machinery, and percentage of salvage, which are analyzed and compared, one district with another, with lucid discussions of the reasons for differences. Most of these figures are nowhere else to be found, and we think that Mr. Rickard's book would be indispensable to everyone who is engaged in stamp milling.

The design of stamp mills and the machinery employed therein, are well illustrated by sketches, detailed drawings and reproductions from photographs. These in many cases are dimensioned, and consequently are available as bases of working drawings. The book is printed and bound uniformly with the other publications of the Scientific Publishing Company.—*The Engineering & Mining Journal*.

Boundary Creek.

THE past month has been a very quiet one in the Boundary Creek towns, but prospecting and mining have continued active in the hills. The news that another year's delay in the construction of a railway into the district can now scarcely be avoided, has put a damper upon the enthusiasm of many, but it has not shaken their faith in the ultimate prosperity of this part of the country. Not a single company with men at work when the disappointing news came in has since reduced its working force; on the other hand,

there will be more development work in progress during the ensuing month on claims owned by or under bond to companies than at any previous time in the history of the several mining camps of Boundary Creek. Visits from men prominent in mining circles are becoming more frequent and enquiries for good properties continue to be made. The simple fact is, capitalists now realize that the transportation question will be definitely settled next year, if not earlier, and that now is the time to secure Boundary Creek claims. When railway construction commences holders of claims will ask higher prices than whilst the present uncertainty as to date of commencement exists. This to some extent accounts for the numerous enquiries now being made for promising claims and for the visits of a majority of those who come in intent on making a deal.

Several new finds have been reported lately. Two iron-capped leads have recently been discovered on the Golden Treasure claim, situate about three miles west of Copper Camp, in which camp are some of the earliest locations made in the district. Work had already been done on one lead on the Golden Treasure, with encouraging results when Messrs. D. Bryant and J. Gillan directed their attention to the new find. One open cut into the iron disclosed the presence of a good body of well mineralized quartz in one of the newly found leads, and an assay gave returns of gold to the value of \$12.44, with good copper and silver values as well. An adjoining claim, the Aberdeen, has a fine showing of solid ore carrying a lot of copper and iron pyrite and giving assay returns that show it to be a payable grade.

A belief in the existence of the north and south vein on the D. A. claim in Providence Camp, has long been entertained and it seems that it has been well grounded. The D. A. is one of a group of twelve adjoining claims lying close to Greenwood and owned by the Boundary Creek Mining and Milling Company, of Greenwood. About a fortnight ago a small calcareous vein was sunk upon, with the result that at ten feet down four inches of nice ore appeared and at fifteen feet there was a thickness of about ten inches. The ore is not yet continuous, occurring only in small shoots in disturbed country, but the indications are that it will very shortly make into a solid body. The vein is in what has the appearance of being a mixture of ledge matter and country rock over three feet in thickness and as yet having only one well-defined wall. As four tons of ore which gave a return per ton of gold, \$103.15; silver, 74 7-10 ounces and lead, two per cent.—a very satisfactory bulk test—were taken from a cross vein within half a dozen yards of the new find, the latter is regarded as of importance especially as the ore is similar in character to that which gave the returns quoted.

The Boundary Mines Co. of New York, has again cut the ledge in the upper part of its No. 7 claim, Central Camp. Although opened at a depth of sixty-six feet, it is still very much decomposed, its silver values having been nearly all leached out by the action of water. It still carries a good gold value throughout its width of over three feet. The water poured into the shaft from the lead in such volume that nothing more could be done for the time than secure some ore for assay purposes.

At the Golden Crown, in Wellington Camp, the Jewel in Long Lake Camp, the Golconda and Last Chance in Smith's Camp, and other well known

claims upon which work has been in progress for some time past, results continue to be satisfactory, the ore bodies developing very encouragingly. The winze in the Mother Lode, Deadwood Camp, is now down nearly fifty feet in the enormous deposit of ore here occurring and which has already been proved to be 185 feet in width at 100 feet below the top of the hill. Water is now very troublesome so sinking is slow and expensive work. The Sunset tunnel near by, is now in about 150 feet, with promising indications of a ledge ahead.

The newly organized companies respectively owning the Old Ironsides and Knob Hill claims in Greenwood Camp, are continuing the work previously undertaken on these properties, and the Old Ironsides shaft, now down seventy feet, is to be deepened to one hundred feet. The Boundary Creek Mining Company of Spokane, is putting men on to work the Last Chance claim, in Skylark Camp. It is reported that the company recently formed to work the Winnipeg claim in Wellington Camp has \$25,000 to its credit, and that a hoisting and pumping plant will shortly be placed on the claim, which for quantity and quality of ore, ranks among the best in the district.

Much more might be written, for many other properties deserving of mention have been omitted from the foregoing notice, but more than enough has been stated to show that keen disappointment over railway matters notwithstanding, Boundary Creek is still displaying much activity and vigorous enterprise.

Rossland Notes.

A GOOD deal of discussion and not a little warm feeling has been aroused during the past month over the questions of the immediate policy of the Canadian Pacific Railroad with relation to the Rossland district, and the still unsettled matter of the site of the Le Roi smelter. About the time the Crow's Nest Bill passed the Senate, Messrs. Whyte and Marpole, general manager and superintendent respectively, of the Western Division, were in town and held meetings by appointment with Col. Peyton, Mr. Durant and others to discuss the question of ore transportation. They were guaranteed a daily handling of 1,500 tons, and when leaving said that they expected to return shortly with Mr. Shaughnessy, the Vice-President of the road. As a consequence hope ran high that the questions of cheap transportation and fuel were on the verge of settlement in such a way as to be to the permanent advantage of the camp. Meantime nothing could be done till something definite was done and as the second matter is practically bound up in the first, it has hung fire also. A few days ago the statement was made that Shaughnessy, at the recent conference of the road at Montreal, had said that "he did not see how the C.P.R. could get into Rossland and handle the transportation and smelting questions under two years"; which means not until the completion of the Crow's Nest road. Such a course would leave Rossland and the southern part of West Kootenay, as well as the Boundary country an open field for the American roads, and to those who know anything of the energy of these corporations, this would mean that the control of the transportation, and in all probability of the smelting also, would pass into their hands. That they fully realize the importance of the field, and will make every effort to gain control of it, is amply shown by the recent action of the Interstate Commerce Commission, which has exempted the roads entering B.C. from the operation of the "long and

short haul clause"—which forbids a less charge for a long haul than for a shorter—in so far as the Kootenay district is concerned. However much this might be to the immediate benefit of the southern mining camps, it is certainly not to the ultimate advantage of the country that the control of two such important branches of its industry should pass into the hands of the people of another country, and the feeling aroused by the apparent negligence of the C.P.R. found terse expression in the *Miner* of the 15th. In reply to this article, H. W. Peters sent the following for publication: "Senator Turner was informed that he would not be able to get coal or coke from the Crow's Nest mines until the year after next. He was told in reply to an inquiry that, if he located in British Columbia, he could get coke from Nanaimo at a low figure.

In the meantime the difficulty was the freight rate from Rossland to Robson on ores. It was explained that our company had no means of controlling that rate unless they built a parallel line, and they did not favour that policy unless it became necessary. It is claimed by the Columbia and Western road that an unreasonably low rate is demanded, and our management has this subject under discussion and hopes to make an arrangement regarding a rate that will remove the necessity of constructing our own line immediately.

Our management intends placing the Rossland camp in a position to do its own smelting in British Columbia to better advantage than anywhere else."

What that arrangement is cannot be told yet, but the bulk of opinion tends to a belief that it means a consolidation of the Heinze interests with those of the C.P.R. It is more than likely that something definite will be known at the meeting of the Le Roi Company which is shortly to be held to settle the final location of the smelter.

At the meeting of the Le Roi Company, held Monday, 1st, in Spokane, it was stated that there was no opposition to the erection of the proposed smelter at Northport, and that the sight would be confirmed tomorrow when the report would be submitted in full. This action is something of a surprise since the liberal offer made by Heinze has become known, for it seems that he not only offered to meet any rate of the Red Mountain R.R., but also to give them water and site free and one-half interest in the townsite around the new smelter. In short, so far as can be learned from the circumstances made public, the present action seems very much like a case of nativism gone mad, especially in view of the threatened export duty, and there are not wanting those who feel that it may be necessary to discipline the Le Roi Company to a full understanding of the fact that the country that produces their wealth has in this case a prior claim to any other point.

A matter that is almost as important as the smelter question in relation to its economic bearings on the future of the camp, though so far it has attracted very little attention, is the scheme of the Kootenay Power and Light Company. This Company, of which Oliver Durant, J. B. McArthur and Sir Charles Ross are among the prime movers, is erecting an immense power plant at the middle falls of the Kootenay River, about seventeen miles above Robson, for the purpose of distributing electric power to the mines around Rossland. The plant will have an initial capacity of 10,000 H.P. Wires will be run along the Kootenay,

down the Columbia to some point between Waterloo and Murphy Creek, where they will cross the river, and be carried across country to Rossland, where a central power station will be erected at some convenient point, probably near the entrance of Centre Star Gulch. Work is already proceeding in the preparation of the mill-site, and contracts have been called for for the clearing of the right-of-way for the wire, so that if the work is carried on with the energy promised, the plant should be in operation before the winter. The economy and varied applications of this power are such that we may safely look to the successful carrying out of this big scheme as one of the most important factors in the economic future of the camp.

The transfer of the Homestake group of claims, of which mention was made last month, was ratified at the meeting of the several companies, so that we may expect operations to be resumed shortly, with every expectation of another producer in the near future.

Since the Monte Cristo was taken over by the Colonna people, work has been energetically carried on, and some excellent results have been attained. Very little ore is being taken out, however, as it is the intention of the management to follow out the policy of the Centre Star and develop the ground thoroughly before beginning to stope or ship.

The control of the Evening Star mine, which lies above the Monte Cristo and Colonna, on the summit of Monte Cristo mountain, has passed into the hands of an eastern company. H.B. Nichols has been appointed manager, and the work is being carried on energetically.

Mr. Mulholland, one of the principal owners of the Deer Park, which has been shut down for some time, has recently returned from the east, and announces that the company has been reorganized and taken over by a Toronto syndicate. Details are wanting, but it is expected that work will be resumed under the new management in thirty or sixty days at the outside.

Recent developments in the Columbia and Kootenay have been very gratifying. An ore chute over twenty feet wide has been opened and very practical evidence of the improvement of the property shown by the increase of the shipments from thirty to forty tons per week to 180 tons per week. There is every reason to hope that the next few months' work will make this mine one of the largest shippers in the camp.

The recent increase in the shipments of ore from this camp has gone far to strengthen the faith of the doubters who, strange to say, can still be found. For several weeks the shipments have run over 2,000 tons per week, or over 100,000 tons per year, an exceptional showing for the stage of development of the camp.

The stock market continues practically dead, and while this is causing a good deal of dissatisfaction in many quarters, it is having a good effect by causing more work to be done in the mines and less on paper. As a consequence there is more honest development work being done now than at any other time, with the result that Rossland is continuing to hold the attention of the sound mining operators of the great financial centres of the world. The interest of the English market continues to increase, and is being watched carefully, the more so the more fully it is realized that the stage of the three cent shares is over and that the English market presents the soundest, surest, and indeed, almost the only source from which we can hope to obtain the capital needed for the

speedy development we all hope to have. At the same time the interest is still to a certain extent tentative, and no big movement at all comparable with the operations in Australia or South Africa will take place until actual returns and good ones have been obtained by the English Companies already operating here.

W. H. Corbould, general manager of the Canadian Pacific Exploration Company, has bonded the Hillside and the No. 1 claims adjoining the Exchequer mine on Toad mountain, near Nelson. The price is \$12,000 for the Hillside, and \$10,000 for the No. 1. They also adjoin the Alaska and Golden which were purchased by Mr. Corbould last fall. The ore is free milling and is said to have returned an average of \$120 per ton, with specimens over \$1,000.

W. A. Carlyle, the Provincial Mineralogist, was in town for a few days on his way from the Boundary Country to the Lardeau. He expressed himself as well pleased with what he saw there, and appears to regard the section as one of great promise. When in town he was entertained to a banquet in company with Lieutenant-Governor Dewdney of British Columbia and Lieutenant-Governor MacIntosh of the North-West Territories. D. M. WATTERS.

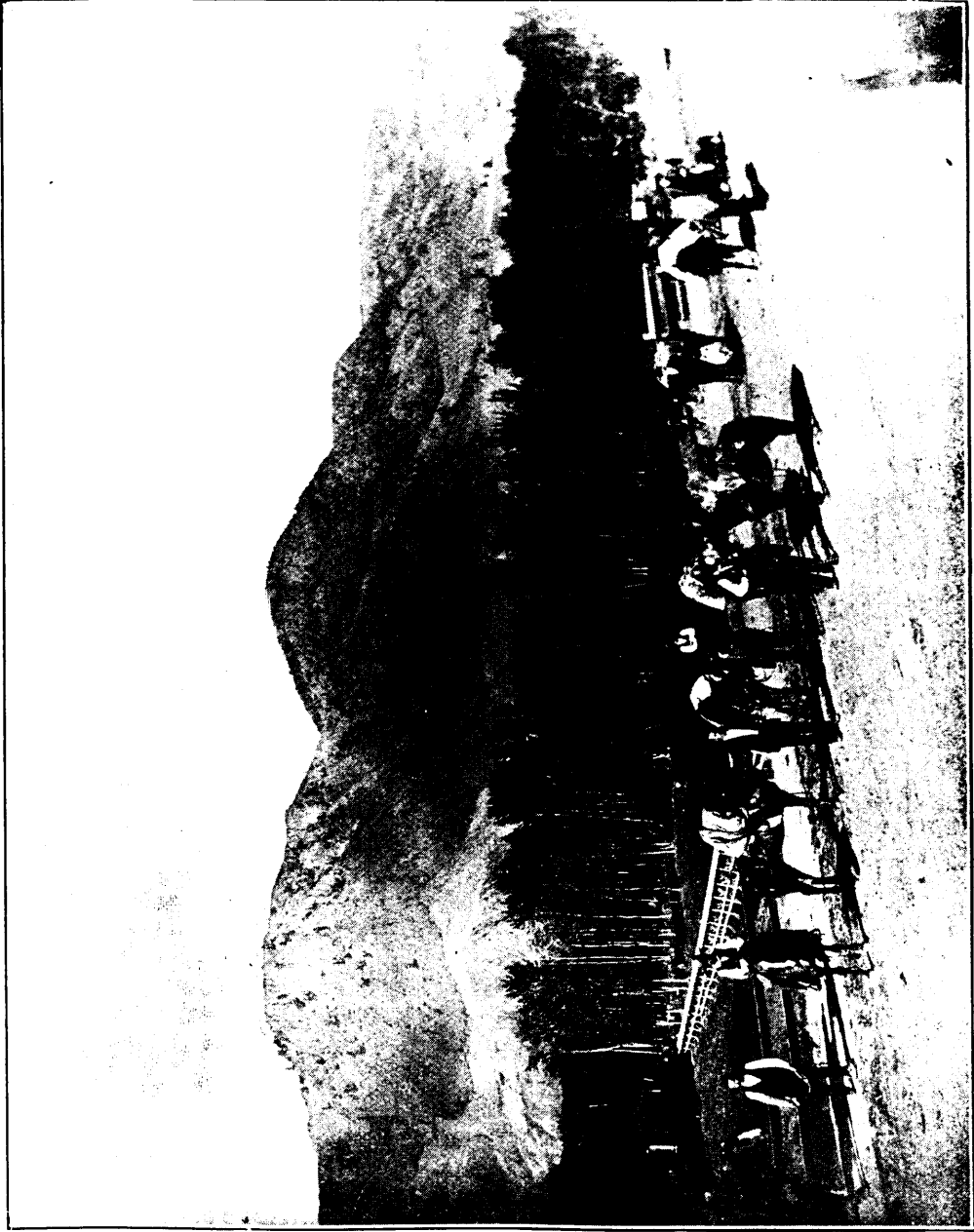
Revelstoke.

ONE of the most noticeable features of this season's operations has been the manner in which the Fish Creek country has come to the front. This creek heads a few miles south of Illicillewaet, on the C.P.R., and runs into the head of the north-east arm of Arrow Lake. It has several tributaries, of which Pool Creek, Lexington Creek and McDugal Creek are the most active this year. J. E. Boss has had a party working on the Hunter and Trapper, for a Spokane firm. Clark & Sweeny, and another American Company are opening up the Black Bear. Reamy & Downing are busy on the Mohawk, a new location with splendid surface showings. A number of new claims have been staked on McDugal, Pool and Lexington, and the whole country is alive with prospectors. Ninety claims were recorded at the Lardeau office in June. It must be remembered that the Lardeau official and the Lardeau popular are two entirely distinct affairs. The Fish Creek prospector records at the Lardeau office, which is the only place of business left on the abandoned townsite of the boom city of Lardeau. The Lardeau miner records at Trout Lake City.

The Great Western Co. are actively prosecuting their operations in No. 2 tunnel on their claim, with very satisfactory results. They have now a quantity of concentrating ore on the dump. The Company held a meeting here on July 15th. The directors are all either practical mining men or substantial and responsible individuals, and the prospects of the Company are bright. They have already had an offer from a firm to erect a custom concentrator at the mine, but prefer to wait and put one up themselves.

The Lanark still continues shipping its daily carload of concentrates to San Francisco.

John C. Ferguson, M.E., and W. M. McKinnon went up to Ground Hog Basin at the head of McCullough Creek in the Big Bend to lay out the work on several properties which they bonded last fall. The French Creek Hydraulic Co. have forty men at work on their flume which will be over two miles long. Prof. Nason is prospecting the bed rock on the claims owned by the Missouri and Kansas City Co. with a view to putting in a bed rock flume



PROSPECTING PARTY LEAVING KAMLOOOPS, B.C.

Work is going on on the Last Chance with encouraging prospects. The transport question is keeping the Big Bend district back terribly. Everything has to be packed in, including food for the pack horses, a very slow and expensive process.

The Lardeau country is being prospected as it never was before, and locations are piling in to Mr. Taylor, the very courteous and efficient recorder at Trout Lake City, at the rate of twenty a day. Rich gold bearing finds have been made at the lower end of Trout Lake. A claim of nickel bearing ore of a high grade character has been located on the north fork of the Lardeau River. The Home Payne Company are rigorously prosecuting work on their Lardeau properties and intend to quit spreading themselves quite so much in the direction of trail and bridge building and attend more strictly to mining. They will be shipping ore next winter by trail by Thomson's Landing. Ferguson, in which the company have acquired an interest, is going ahead fast and will no doubt become a lively point as the mines all round develop. The same old question of transport comes in and there is no chance of the Lardeau railway being commenced this year, though the surveyors are busy locating the route and the company are clearing up their townsite at the terminal point, Rosenheim on Galena Bay, back of which, by the way, some rich gold bearing claims have been located.

I would like to mention the map of North Kootenay, published by Perry Leache, M.E., of this place, as being exceedingly accurate, on a good large scale, four miles to the inch, and invaluable to those interested in the mines of the district.

The Post Office Department is in exceedingly evil order here. It has neglected to let the contracts for the Big Bend and Ferguson mails, and the district is as a matter of fact left almost to its devices for the internal transmission of mail matter. The department is saving "saxpence" and the business of the country is suffering to the tune of several thousands.

G. E. G.

Camp McKinney.

Prospectors are still staking claims in the neighbourhood Camp McKinney, particularly in a north-easterly direction. There is also a deal of work going on in and about the camp, so that new finds of importance may be looked for ere the snow flies.

At the Cariboo mine operations are resulting as satisfactorily as usual. The new compressor plant has been installed and the mine is now better equipped than at any previous time. Sinking to lower depths than have yet been explored here is now practicable. It is expected that the supply of pay ore will soon be materially increased.

The Minnehaha is also developing well. Manager McGraw has gratifying progress to report to the numerous eastern shareholders in the company owning this mine. Latest reports are that ore assaying over \$100.00 in gold has been met with in the 65-foot level. The property looks very well indeed and development is being pushed. It is expected that hoisting machinery will soon be received at the mine and that thereafter more men will be put on.

Messrs. Norris and McGraw, who own the Big Bug, which lies south and adjoining the Minnehaha, are now down twenty-five feet on this claim. The ore they are obtaining is the quartz characteristic of the camp, being free milling and carrying values

chiefly in gold. The vein in the Big Bug has widened from eighteen inches to three feet in the depth thus far reached, so the owners regard this development with much satisfaction.

Trail Notes.

THE month has been very quiet in Trail. None of the big operations promised on Lake Mountain have been carried out, and in fact work in that section has been carried on on so small a scale that there is little likelihood of any big results being attained this season. Some excellent work however has been done on the Little Giant group owned by the Canadian Mutual Mining and Milling Company of Toronto. Besides the big copper ledge on which the first work was done recent prospecting of the ground has uncovered a fine ledge of arsenical iron which returns good values. Work is being continued vigorously and it now looks as if the latest comers would be among the first to produce results.

Work has been resumed on the Norway, the Bruce Company's claim some half a mile below Trail. The tunnel is now in 119 feet and will be continued to 135 when a cross-cut will be run to cut a parallel ledge that outcrops about forty feet away. The company expect to put a power-plant on the ground in a short time.

An unusually good showing has been discovered on the Bryan group in Waterloo. The group lies some two miles southwest of the famous Maud S. It is reported that the property has been bonded for \$25,000.00, but this cannot be ascertained definitely.

The district around Waneta and the Pend d'Oreille continues to attract a great deal of attention. There appears to be a well-defined mineral belt running north-easterly from the Columbia River along the south side of the Pend d'Oreille to Fish Creek. The veins are mostly contact veins, and the average values are not high, but the ledges are of great size and the ore appears to be an excellent concentrating one. D. C. Corbin of the Nelson and Fort Sheppard Railway is going to have the Waneta townsite surveyed and there is every promise of considerable activity in that section during the coming season.

F. Aug. Heinze has returned from his long stay in the east. Many rumours are floating around regarding the immediate policy of his company, but nothing definite is yet known. In the meantime work is progressing on the Robson Road, and bids have been called for for the standardizing of the Columbia and Western from Trail to Rossland.

D. M. WATTERS.

New Denver Notes.

THE past month, on the whole, has been anything but so busy and profitable in the Slocan as might reasonably be expected at this season of the year. The spasmodic and generally unpropitious state of the weather has much to answer for to the prospectors who have been kept indoors by its vagaries, which were calculated to dampen the ardour of the most enthusiastic and confirmed fortune seekers.

Notwithstanding certain favourable developments in the natural resources of the town, the prevailing state of affairs at Slocan City can only be adequately described by the expression "dull." Possibly the establishment of a rival townsite at the mouth of Lemon Creek by the C.P.R. may have something to do with it, but the undisputed fact remains, that so

far as that locality is concerned capital has, rightly or wrongly, received a rude set-back to its high aspirations by the failure of so many companies to renew their obligations on claims under bond. The announcement that a large body of rich ore has again been exposed to the surface of the Two Friends has had a temporary stimulating effect on many, but the reaction for the nonce seems almost to have set in too strongly in the opposite direction, and business houses will be forced to assume proportions more in accordance with the requirements of the place than has been the case hitherto.

The recent shipment of twenty-two tons from the Howard Fraction gave returns of 125 ounces silver and \$19.00 in gold, or a gross value of \$94.00 per ton. While of course this is a very fair average value for the product of any mine, it is really nothing extraordinary when the high costs are here taken into consideration, and in fact is much less than either of the preceding shipments. The company operating the property, however, express themselves so well pleased with the results that another payment of \$5,000 has been made on the bond. The Meteor, a somewhat similar proposition in the same neighbourhood, owned largely by J. A. Finch, is also preparing to ship; while the Arlington has ore already lying on the dock preparatory to sending to the smelter. The question of a waggon road up Springer Creek does not appear to make much headway, owing, it is supposed, to want of cohesion among the claim owners concerned, but this will doubtless right itself as development becomes further advanced. The Record Office so long expected has come at last, although located in decidedly primitive quarters for an institution of such importance; but after all I suppose this is of little moment compared with the necessity for obviating a trip to New Denver whenever one desires to examine the records. Grading on the railway to Slocan Crossing has now commenced, but it is not proving of so much advantage to the town as many anticipated.

Silverton is still forging ahead and each new discovery gives it a fresh impetus; the Wakefield, one of the most promising mines up the creek is preparing to make a trial shipment, and the returns can hardly fail to be satisfactory to the company operating it.

People in New Denver are fairly excited over a recent discovery a short distance from town; it appears that a prospector from Silverton, wending his way home after a fruitless search, was attracted by evidences of galena displayed in the upturned roots of a fallen tree. Proceeding to investigate with the aid of a pick, he uncovered in a few minutes from four to six inches of magnificent high grade galena, within a foot or so of the surface; the discovery, of course, was the merest accident, as is evidenced by the fact that the ground had been several times previously staked and relinquished as of no value, the presence of so much surface soil rendering systematic prospecting almost impossible. An era of vigorous development has begun at once on the property and it is earnestly hoped may prove an unqualified success for the benefit of the owners and the good of the town.

The assiduously cherished hopes of a waggon road between Three Forks and New Denver appear to be within measurable distance of materializing; over \$5,000 is now available for the purpose and if the people of Three Forks and Sandon contribute to the fund in the same liberal manner that has characterized

those resident here, it should not be long before work on the road is well under way.

The spirit of discontent with existing conditions which has pervaded Sandon ever since it was worthy the name of a town, has at last found expression in the proposal to incorporate without delay; the citizens are overwhelmingly in favour of such a step being taken and application will be made immediately to the Lieutenant-Governor-in-Council who is empowered to grant incorporation to any town applying for it before September 1st.

The never failing talk of concentrators and tramways to be erected, still continues. The owners of the Ruth now announce their intention to build one of the former in the near future and the way is already cleared for the tramway at the Payne. There can be little doubt, despite temporary local depression, that the Slocan is advancing by leaps and bounds, and is still undoubtedly, from a financial point of view, the banner mining district of British Columbia.

HOWARD WEST.

Golden.

AS your many readers in this part of East Kootenay have been somewhat disappointed that notes of the district have been absent from your columns, I have been asked to send you a brief description of the progress of mining matters about Golden and the surrounding localities.

The prospects in this part of the country have never been better than they are at the present time, and capitalists are at length turning their attention to our mineral resources, the development of which has been so unfortunately mismanaged in the past. Most expert knowledge, backed by ample capital, is proving that this portion of East Kootenay possesses just as great attractions to the prospector and mining investor as any portion of B.C. Prospectors are pressing in from the south, or coming over from West Kootenay, and express themselves as much pleased with the country. They have an immense area of unexplored mountain and valley before them, and every week brings in reports of new discoveries, which only await development to prove their true value. Then, again, we have had visits from several representatives of Eastern and English capital, and several important purchases are recorded. Negotiations have been proceeding for the purchase and operation of the smelter at Golden.

Thanks to the immense interest taken in his work by the Recorder at Golden, F. C. Lang, there is now on view at his office, a complete collection of the known mineral resources of the district, and it has already done good service to prospectors and investors. Mr. Lang has also just issued a prospector's map of the northern portion of East Kootenay. It shows the locations up to the time of its publication, with a marginal index showing the class of ore in each location, the size of each claim, and the nature of the title. It also shows the streams, roads and trails. The map must have cost the compiler an immense amount of work.

There has been unusual activity in the Donald division, many claims having been recorded on the Bluewater, the Blæberry, the Wait-a-bit and up the valley of the Beaver. H. R. Moodie and J. Connor have bonded to the Hammond syndicate, of Toronto, for \$5,000 two claims which they located on the divide between the Clearwater and the Bluewater. The Golden and Fort Steele Development Co. lay claim to these

locations, and threaten litigation, but it is generally believed that Messrs. Moodie and Connor are in the right. About three weeks ago C. Baines and H. Cooper brought in from the Bluewater specimens showing free gold, and these caused a good deal of excitement in Donald. It is reported that the Bluewater and Clearwater Rivers are likely to be worked as placers by a Vancouver syndicate, the black sand in their beds having been found to carry gold similar to that found in the black sands of the Saskatchewan on the other side of the range. The Mitchell-Innes Bros. have started men on the development of their claims at Beaver and Prairie Mountain. The Bald Mountain Co. have also put development work in hand, the bond on their property having lapsed. Development work is being carried on by the Golden & Fort Steele Development Co. on the Kinbasket Lake claims. The shaft has struck the lode at a depth of fifty feet.

In the Columbia Valley, south of Golden, there is great activity. Messrs. Wattleet and Langis, of Vancouver, have let a contract of getting out three hundred tons of ore from their group of claims at Bugaboo. If the Golden smelter is operated, the ore will be treated here, but if not it will be shipped to Tacoma. The Hon. F.W. Aylmer has arranged to spend \$2,000 on development of his Balrath property at Bugaboo. Work has already been done on this claim to the extent of \$3,200. Mr. Townsend, who represents the Toronto syndicate that owns the International, on the Middle Fork of the Spallumcheen, is pushing on development, and if the present prospects continue, concentrators will be put in during the spring. Work will be carried on all winter. An arrangement is being made for the sale of the Burns group, on Bobbie Burns Creek, to an English syndicate. Most important news is to hand from the Crown Point, at the head of McMurdo Creek, where the development work has resulted in the lode being struck and proved to a depth of 112 feet. The ledge was cut across, and was found to be twenty-six feet in thickness; and consists of a true fissure vein, with a clay gouge to either wall. The vein through its entire width is very heavily mineralized—in fact it is a large body of concentrating ore, with seams of very clean, high-grade ore running through it. This strike establishes the fact of the continuity of the veins in this part of the country, and shows that they carry value with them.

Good accounts reach here of excellent showing in the Mineral King, on Toby Creek, and it is expected that the mine will shortly be a shipper. Prospectors are very active at both Toby and Horsethief Creeks, in the Windermere district.

Mr. Cass, one of the owners of the Canal Flat claim, a copper proposition, is pushing on development work. Many locations have been made at Ottertail, and some splendid ore has been brought in from there. The bonding of the Silver Cup for \$42,000 is reported.

The new company which has taken over the Field claims, is expected to start work in a week or so.

E. A. HAGGEN.

The Klondyke Excitement.

AFTER making due allowance for what may be called the pardonable exaggeration of newspaper writers, there can be no doubt that the Klondyke strike is a great one, rivaling, if not exceeding in richness and extent any of the famous gold discoveries of the past—California, Australia, South Africa, or our own Cariboo. The reports of this magnificent discovery in

Canadian territory have, ere this, been spread to the ends of the earth, and next season's sun will shine on men of all countries, greedily searching for the precious dust in the region of the Yukon and its tributaries. Meantime it is estimated that twenty thousand men will start for the new diggings within the next month.

The fascination of placer mining for gold is proverbial—it takes hold of men in all the walks of life, and this Klondyke excitement has, in a few days, travelled farther and aroused more attention than the magnificent record of West Kootenay, which for the past six months shows an amount produced very nearly equal to the whole production of last year, namely four millions of dollars. An announcement of this kind, backed up by official returns, will fall on deaf ears; while an unauthentic newspaper paragraph stating that John Smith arrived in town with a coal oil can full of nuggets startles the world and spreads the gold fever in all directions.

The reason of this is simple. A placer claim can be worked by any healthy man, skilled or unskilled, without capital, and the reward (if any) is immediate. A quartz mine requires skill, capital and time before any return can be hoped for. The placer mine, therefore, attracts the multitude, while the lode mine is only of use to the capitalist.

But the placer mine, however rich, is immediately worked out by the swarms of men who rush in, and the booming prosperity of the region is short lived. Then, when the pan and rocker days are over, the capitalist continues the business with miles of ditches and pipe lines, but the number of hands needed to manipulate his "giants" is small, and the glory has departed from the diggings before he makes his appearance. But to-day the "flush times" lie ahead, the fever is spreading to all points of the compass, and the enterprising and experienced managers of transportation companies on the coast are promptly rising to the occasion. Steamers, old and new, are being furnished up for the northern route, and others, suitable for river navigation, designed and built with all possible dispatch.

In view of the fact that the new diggings lie so far north the suffering among inexperienced and poorly equipped prospectors will be very great. Though repeatedly warned to prepare for an intensely cold climate, and a wild unsettled country, a large proportion of those going in will have little to fall back upon should they fail to "strike it rich." They will, then, be obliged to work for wages, or get those who are better provided to help them out. This, however, should be borne in mind, that, though wages on the Klondyke were \$10 or \$15 per day at the date of last advices, they will speedily decline on the arrival of a large number of men; and it will not be surprising if many have to work for their board before the winter is over.

Among the number setting out for the Yukon will be men who never saw a gold pan or cooked at a camp fire—clerks, lawyers, doctors, and men of all trades and profession; but, inasmuch as it is luck rather than knowledge of mining that brings success, each tenderfoot now packing his valise doubtless believes that it will be the other fellows who will get left; but the cold fact remains that for each one who makes a lucky strike there will be many who will toil in vain. Compared to the swarm of men going in the area of rich ground so far discovered is very small and has all been staked. It will therefore be necessary to spread

over the country and make new finds. How many will succeed in doing this? Compared to the thousands who packed their bacon and blankets up the mountain trails of Cariboo how many came out "flush" in the end? Supposing that twenty thousand men go to the Klondyke digging this fall (and this is considered a low estimate) and the cost of each man's outfit and transportation is a thousand dollars, it will take twenty millions the first year to pay actual expenses, and forty millions to give each the moderate wage of \$1,000 for his time and labour. It is inevitable that a great number will fail; and it is a serious matter to "go broke" in a country where the snow falls in August and the mercury reaches seventy below zero.

The newspapers, with commendable persistence, keep on warning the public of the necessity for an ample outfit before attempting to prospect this northern field, but there are many reckless of consequences, and others who have a superstitious idea that a broken man is lucky. These will join in the procession, and take chances—it is useless to caution them.

The road to success in any art, industry or profession is strewn on both sides with the bodies of the unsuccessful, and this is particularly true of placer mining. Even men who strike it rich at the start, generally fail in the end, because they do not know when to quit—they sink their first winnings hunting for more. Those who survive the wild stormy days of a gold rush, and come out sleek and fat, are the traders and whisky sellers—they sit down among their wares and take in the dust, leaving others more excitable and less cautious to do the scratching and digging; cheerfully supplying them with new picks as they wear out their old ones, and liquid enthusiasm if they get discouraged. It would be well if the newspapers east and west, would make a united effort to hold back the rush, so that the creeks and gulches of the Yukon might be prospected gradually, and the suffering and hardship consequent on sudden overcrowding, prevented; but it is useless to think of this now—the fever is abroad and nothing can stay its progress.

There is this hopeful feature: The region has been little explored and no doubt new discoveries will be made in rapid succession when the army of prospectors spreads itself over the country. Mr. Ogilvie states in his report that gold has already been found on Big Salmon River, Stewart River, Forty Mile Creek, Sixty Mile Creek, Miller Creek, Glacier Creek, and Birch Creek, besides those tributary to the Klondyke.

It is satisfactory to learn that an understanding has been arrived at between Canada and the United States so that Canadian goods may be landed at Dyea, situated on Lynn Canal, at the head of navigation, and transported in bond over the short intervening distance to Canadian territory. The Department of the Interior at Ottawa is issuing pamphlets containing Mr. Ogilvie's report, together with sketch maps of the Klondyke district. In this pamphlet would-be prospectors are earnestly advised not to go to the new diggings until better means of transportation have been arranged, and the fear is expressed that if a large number go in this fall there will be a food famine before the winter is over.

As the routes via Dyea are the shortest there is no doubt that all goods for Klondyke will go in by that port, and thence by the White Pass or Chilcat Pass—probably the former, and when it becomes generally known that Canadian goods pay no duty, Victoria and Vancouver should, and no doubt will get the bulk of the outfitting trade.

At this stage all is excitement, and sufficient time has not elapsed to make trails, bring pack animals to the passes, and suitable steamers to navigate lakes and rivers; but no time is being lost, and by next spring the facilities for handling freight and passengers will be complete, or very nearly so; meantime we can look forward to a season of great activity in business, a world wide advertisement of the province which lies so close to the new gold fields, and of the Dominion of Canada generally. It is well within the mark to say that British Columbia is the richest mineral region on the continent, and this new discovery, though not within the limits of the province, will add tremendously to its reputation abroad and bring about a speedy exploration and development of its northern mineral regions.

British Columbians may well rejoice over this wonderfully rich discovery at their very doors, for the benefits arising from it will be great and permanent; but, though the Kootenays, East and West, may be eclipsed, for the time being, they will be producing their scores of millions after the placers of Klondyke have yielded their last nugget and Dawson is a city of empty houses.

To the fever-stricken, who are bent on going north this fall, we would commend the wise resolution of Artemus Ward. He said: "When the war broke out I was among the first to stay at home." They should do likewise—at least until next spring.

Route to the Yukon.

ARTICLE twenty-six of the Treaty of Washington provides, *inter alia*, "that the navigation of the rivers Yukon, Porcupine and Stickeen, ascending and descending from, to and into the sea shall forever remain free and open for the purposes of commerce to the subjects of Her Britannic Majesty, and to the citizens of the United States, subject to any laws and regulations of either country within its own territory not inconsistent with such privilege of free navigation."

The above extract is pregnant with great possibilities for the commerce of the Canadian coast cities in the North Pacific, viz.: Victoria and Vancouver.

The discovery of immensely rich deposits of placer gold last year in the territory of Canada to the north of British Columbia was well known in this city last winter, and caused several people to journey in that direction last spring. The ground can be reached from the ocean by many routes, but the most available for the commerce of Victoria and Vancouver is the Yukon and the Stickeen, which are both made free to our commerce by the treaty of Washington. The route by the Yukon to the mouth of the Klondyke takes at least six weeks, while that by the Stickeen need not occupy over twenty-one days if a road of about 150 or 200 miles was constructed from Telegraph Creek on the Stickeen to Teslin Lake. From that point it is all water travel down stream by boat to the Klondyke.

The most valuable appropriation the Provincial Government made last session was the small sum of \$2,000 to open a trail from the Stickeen to Teslin Lake. The Chief Commissioner was wise in his choice of a trail builder when he put the money in the hands of Mr. John Calibreath, but the members of the executive unfortunately did not realize the importance of the province of energetic action when they

decided to recommend so small an appropriation for such an important public work. The executive should have asked for at least \$25,000, or even more, if their engineers recommended it.

A road should have been opened up that would have induced private enterprise to put on ocean steamers to Wrangel; river boats on the Stickeen; and to build boats to run from Teslin Lake to the Klondyke; had this course been adopted (and there are gentlemen in this city who know I advocated it whilst the House was in session), we would see to-day a marked contrast in our commerce. The Government, last session, had an opportunity of a lifetime, but were, unfortunately, absorbed in other matters, and could not realize it.

Everyone must now be convinced that the coming influx of miners and business men to the Klondyke will overshadow anything experienced even in the golden days of California, the Fraser River or Cariboo. The influx Kootenay has experienced this year will not be in it, in comparison. The question arises, What is to be done? Are our Coast merchants, who ought to control the immense trade, to sit down, see it pass our door, and read about it in the Seattle and San Francisco papers?

I do not favour asking any government to expend public funds without the sanction of the Legislature. I am quite aware that public money has been expensively so expended in the past; but two wrongs do not make one right. There is, however, a proper method of procedure of which our readers are no doubt fully cognizant. If the Legislature was convened and the Government would recommend the repeal of all charter subsidies and concessions granted last session in the Cassiar District, and the compensation of those persons who have expended money under charters then granted, they would confer a lasting benefit upon the province, and if they could induce the Government of Canada to take the same action as regards the north of British Columbia, they would deserve the support of every well-wisher of Canada.

The trail by the Stickeen to the Teslin Lake, which has been partly opened this year under Mr. Callbreath's supervision, ought to be fully opened up at once this summer, steamers placed upon the waters to the Klondyke, and the route as extensively advertised as our Seattle friends do their favourite means of access to our placer mines. Miners this spring favoured the route by Dyea and the Chilcoot Pass, as being the shortest from the ocean and requiring the least land travel. The White Pass, which is favoured by the veteran explorer, Capt. William Moore, should have been opened long ago. It is no doubt a good route, but the Treaty of Washington does not cover the entrance from the ocean to either of these means of access to the Canadian gold fields. If there is one man in this province who deserves to succeed for his endless efforts to open up the Canadian Yukon to commerce it is Capt. Moore. It is to be hoped he will now reap the reward he so richly deserves.

I have no doubt that the Stickeen line, if properly opened, would develop mining ground in the northern corner of our province, and become a favourite route to the Klondyke. By the Yukon River, through American territory, the heaviest freight could be landed to-day at the mouth of the Klondyke from Victoria or Vancouver if Canadian ocean and river steamers were placed upon that route.

ROBERT BEAVEN.

Lorne Creek.

"WE have all the money we want and don't ask anybody to invest," was the remark made yesterday by Mr. J. A. Woods, who for the past four or five years has been prospecting and mining on the Skeena river. Mr. Woods was a passenger arriving by the *Danube* Sunday night and is now at the Angel Hotel with a little wad of about \$1,500 in gold taken from a claim on Lorne Creek, a branch of the Skeena River. This amount represents a one-sixth interest in the results of three months' hydraulic mining on the company's claim, which is situated about 140 miles above Port Essington at the mouth of the Skeena.

In the fall of 1895 Mr. Woods and his partners took out about \$1,000 apiece and during last year the previous season's clean-up was expended in putting in a flume for the purpose of bringing water on to the workings, with the result that the ground is now in first-class shape for being worked, and the \$9,000 taken out this year, as has been stated, is the product of three months' work. Owing, however, to the water in the flume being very low during the hot summer months, Mr. Woods has taken advantage of the temporary closing down of the works to pay a visit to civilization.

On landing from the *Danube*, the returned miner presented such a forlorn and beggarly appearance that in spite of the comfortable little "sack" he had with him, mine host of the Angel looked askance at his new guest, and before he would have anything to do with him, told him to "go and get your face washed," an injunction which Woods was only too glad of the chance of obeying.

"I intend returning north in the course of a few weeks," continued Mr. Woods, "and will take with me some more hydraulic machinery, as I am satisfied that we have something quite as good as I would be likely to strike on the Klondyke. Of course, we are only working in a comparatively small way, but I am perfectly satisfied and don't want any help. I came to town just for a holiday and never thought of creating half the stir that I appear to have made. We are working on an old channel of the creek, and the bank is about 300 feet high. All the claims along the present course of the stream were worked out some time ago, but there are still good locations to be had. The Booth brothers, Sam and Ed., have a claim close to us, and appear to be doing well. These latter are well known in Victoria, having resided here for years.

"As regards transportation, we are fairly in it, as the steamer *Caledonia*, which makes regular trips up the river from Port Essington, passes our very door and lands all our goods right on the ground. But there is nothing to warrant any rush, only I repeat I didn't come to town to get help from anybody—if I want money to make improvements, I have it."

Mr. Woods was for many years a resident of Chilliwack, but has followed the life of a miner for some time now—with what success his \$1,500 for three months' work will show.—*Colonist*.

Alberni Mill Run.

THE trial shipment of two tons of Alberni Consolidated ore which was sent to the Victoria Metallurgical Works for treatment has turned out highly satisfactory, as a nice little gold brick, the product of the clean-up yesterday, testifies. The weight of the ore put through was 4,022 pounds, and the brick, which weighs 10½ ounces, is worth between \$180 and

\$200, according to its fineness, for which it will be tested today. The concentrates and tailings come to \$24.75 besides, so that the amount of gold in the ore was more than \$100 a ton. This result was not from the picked samples but from ore which did not show gold to the naked eye, and the shareholders are accordingly highly pleased in consequence.

A telegram from Alberni announced that the tunnel on the Chicago, the adjoining claim to the Alberni, and also owned by the Consolidated Alberni Co., shows free gold in the gangue as well as in the pay streak, and it was also stated that the north drift on the Alberni was in ore. All this goes to prove that there is gold nearer home than the Yukon.

By the steamer Tees, which arrived on Sunday, was received some highly satisfactory news from Alberni. On the Simpson ledge—which only a short time ago was found to run from the Alberni through the Chicago, and which was traced in open cuts for 600 feet—a tunnel has been run twelve feet at the spot where the strike of coarse gold was made on the Chicago. This tunnel has opened up a 20-inch pay streak which is freely spotted with gold, an average assay yesterday giving \$564 in gold and 6.8 ounces in silver.

On the north drift on the Alberni the work shows that with forty feet more there will be 100 feet of stopping ground.

Mr. Applewhaite, from Nelson, left for Alberni yesterday to open up and develop the Golden Eagle property, at the head of China Creek. This work is being done for an English syndicate.

The Cataract hydraulic claim on China Creek is to have work continued on it as the result of Mr. W. H. Bainridge's trip to England, as he was successful in securing capital for that purpose.

A Useful Pamphlet.

A pamphlet issued by the Department of the Interior to-day, contains full information respecting the Yukon district, from the reports of Wm. Ogilvie, Dominion land surveyor, and other sources. The reports are all old, and have often been quoted during the past few months, since the excitement over the gold fields at Klondyke and other districts broke out. The pamphlet is prefaced with the following note from Mr. Deville, Surveyor-General: "The following notes on the Yukon district consist principally of information furnished by Surveyor Ogilvie, and are published in reply to numerous calls from the public for his report. The object is not to induce anyone to go to that remote country at the present time. Until better means of communication are established, a man undertakes serious risks in going there until he has sufficient resources to tide over the whole winter. After September egress from the country is practically impossible until the following June, and a person who has not been successful in locating a paying claim has to depend for his subsistence on finding employment. Wages are at times abnormally high, but the labour market is very narrow and easily overstocked. It is estimated that up to the middle of May 1,500 to 1,600 people had crossed Taiya Pass this year. Several more will go by steamer up the Yukon. Whether employment will be available for all, and for the considerable population already in the district, is somewhat doubtful. It will therefore be wise for those who contemplate going to the Yukon district to give serious consideration to the matter before coming to a decision.

Klondyke Map.

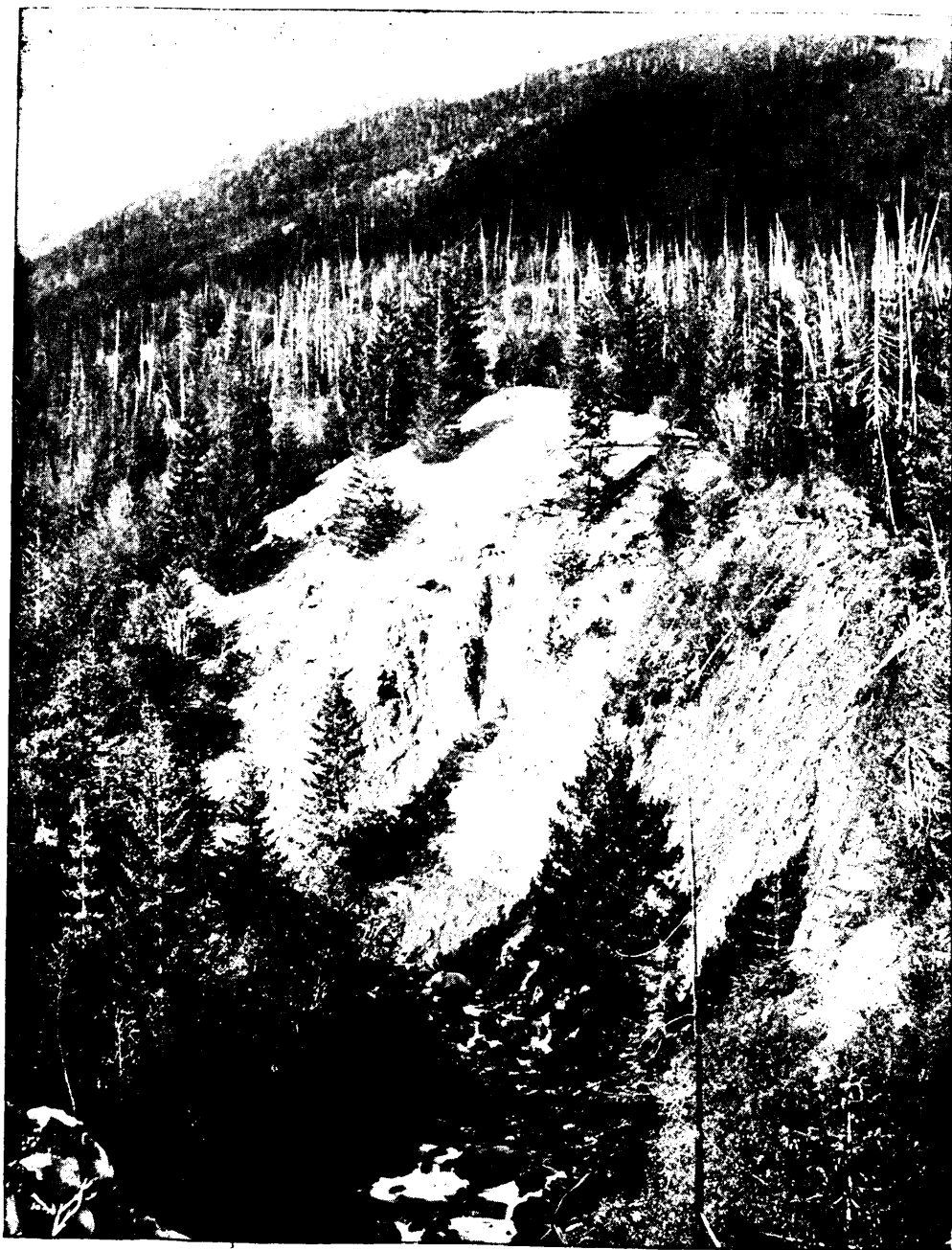
IMMEDIATELY after the arrival of the lucky miners whose announcement of the Klondyke discovery set the world on fire, Mr. Chas. H. Lugin, editor of the *Daily Colonist* of this city, brought out a map "showing routes from Victoria, B.C. to the various mining camps on the Yukon River and its Branches," together with a pamphlet containing "Mining Regulations of the Dominion Government and forms of application, Table of Distances, Extracts from Mr. Ogilvie's Reports, and other information." The publication fills a very much-felt want, and has already had a wide sale. Mr. Ogilvie's Report outlines the progress of "prospecting in the Yukon, culminating in the Klondyke discovery." The Mining Regulations are those governing the North-west Territories, and were fixed by a recent Order-in-Council of the Dominion Government, and the information "The Yukon Gold Fields—How to get there and where to outfit," will be found of much value to those who contemplate starting for the new field. The publication is on sale at all bookstores. Price fifty cents.

Via Another Route.

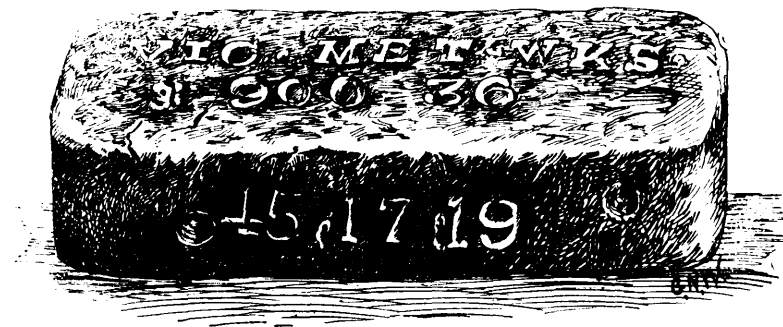
B. PILON, Israel Lamoureaux, Louis Lamoureaux, E. St. Jean and Mr. Verrault, of Fort Saskatchewan, left for the Yukon on Tuesday by way of the Landing and Mackenzie River. Mr. Pilon made the trip to Yukon once before by the Mackenzie route, going down the Mackenzie to Peel's River, Hudson's Bay fort, thence crossing the Rockies by the Hudson's Bay Company's portage to the head of the Porcupine, which is the most northerly branch of the Yukon. He followed this river down to its junction with the main river at the site of old Fort Yukon. He then went up the Yukon and Lewis Rivers and came out by the way of Chilcoot Pass. On this trip the party will prospect for gold on the Mackenzie, about the mouth of the Nehani River, where Mr. Pilon found gold on his former trip. Their present intention is to winter at the mouth or further up the next large stream which puts into the Mackenzie on the west below the Nehani. If they do not strike anything good there they hope to be able to cross the Rockies next spring from the head of this river to the head of the Stewart branch of the Yukon. Mr. Pilon believes from information which he received from the Indians during his former trip that this is possible, the Indians informing him that they had crossed the mountains to another river where white men were looking for gold. The party are well provisioned and their experiences will no doubt add greatly to the knowledge existing regarding the Mackenzie River region.

—*Edmonton Bulletin.*

Among the passengers who came down from the north on the steamer *Danube* was Mr. Woods, who has struck a good thing in the way of mining properties on the Lorne Creek. He is said to have been making money at the rate of \$150 a day, rapidly piling up a fortune by working his claim, and he has brought a considerable quantity of the yellow metal down with him. He has come down to purchase some mining machinery, and, judging by the reports of those who came down on the steamer with him from the north, when he gets his machinery to work on his property he will soon have as much wealth at his control as any man would wish. Klondyke is not the only place where gold is to be found in Canadian territory.



BLACKWATER MINING COUNTRY, LILLOOET—SHOWING FAMOUS COPPER STREAM.



Texada Island Gold Brick.

THE above is a *fac simile* of the gold brick secured from fourteen tons of ore taken from the Victoria-Texada mine and treated at the Victoria Metallurgical Works, Fort street. The amount represented in the little brick is \$900.36, and does not include the gold in the concentrates, which, it is expected, will bring the average value of the ore up to \$80 per ton. The result is a most satisfactory one, as the fourteen tons of ore was an average sample of the ledge from which it was taken. There are several ledges on the property which form a junction, and it is to this point that a tunnel is being driven and the face is now within a short distance of it. The tunnel has been run in on a fine body of concentrating ore. The ore just milled, however, was taken from a ledge uncovered several weeks ago, and on account of its high value it is now the intention of the management to concentrate work on this deposit, which is four feet in width, and can be traced for a considerable distance. In order to push work as rapidly as possible, night and day shifts will be placed on, and the management has also decided to shortly erect a stamp mill and concentrator on the ground. This will save freight and treatment, which amounted to \$15 per ton on the 14-ton shipment. The company's property consists of five fractional claims, one of which was recently taken up. It is situated on a small island, a short distance from shore, and the rich free gold ledge crops out on it. This has added materially to the value of the property, and there is every reason to believe that further development will make it one productive of generous and frequent dividends.

Located at Northport.

THE contract has been let for the erection of the Le Roi smelter at Northport. This is official and final. We would like to ask why the Le Roi people thought it necessary to trifle with the public on this subject? Last Wednesday the following telegraphic correspondence took place between the *Miner* and Colonel Peyton, manager of the Le Roi mine:—

ROSSLAND, July 21.

Col. I. N. Peyton, Northport, Wash. :—
Is it true that Northport has been definitely decided on as a site for the Le Roi Company's smelter? It has been so announced here to-day.—*Rossland Miner*.

NORTHPORT, Wash., July 21.

To *Miner*, Rossland :—

Le Roi trustees have taken no definite action on location of smelter. Under existing conditions it does not seem possible to locate our smelter on the Canadian side of the line without largely increasing the cost of smelting. I. N. PEYTON.

Mr. Harris was seen on the subject. He said :—"I have been down to Trail and seen Mr. Heinze. We are now investigating his offer. It includes a free smelter site, certain adjacent water power, half of a townsite and half interests in the water power he

controls at Sayward. Daily reports of the investigation will be sent to the head office at Spokane."

We publish these facts to show that the Le Roi people have had something to conceal in the whole business, and that they have been acting in bad faith. It now transpires that at the very moment Col. Peyton was assuring the *Miner* and the people of British Columbia that the Le Roi Company was "not tied up as to a site" he was letting the contracts for the construction of the smelter at Northport.—*Rossland Miner*.

Canadian Customs Officers on the Yukon.

FOUR Custom House Officers went North on the *Islander* on Thursday, July 29th, to guard the routes leading to the Yukon.

Arrangements are being made for bonding privileges through the narrow strip of American territory on the coast. This news was received from Ottawa last evening by Collector Milne.

This action on the part of the Dominion Government should throw all the trade of the Canadian Yukon district to the coast and the provincial cities. It means that men who outfit on the Sound will be put to an additional cost of thirty-five per cent. for their goods, and that the Americans who have invested all their money in their outfits, retaining none with which to pay duty, will be unable to take their goods across the border into Canadian territory.

One officer will be stationed at Dyea to warn miners that they will have to pay duty before taking their goods into Canada, and others will be at the Chilcoot and White Pass routes, to collect the duty. It is not expected that the officers will have any trouble in enforcing the law, but in case they should have, Collector Milne has suggested that a few police officers be sent up. It is quite likely that his suggestion will be carried out, the Dominion Government being now alive to the necessity of strictly enforcing the customs laws, and retaining Canadian trade for Canada.

We are in receipt of a copy of the fifth annual volume of "The Mineral Industry, its Statistics, Technology and Trade in the U. S. and Other Countries."

The success of the four preceding volumes has everywhere been so great that the present volume cannot fail to meet with an equally gratifying reception.

No labour or expense has been spared in the preparation of this volume, as will be seen by glancing at the very full index containing more than five thousand separate titles, and the publishers have enlisted the services of the most eminent authorities on the several subjects treated.

Every effort has been made to render this an accurate and trustworthy up-to-date cyclopaedia of the industries of which it treats, and the universal approval with which it has everywhere been received, especially by experts, is evidence that these volumes have supplied an urgent want.

This is the only work published in any language that gives the statistics of the mineral industry of the whole world, and the five volumes now issued form a complete encyclopaedia of the mining and metallurgical industries.

Price \$5.00 per volume, except vol. 1, which is \$2.50.

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The Destiny of Mining Investment.

THE recent past experience of the mining industry has introduced into financial and other circles a subject of discussion of great interest to mining investors and speculators—indeed, to all who are connected with this great industry either closely or remotely. It is whether mining investment will gradually decline until it reaches, in a few years, the vanishing point, or whether, on the other hand, it will more and more attract the capitalist class, to the detriment of other phases of industry. Now, this is seemingly a difficult question to answer, but it would not be audacious to predict, with some feeling of assurance, the future course of public investment. The probabilities are highly promising that the mining industry will increase in favour as the years roll on, as new gold fields are opened up, and as scientific methods are modified and improved upon. But we must always expect to see ebbs and flows. The stream of investment will never flow uninterruptedly and in increasing volume. Storms will be succeeded by droughts, and the stream will become shallow and sluggish, exposing to view the bed over which it had impetuously rolled in more favourable weather. Investment acts in accordance with natural law, and, therefore, its future course may be predicted with much certainty. Thus we may expect, as far as mining is concerned, periodical ebbs and flows; enthusiasm and depression; activity and decline, such as we have experienced for many years past. One day mining will be the fashion, another day another class of industry, and though many do not like the word fashion applied to these phases of speculation, one could hardly find a more fitting and appropriate word. When there is a "boom" nothing is heard but the magic phrase "mining shares"; the fervour becomes contagious, and all are seized with an anxiety to become the possessors of shares out of which their fortunes will be made. Gradually the excitement abates, calmness sets in, and things settle down to a normal condition. These are certainly fashions of public taste, even though the causes and impulses are quite distinct from those which modify and change etiquette and apparel. Disappointment determines in a great measure the course of mining investment. Expectations are unrealized, and, instead of fortunes being made losses are incurred, which engender disgust with and spite against the industry, which, after all, is the least blameable. But after a time the capitalist recovers from these shocks, the mania once more seizes him, and he again embarks upon speculation with unabated zeal. This is what has happened in the past, and what will happen in the future. But, in forecasting the future, a most important and vital circumstance must be taken into consideration. The many evils from which the industry suffered in the past have been greatly diminished, and will become fewer as years advance. Consequently, dangers will be lessened, and investment will not be so risky an enterprise as of old. It is safe to say, therefore, if the public will fully grasp this fact, that far from allowing their favours to be diverted elsewhere, their affection for the industry will become stronger, and thus mining, instead of declining, will become more and more the favourite medium of investment. Science is advancing. That is the great hopeful, assuring fact. Where in the past profitable working was impossible, with improved machinery and more economical methods of treatment, mining can be carried on with

success. Then new gold fields are coming forward destined to surpass in richness and reliability anything that has yet been heard of. The failures and disasters which accompanied the introduction of some of the great gold fields in the past are not likely to be repeated in the careers of these new-comers, for not only are the indications of permanence most convincing, but the facilities for economical working are exceptional, whilst profits will be earned from the treatment of tailings which in olden times were discarded as valueless. This is another powerful reason against the decline of mining investment, and one which should foreshadow greater activity than has ever yet been displayed. The great evil, of course, is gigantic, and the less remediable of all. It is the unscrupulous company promoter, whose insidious tactics it is almost impossible successfully to combat. Enormous capitalization is insignificant in comparison with his success in foisting worthless properties upon the unwary investor. Though he is believed by many to be less successful than of old, owing to the exercise of greater caution and judgment on the part of the public, this is very doubtful. Let us take the case of Western Australia. How many worthless companies has he succeeded in floating? The reckoning has yet to be made and the public will stare aghast at their prodigious number. We have already been prepared by a few early failures, but the full harvest is yet to be reaped. The lesson to be learned from these early failures is to put no faith in the reports of experts except those whose character and scientific training can be vouched for. Above all, that "expert" should be avoided who puts only M.E. after his name. These initials are no guarantee of his ability, but rather the reverse. If he belonged to some well-known and accredited institution, he would be only too pleased to let the public know, but the absence of this intimation should be regarded with suspicion. If investors would only use greater discrimination in this respect they would steer clear of many frauds, and thus of many losses, and the promoter would attempt to ply his nefarious wiles in vain. Thus we think there need be no anxiety as to the future of the mining industry. We shall suffer from periods of dullness, but the reaction of activity will surely follow, and mining will never permanently lose the affection of its votaries.—*The Mining Journal.*

Yukon to have a Newspaper.

THE Klondyke is to have that indispensable adjunct of civilization, a newspaper. It will be a weekly, published at Dawson City, by J. W. Scott, a practical printer, and Jack Carr, an all-round rustler. The *Yukon Nugget* is to be the title of the publication. It will be issued in pamphlet form, on thin but tough paper. The introduction of a printing plant to the Klondyke would have been a matter of great difficulty were it not for the new transportation line in which Carr is interested. The Gordon press will be taken north on the steamer *Eliza Anderson*. Transportation for the outfit was refused by the North American Trading & Transportation Co., and it was the energy of Jack Carr in pushing to the front an opposition enterprise, which made the *Yukon Nugget* a possibility. J. W. Scott, who will attend to the inside work of the paper, was formerly attached to the Provincial Government printing office at Winnipeg. He is an experienced printer, and is capable of making the *Yukon Nugget* a successful publication.

Special Notice.

WE are much pleased to notice the enlargement of *The Golden Era*, published at the rising town of Golden, B.C. The *Era* is a credit to the whole district, and by reason of its enterprise in collecting and publishing mining news it is alike valuable to the outsider seeking information, and to the town and district, the resources of which it is taking such pains to make known both at home and abroad. Parties in the East desirous of obtaining accurate information regarding mining development in and around North-east Kootenay cannot obtain it from a better source than the columns of the *Era*.

We have much pleasure in publishing the following circular from Geo. W. Pennington & Sons, of San Francisco, Cal., with accompanying testimonials, because we feel that no stamp mill working in the Kootenay should be without them. The firm is a highly responsible one in every respect:—

We invite your attention to our Hammered Steel Shoes and Dies, brand "California." A home production. We are sole manufacturers of these celebrated forgings, and can guarantee them to be equal to the best, being made of a superior quality of high grade steel. Warranted not to batter up or clip off, or break at the shank.

We desire to say that these shoes and dies are not cast in the desired shape and then hammer marked over as some so-called hammered shoes and dies are, but are taken from the ingot of specially selected steel and put in the desired shape under a large steam hammer, after which they are put through certain processes which we control, which hardens them and closes in the grain, rendering them compact and very dense. "The California" shoes and dies are made to order of any dimensions desired, and for any and every variety of stamp mills. We guarantee to fill all orders promptly and without delay. We shall be pleased to quote you prices on application, together with any other information you may desire.

Yours very truly,
GEO. W. PENNINGTON & SONS.

W. F. McCulloch, ASSAYER.

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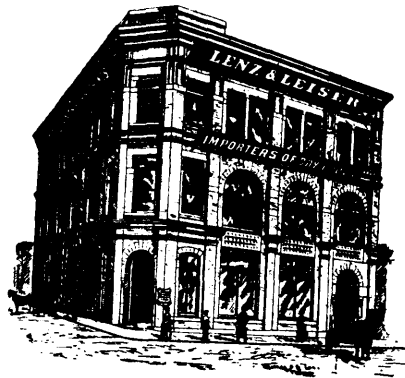
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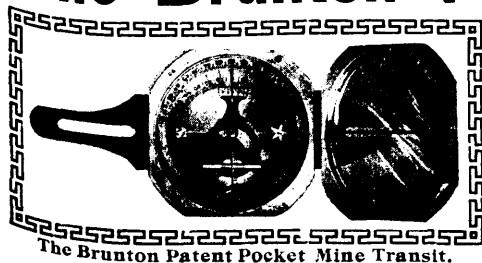


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Mining Stocks.

Prepared by A. W. More & Co., Mining Brokers, Victoria, B.C., July 27, '97

| Companies. | Capital. | Par Value. | Price. |
|--------------------------------------|-----------|------------|--------|
| TRAIL CREEK. | | | |
| Alberta | 1,000,000 | \$ 1 00 | \$0 10 |
| B.C. Gold King | 1,000,000 | 1 00 | 0 10 |
| Beaver | 750,000 | 1 00 | 0 10 |
| Big Three | 3,500,000 | 1 00 | 0 10 |
| Bluebird | 600,000 | 1 00 | 0 10 |
| Bruce | 1,000,000 | 1 00 | 0 10 |
| Butte | 1,000,000 | 1 00 | 0 03 |
| Caledonia Con | 500,000 | 1 00 | 0 05 |
| California | 2,500,000 | 1 00 | 0 15 |
| Camp Bird | 1,000,000 | 1 00 | 0 05 |
| C. & C. | 500,000 | 1 00 | — |
| Celtic Queen | 750,000 | 1 00 | 0 05 |
| Centre Star | 500,000 | 1 00 | — |
| Colonna | 1,000,000 | 1 00 | 0 24 |
| Commander | 500,000 | 1 00 | 0 20 |
| Deer Park | 1,000,000 | 1 00 | 0 14 |
| Della Colla | 1,000,000 | 1 00 | 0 03 |
| Delaware | 1,000,000 | 1 00 | 0 12 |
| Eastern Star | 500,000 | 1 00 | 0 20 |
| Enterprise | 1,000,000 | 1 00 | 0 20 |
| Eric | 1,000,000 | 1 00 | 0 03½ |
| Evening Star | 1,000,000 | 1 00 | 0 13 |
| Georgia | 1,500,000 | 1 00 | 0 15 |
| Gertrude | 500,000 | 1 00 | 0 10 |
| Golden Drip | 500,000 | 1 00 | 0 15 |
| Golden Queen | 1,000,000 | 1 00 | — |
| Great Western | 1,000,000 | 1 00 | 0 16 |
| Hattie Brown | 1,000,000 | 1 00 | 0 10 |
| Helen | 600,000 | 1 00 | 0 04 |
| High Ore | 500,000 | 1 00 | 0 05 |
| Homestake | 1,000,000 | 1 00 | — |
| Idaho | 500,000 | 1 00 | — |
| Imperial | 1,000,000 | 1 00 | 0 08 |
| Iron Horse | 1,000,000 | 1 00 | 0 20 |
| Iron Mask | 500,000 | 1 00 | 0 40 |
| I.X.L. | 1,000,000 | 1 00 | 0 10 |
| Josie | 700,000 | 1 00 | 0 31 |
| Jumbo | 500,000 | 1 00 | 0 70 |
| Knight Templar | 500,000 | 1 00 | 0 05 |
| Kootenay-London | 1,000,000 | 1 00 | 0 10 |
| Le Roi | 2,500,000 | 5 00 | 8 00 |
| Lilly May | 1,000,000 | 1 00 | 0 20 |
| Mabel | 1,000,000 | 1 00 | 0 15 |
| Mayflower | 1,000,000 | 1 00 | 0 14 |
| Monita | 750,000 | 1 00 | 0 19 |
| Monte Cristo | 1,000,000 | 1 00 | 0 15 |
| Morning Star | 1,000,000 | 1 00 | 0 04 |
| Nest Egg | 500,000 | 1 00 | 0 05 |
| Northern Belle | 1,000,000 | 1 00 | 0 10 |
| Novelty | 1,000,000 | 1 00 | 0 09 |
| O. K. | 1,000,000 | 1 00 | 0 10 |
| Palo Alto | 1,000,000 | 1 00 | 0 05 |
| Phoenix | 500,000 | 1 00 | 0 10 |
| Poorman | 500,000 | 1 00 | 0 08 |
| R. E. Lee | 2,000,000 | 1 00 | 0 15 |
| Red Mountain View | 1,000,000 | 1 00 | 0 11 |
| Red Point | 1,000,000 | 1 00 | 0 10 |
| Rossland, Red Mountain | 1,000,000 | 1 00 | 0 25 |
| St. Elmo | 1,000,000 | 1 00 | 0 08 |
| St. Paul | 1,000,000 | 1 00 | 0 12½ |
| Silverline | 500,000 | 1 00 | 0 06 |
| Southern Cross & W. Con | 500,000 | 1 00 | 0 20 |
| Trail Mining Co | 250,000 | 100 00 | — |
| Union | 600,000 | 1 00 | — |
| Virginia | 500,000 | 1 00 | 0 12 |
| War Eagle Consolidated† | 2,000,000 | 1 00 | 1 00 |
| West Le Roi | 500,000 | 1 00 | 0 20 |
| White Bear | 2,000,000 | 1 00 | 0 19 |
| AINSWORTH, NELSON AND SLOCAN. | | | |
| Arlington | 1,000,000 | 1 00 | — |
| Argo | 100,000 | 0 10 | 0 10 |
| Athabasca | 1,000,000 | 1 00 | 0 25 |
| Black Hills | 100,000 | 0 10 | 0 10 |
| Buffalo of Slocan | 150,000 | 0 25 | 0 25 |
| Bondholder | 1,000,000 | 1 00 | 0 07 |
| Alamo | 500,000 | 1 00 | — |
| Canadian M. M. and S. Co | 2,000,000 | 1 00 | 0 07½ |
| Cumberland | 500,000 | 10 00 | — |
| Dardanelles | 1,000,000 | 1 00 | 0 22 |
| Dellie | 750,000 | 1 00 | 0 12 |
| Eldon | 1,000,000 | 1 00 | 0 05 |
| Elise | 1,000,000 | 1 00 | 0 05 |
| Ellen | 1,000,000 | 1 00 | 0 07½ |
| Elkhorn | 1,000,000 | 1 00 | 0 10 |
| Exchequer | 1,000,000 | 1 00 | 0 10 |
| Goodenough | 800,000 | 1 00 | 0 25 |

| COMPANIES. | Capital. | Par Value | Price. |
|-------------------------------------|-----------|-----------|--------|
| Gibson | 650,000 | 1 00 | 0 17½ |
| Grey Eagle | 750,000 | 1 00 | — |
| Hall Mines | 300,000 | £1 | — |
| Idler | 1,000,000 | 1 00 | 0 12½ |
| Kootenay-Columbia | 400 | 100 00 | — |
| London | 150,000 | 25 | 0 25 |
| Minnesota | 1,000,000 | 1 00 | — |
| Nelson-Poorman | 250,000 | 0 25 | 0 25 |
| Northern Light | 250,000 | 1 00 | 0 10½ |
| Noble Five Con | 1,200,000 | 1 00 | 0 50 |
| Ottawa and Ivanhoe | 1,000,000 | 1 00 | 0 12½ |
| Phoenix Consolidated | 1,000,000 | 1 00 | 0 07 |
| Rambler Con. | 1,000,000 | 1 00 | 0 47 |
| Reco. | 1,000,000 | 1 00 | 1 75 |
| Slocan-Reciprocity | 1,000,000 | 1 00 | — |
| Slocan Star | 500,000 | 50 | 2 75 |
| Santa Marie | 1,000,000 | 1 00 | 0 05 |
| Sheriff | 1,000,000 | 1 00 | 0 24 |
| Silver Band | 250,000 | 0 25 | 0 12½ |
| Slocan Queen | 1,000,000 | 1 00 | 0 10 |
| Star | 1,000,000 | 1 00 | 0 05 |
| St. Keverne | 1,000,000 | 1 00 | 0 06 |
| Sunshine | 240,000 | 10 00 | — |
| Two Friends | 500,000 | — | — |
| Washington | 240,000 | 30 | — |
| Wonderful | 1,000,000 | 1 00 | 0 25 |
| | 1,000,000 | 1 00 | 0 11 |
| BOUNDARY. | | | |
| Old Ironsides | 1,000,000 | 1 00 | 0 07 |
| CAMP MCKINNEY. | | | |
| Cariboo† | 800,000 | 1 00 | 0 51 |
| LARDEAU. | | | |
| Consolidated Sable Creek Mining Co. | 1,500,000 | 1 00 | 0 10 |
| TEXADA ISLAND. | | | |
| Texada Proprietary | 250,000 | 25 | 0 25 |
| Van Anda | 5,000,000 | 1 00 | 0 10 |
| Victoria-Texada | 150,000 | 0 25 | 0 25 |
| Texada Kirk Lake | 600,000 | 1 00 | — |
| Raven | 1,000,000 | 1 00 | 0 10 |
| Gold Bar | 100,000 | 0 10 | — |
| ALBERNI DISTRICT. | | | |
| Alberni Mountain Rose | 250,000 | 1 00 | 0 05½ |
| Consolidated Alberni | 500,000 | 1 00 | 0 20 |
| Mineral Creek | 500,000 | 1 00 | 0 05½ |
| Mineral Hill | 750,000 | 1 00 | 0 10 |
| Quadra | 500,000 | 1 00 | 0 10 |
| CARIBOO. | | | |
| Cariboo Gold Fields Ltd | £100,000 | — | — |
| Cariboo Hydraulic | 300,000 | — | — |
| Horsefly Hydraulic | 200,000 | — | — |
| Horsefly Gold Mining Co | 1,000,000 | 10 00 | 1 50 |
| Slough Creek | 500,000 | 1 00 | 0 50 |
| LILLOOET DISTRICT. | | | |
| Golden Cache | 500,000 | 1 00 | 1 70 |
| Alpha Bell | 500,000 | 1 00 | 0 50 |
| Cayoosh Creek Mines | 500,000 | 1 00 | 0 50 |
| Lillooet Gold Reefs | 200,000 | 25 | 0 25 |
| FAIRVIEW CAMP. | | | |
| Tin Horn | 200,000 | 0 25 | — |

† Dividends declared to date are as follows: Le Roi, \$475,000; War Eagle, \$217,500; Cariboo, \$156,000; Slocan Star, \$350,000; Reco, \$150,000; Rambler, Cariboo, \$40,000; Idaho, \$152,000. Alamo, Cumberland, Noble Five and Goodenough have also paid dividends.

The Le Roi has declared a dividend of \$50,000 since last return.

Agents.

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Mining Papers on File.

The following papers are kept on file at the offices of the B.C. MINING RECORD for the use of visitors who may wish to consult their columns:

| | |
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| Mining and Scientific Press..... | San Francisco, Cal |
| Mining and Electrical Review..... | " " " |
| Pacific Electrician..... | " " " |
| Mining and Metallurgical Journal..... | Los Angeles, Cal |
| Mining Herald..... | Seattle, Wash |
| Washington Mining Journal..... | " " |
| Miner and Electrician..... | Spokane, Wash |
| Mining..... | " " |
| Spokesman-Review..... | " " |
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| Daily Call..... | Port Townsend, " |
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| Manufacturers' Record | Baltimore, Md | Nanaimo Free Press | Nanaimo, B.O. |
| Mining Journal | London, Eng | Mining Critic | Vancouver |
| Shareholder | " " | The Province | Victoria, " |
| The Colonies and India | " " | The Times | " " |
| Financial News | " " | The Colonist | " " |
| Canadian Gazette | " " | Catalogues of Mining Machinery and Supplies. | |
| Chamber of Commerce Journal | " " | <i>We will be pleased to forward to any subscriber or reader catalogues and printed matter from the following firms:</i> | |
| Australian Mining Standard | Sydney, N.S.W | Joshua Hendy, Machine Works, San Francisco, Cal. | Mining machinery of all kinds. |
| Standard and Diggers' News | Johannesburg, South Africa | The Pelton Water Wheel Co., San Francisco, Cal. | Water wheels. |
| Canadian Engineer | Toronto, Ont | John Taylor & Co., San Francisco, Cal. | Mine and mill supplies, chemicals, etc. |
| " Electrical News | " " | Canadian Rand Drill Co., Montreal and Rossland. | Mining machinery. |
| Canada Miner | " " | Fried. Krupp Grusonwerk, Magdeburg-Buckau, Germany, | and Montreal, Mining and Milling Machinery of every description. |
| Industrial Canada | " " | Hamilton Powder Co., Montreal and Victoria. | Explosives. |
| Canada Lumberman | " " | M. Beatty & Sons, Welland. | Dredgers, ditchers, etc. |
| Monetary Times | " " | Theodor Lexow, New York. | Carbons, diamond drills, etc. |
| Toronto World | " " | James Macbeth & Co., New York. | Electric blasting supplies. |
| Toronto Globe | " " | Bradley Pulverizer Co., Boston. | Griffin mill. |
| Mining Review | Ottawa | Colorado Iron Works, Denver, Col. | Milling and smelting plants, etc. |
| Money and Risks | " " | Canadian General Electric Co., | Electric supplies, Vancouver. |
| Mining News | Montreal | John Boyd & Co., Machinery and Supplies, | Vancouver. |
| Revelstoke Herald | Revelstoke, B.C | Jas. Leffel & Co., Water Wheels, | Springfield, Ohio. |
| Rosslander | Rossland, B.C | Geo. W. Pennington & Sons. | " " |
| Rossland Miner | " " | Geo. N. Pennington & Sons. | San Francisco, Cal. |
| Evening Record | " " | Gates Iron Works, Chicago. | Mining machinery of all kinds. |
| Kootenaian | Kaslo, " | Royal Electric Co. | Electric Power and Supplies, Montreal. |
| Miner | Nelson, B.C | Victoria, B.C. | |
| The Tribune | " " | Wm. Ainsworth, Denver, Colo., | Fine Balances and Instruments. |
| Trail Creek News | Trail, " | Hercules Gas Engine Works, | San Francisco, special Mine Hoists. |
| Trail Creek Miner | " " | Shelton & Co., Vancouver, B.C., | Furniture. |
| Boundary Creek Times | Greenwood City, " | | |
| Slocan City News | Slocan City, " | | |
| Slocan Pioneer | Slocan City, " | | |
| Grand Forks Miner | Grand Forks, " | | |
| Ledge | New Denver, " | | |
| Golden Era | Golden, " | | |
| Vernon News | Vernon, " | | |
| Paystreak | Sandon, " | | |
| Advance | Midway, " | | |
| Prospector | Fort Steele, " | | |
| Inland Sentinel | Kamloops, " | | |
| B.C. Mining Journal | Ashcroft, " | | |

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PROVINCIAL SECRETARY'S OFFICE.

HIS HONOUR the Lieutenant-Governor has been pleased to make the following appointments:

12th June, 1897.

PERCY PURVIS, of Vesuvius Bay, Salt Spring Island, Esquire, to be a Collector of Votes within and for the North Victoria Electoral District, *vice* John Newbigging, Esquire, resigned.



NOTICE TO PROVINCIAL LAND SURVEYORS

HIS HONOUR the Lieutenant-Governor-in-Council has been pleased to make the following rules and regulations with reference to the survey of Provincial lands and mineral claims:—

1. All surveys shall be personally made by duly qualified Provincial Land Surveyors.
2. All Surveyors shall use the departmental field book and paper, and at the bottom of each page of the field notes shall be entered the date and signature of Surveyor.
3. The original field-notes shall be accompanied by an affidavit in the subjoined form.
4. All Surveyors must promptly carry out the instructions of the Department in respect to the character and amount of information to be furnished in the field-notes, and at all times be ready to make such corrections and supply such additional data as seems expedient for the complete checking of their work in the field.
5. The Department will invariably exercise the right of refusing to accept surveys not made in accordance with the above regulations, and also will refuse to accept as satisfactory any and all surveys made by a Surveyor who has been guilty of repeated infractions of the preceding rules.

G. B. MARTIN,
Chief Com'r of Lands and Works.

Lands and Works Dep't,
Victoria, B.C., 15th April, 1897.

SURVEY OF PROVINCIAL LANDS.

AFFIDAVIT.

I, of a duly authorized Provincial Land Surveyor for the Province of British Columbia, make oath and say as follows:—

- (1.) I have surveyed
- (2.) I commenced the said survey on the day of 189 , and completed it on the day of 189 .
- (3.) I personally ran all the lines of the said survey on the dates set out in the annexed field-book marked A.
- (4.) The notes contained in the field-book are a correct representation of the work done on the ground by me.

Sworn before }
.....
Provincial Land Surveyor.



NOTICE:

CANCELLATION OF RESERVATION.

NOTICE is hereby given that the Reservation placed on Crown Lands, situated at Frederick Arm, notice of which was published in the British Columbia Gazette, and dated 1st November, 1895, is rescinded, in so far as, but no further than, it relates to a certain parcel of unsurveyed land which may be approximately described as follows: Commencing at a point on the shore of the north end of Frederick Arm, situated about half a mile west of the entrance to Estero Basin; thence north 40 chains; thence west 40 chains; thence south 40 chains, more or less, to the shore line, and thence east, following the shore to the place of commencement, containing 160 acres, more or less.

GEO. B. MARTIN,
Chief Commissioner of Lands and Works.
Lands and Works Department, Victoria, B.C., 7th April, 1897.



NOTICE TO JOINT STOCK COMPANIES.

THE following section, numbered 161, of the "Companies' Act, 1897," relative to the issue of a free miner's certificate is published for the information of JOINT STOCK COMPANIES.
Provincial Secretary's Office,
14th May, 1897.
JAMES BAKER,
Minister of Mines.

161. Notwithstanding anything to the contrary in section 4 of the "Mineral Act, 1896," or section 4 of the "Placer Mining Act, 1891," or elsewhere in the said Acts or other the mining laws of the Province, no free miner's certificate shall be issued to a Joint Stock Company for a longer period than one year, and such certificate shall date from the 30th day of June in each year; and every free miner's certificate held by a Joint Stock Company at the passing of this Act shall be valid and existing until and shall expire on the 30th day of June, 1897. Upon applying to renew any such certificate on or before said 30th day of June, the Joint Stock Company shall be entitled to a rebate of a proportionate amount of the fee paid for a certificate heretofore issued according to the further time for which it would but for this section have been valid.

The Kamloops Mining & Development Co.

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FRED M. WELLS, Mine Examiner.

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| Silver and Lead | 2 00 |
| Copper, Silver and Gold | 3 00 |
| Iron | 3 00 |

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Located on Lake Slocan.

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Special attention given to the
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Real Estate, Financial and Insurance Agents. Mining Properties for sale. Agents for the Townsite of Alberni. Farming Lands for sale in all parts of the Province.

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This old and well-known hotel is under the management of Walter Porter, who will always endeavour to make its patrons feel at home

Corner Wharf and Johnson Streets,

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T. N. HIBBEN & COMPANY

Is the Oldest Established BOOK AND STATIONERY HOUSE in British Columbia and carries the Largest and most Miscellaneous Stock of Goods of any other similar establishment in the Province. Orders by mail will receive prompt attention. The New MINING ACT, with all the amendments up to date, 25c. each.

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THE MEAKIN HOTEL.

Newly fitted and equipped with all modern conveniences.

SAMPLE ROOMS FOR TRAVELLERS.

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FAMILY AND COMMERCIAL HOTEL.

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All modern conveniences.

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RATES:
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THE LARGEST HOTEL IN TOWN
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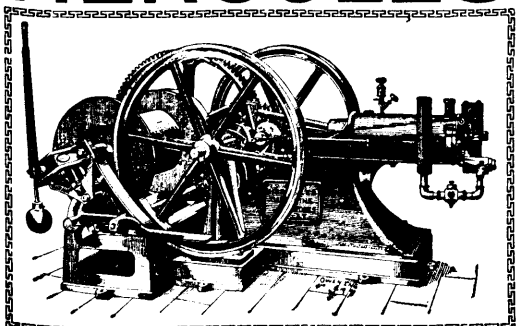
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No other engine will do the work of a

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THE WORLD'S HIGHWAY TO THE PACIFIC COAST, THE ORIENT AND THE ANTIPODES.

THE BEST, CHEAPEST AND QUICKEST WAY TO

British Columbia, Japan and China, Oregon, Hawaii, Washington,
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The Gold Fields of Cariboo and the famed Kootenay Country in British Columbia are reached only by the Canadian Pacific Railway via Revelstoke, B.C.

FOR FURTHER INFORMATION, APPLY TO ANY AGENT OF THE COMPANY OR TO

A. H. NOTMAN, District Passenger Agent, St. John, N.B.

H. J. COLVIN, District Passenger Agent, 197 Washington St., Boston, Mass.

E. V. SKINNER, General Eastern Agent, 353 Broadway, New York.

O. E. McPHERSON, Asst. Gen. Passenger Agt., 1 King St. E., Toronto, Ont.

I. F. LEE, District Passenger Agt., 232 S. Clark St., Chicago, Ill.

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W. R. CALLAWAY, General Passenger Agent, Soo Line, Minneapolis, Minn.

ROBERT KERR, General Passenger Agent, Western and Pacific Divisions, Winnipeg, Man.

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

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STEAMSHIP COMPANY.

Victoria, B.C., and Puget Sound Route.

THE COMPANY'S Elegant Steamers, UMATILLA, CITY OF PUEBLA and WALLA WALLA, carrying H.R.M. Mails, leave Victoria, B.C., for San Francisco at 8 p.m., May 4, 9, 14, 19, 24, 29 June 3, 8, 13, 18, 23, 28, July 3, 8, 13, 18, 23. Due at San Francisco, a.m., May 7, 12, 17, 22, 27, June 1, 6, 11, 16, 21, 26, July 1, 6, 11, 16, 21, 26. Leave San Francisco for Victoria, B.C., at 9 a.m., May 1, 6, 11, 16, 21, 26, 31, June 5, 10, 15, 20, 25, 30. July 5, 10, 15, 20, 25. Due at Victoria, a.m., May 4, 9, 14, 19, 24, 29, June 3, 8, 13, 18, 23, 28, July 3, 8, 13, 23, 28.

Alaska Route.

THE Elegant Steamers CITY OF TOPEKA, MEXICO and QUEEN leave Victoria for Alaska May 9, 14, 24, 24, June 8, 13, 23, July 8, 13, 23. Due back at Victoria May 21, 26, June 5, 10, 19, 25, July 4, 10, 19, 25, Aug. 3. The Company reserves right to change, without previous notice, steamers, sailing dates and hours of sailing.

R. P. RITHET & CO., Agents,
61 and 63 Wharf St., - VICTORIA, B.C.

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DIRECT LINE to
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RUNS
 Pullman Sleeping Cars,
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 Sleeping Cars.

ONLY 22 hrs. from Victoria to Spokane
 30 " " " " Rossland
 33 " " " " Nelson
 36 " " " " Kaslo
 36 " " " " Grand Forks

SAVE both TIME and MONEY if you are going to the gold fields of Kootenay or Kettle River Districts by travelling via

The Northern Pacific Railway

THE FASTEST ALL-RAIL ROUTE.

Quick Time, and no delay in transit

TRAVELLERS from the East or from the West will find this the Quickest and most Comfortable Route to the Gold and Silver Districts of British Columbia. . . .

TIME SCHEDULE—In effect March 28th, 1897—Trains leave Seattle for Spokane, St. Paul and East, Rossland Nelson, Kootenay and Kettle River points, 4.00 p.m. This card subject to change without notice. Through tickets to Japan and China via the Northern Pacific Steamship Co.

For full information, Time Cards, etc., call on, or address

E. E. BLACKWOOD,

A. D. CHARLTON,

Freight and Passenger Agent, VICTORIA, B.C.

Asst.-Gen. Pass. Agt. 225 Morrison St. PORTLAND, Ore.

ATLANTIC STEAMSHIP AGENCY

THROUGH TICKETS to and from all European Points, at lowest rates, and by all Fast Lines. For Sailing Dates, Tickets, etc., apply to

E. E. BLACKWOOD, VICTORIA, B. C.

A Great Railway!

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Chicago,
 Milwaukee and
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Owens and operates 6,151 miles of thoroughly equipped road.

This Railway Co.

Operates its trains on the famous block system;
 Lights its trains by electricity throughout;
 Uses the celebrated electric berth reading lamp;
 Runs splendidly equipped passenger trains every day and night between CHICAGO AND ST. PAUL and CHICAGO AND OMAHA, connecting with all transcontinental lines. The

Chicago, Milwaukee & St. Paul

Also operates steam-heated vestibule trains, carrying the latest private compartment cars, library buffet smoking cars, and palace drawing room sleepers. Parlor cars, free reclining chair cars and the very best dining car service.

For lowest rates to or from any point in the United States or Canada, apply to nearest ticket agent, or address

CEO. H. HEAFORD,

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FOR PUGET SOUND POINTS

TAKE THE FINE STEAMER

City of Kingston

Speed, 18 knots. Tonnage, 1147.

| | | | | | |
|---------------|-----|---------------|-----|----|------------|
| 8.30 a.m. Lv | M 1 | ... *Victoria | 110 | Ar | 3.30 a.m. |
| 11.30 a.m. Lv | 38 | Pt. Townsend | 72 | Lv | 12.30 a.m. |
| 2.30 p.m. Lv | 82 | ... Seattle | 28 | Lv | 9.30 p.m. |
| 4.15 p.m. Ar | 110 | ... Tacoma * | M 1 | Lv | 7.15 p.m. |

Steamer City of Kingston makes connection at Tacoma with Northern Pacific trains to and from points East and South.

*Daily except Monday.

E. E. BLACKWOOD, Agent,
 Victoria, B.C.

Spokane Falls & Northern Nelson and Fort Sheppard Red Mountain Railways

The only all-rail route without change of cars between Spokane, Rossland and Nelson; also between Nelson and Rossland.

DAILY EXCEPT SUNDAY.

| | | | |
|------------|---------|----------|-----------|
| Leave. | Spokane | Arrive. | 7:00 p.m. |
| 7:30 a.m. | | | |
| 10:30 a.m. | | Rossland | 3:25 p.m. |
| 9:00 a.m. | | Nelson | 5:20 p.m. |

Close connections at Nelson with steamer for Kaslo and all Kootenay Lake points.

Passengers for Kettle River and Boundary Creek connect at Marcus with stage daily.

The Finest Train in the World!

The long-talked of Limited Trains on

"The Northwestern Line,"

C., St. P., M. & O. Railway, to run between

Minneapolis, St. Paul and Chicago,

are now in service.

The press as well as the people who have inspected these trains admit that they represent the acme of the car builders' art. The engine is after the famous 999 pattern and from end to end the train is vestibuled with broad plate glass, vestibules which completely enclose the platforms and add greatly to the beauty as well as to the comfort of the train.

IF YOU ARE GOING EAST

why not patronize the new

Northwestern Limited.

Excursion or other classes of tickets are good on this train and no extra fares are charged for the superior accommodations.

Tickets, sleeping car reservations and Map Folder on application to your home agent, or address

F. W. PARKER,

Commercial Agent,

606 First Avenue,

SEATTLE,

TRANSPORTATION COMPANIES.

Canadian Pacific Navigation Co., Ltd.

TIME TABLE NO. 23.

(Taking effect December 28th, 1896.)

VANCOUVER ROUTE.

VICTORIA TO VANCOUVER daily except Monday at 1 o'clock.
VANCOUVER TO VICTORIA daily except Monday at 13 o'clock or on arrival C.P. Railway No. 1 Train.

NEW WESTMINSTER ROUTE.

LEAVE VICTORIA—For New Westminster, Ladner's Landing and Lulu Island Sunday at 23 o'clock; Wednesday and Friday 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—Fridays 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—Saturday at 7 o'clock.
FOR PENDER AND MORESBY ISLANDS—Thursday at 7 o'clock.

FRASER RIVER ROUTE.

Steamer leaves NEW WESTMINSTER for CHILLIWACK and way landings every Tuesday, Thursday and Saturday at 7 o'clock during river navigation.

NORTHERN ROUTE.

Steamships of this Company leave Victoria for Fort Simpson via Vancouver and intermediate ports on the First and Fifteenth of each month. If sufficient inducements offer, will call at points on the West Coast and Queen Charlotte Islands.

BARCLAY SOUND ROUTE.

Steamer "Teas" leaves Victoria for Alberni and Sound ports the 10th, 20th and 30th of each month.
The Company reserve the right of changing this Time Table at any time without notification.

G. A. CARLETON, General Agent. JOHN IRVING, Manager.

The Columbia & Kootenay Steam Navigation Co., Ltd.

TIME TABLE NO 10.

In effect June 8th, 1896.

ARROWHEAD-TRAIL ROUTE, STEAMER "NAKUSP."

| | | | |
|-------------------------|------------|----------------------|-------------------------------|
| South bound; read down. | | North bound; read up | |
| Mon. Wed. Fri. | 7 p.m. De | ARROWHEAD | Ar 11.30 a.m. Wed. Fri. Sun |
| " " " | 11 p.m. Ar | NAKUSP | De 7.30 a.m. " " " |
| " " " | 12 m. De | " | Ar 6 a.m. " " " |
| Tues. Thurs. Sat. | 9 a.m. Ar | ROBSON | De 8.30 p.m. Tues. Thurs. Sat |
| " " " | 12 noon De | " | Ar 8 p.m. " " " |
| " " " | 2 p.m. Ar | TRAIL | De 4.30 p.m. " " " |

Connections at Arrowhead with C.P.R. to and from Revelstoke and all points east and west; at Nakusp with Nakusp & Sloean R. to and from Sloean points; at Robson with C. & K. R. to and from Nelson and Kootenay Lake points; at Trail with C. & W. R. to and from Rossland; at Trail with Str. "Trail" to and from Waneta, Northport and Spokane.

TRAIL-NORTHPORT ROUTE, STEAMER "TRAIL."

| | | | | |
|-------------------|------------|-----------|--------------|-------------------|
| Daily except Sun. | 8 a.m. De | TRAIL | Ar 4.30 p.m. | Daily except Sun. |
| " " " | 9 a.m. Ar | WANETA | De 3 p.m. | " " " |
| " " " | 10 a.m. Ar | NORTHPORT | De 1 p.m. | " " " |

Connections at Northport with S.F. & N.R. to and from Spokane and way points; at Trail with C. & W. R. to and from Rossland, and with Str. "Nakusp" to and from Robson, Nakusp and Revelstoke.

KOOTENAY LAKE ROUTE, STEAMER "KOKANEE."

| | | | | |
|-------------------|--------------|--------|--------------|-------------------|
| Daily except Sun. | 4.00 p.m. De | NEISON | Ar 9.30 a.m. | Daily except Sun. |
| " " " | 8 p.m. Ar | KASLO | De 5.30 a.m. | " " " |

Saturday, June 6th and every second Saturday following, steamer leaves Kaslo at 10 p.m. for Bonner's Ferry; returning leaves Bonner's Ferry Sun. at noon. Connections at Nelson with C. & K. R. to and from Robson, Trail, Rossland, Nakusp, Revelstoke and C.P.R. points; at Kaslo with N. & F.S.R. to and from Spokane and way points; at Kaslo with K. & S. R. to and from Sloean points; at Bonner's Ferry with G.N.R.

The right is reserved to change this schedule at any time without notice.
For tickets, rates, etc., apply at Company's office, Nelson.

T. ALLAN, SECRETARY. J. W. TROUP, MANAGER, Nelson, B.C.

INTERNATIONAL NAVIGATION & TRADING COMPANY, LTD.

Steamers "International" and "Alberta" on Kootenay Lake and River.

TIME CARD IN EFFECT 16th MAY, 1897.

Subject to Change without Notice.

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

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

Leave Kaslo for Nelson and Way Points, daily except Sunday, 5.00 a.m.
Arrive Northport, 12:15 p.m.; Rossland, 3:40 p.m.; Spokane, 6 p.m.
Leave Nelson for Maslo and Way Points, daily except Sunday, 5.00 p.m.
Leaving Spokane, 8 a.m.; Rossland, 3:40 p.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., 5:00 p.m.
Arrive Nelson 9:00 p.m.

BONNER'S FERRY AND KOOTENAY RIVER SERVICE.

Leave Kaslo, Sat., 9 p.m. | Leave Bonner's Ferry, Sun., 1 p.m.
Arrive Boundary, Sun., 6 a.m. | Arrive Boundary, Sun., 5 p.m.
Arv Bonner's Ferry, Sun., 10:30 a.m. | " Kaslo, Sun., 10 p.m.

Close connection at Bonner's Ferry with trains East bound, leaving Spokane 7:40 a.m., and West bound, arriving Spokane 7 p.m.

Kaslo, B.C., 15th May, 1897. GEORGE ALEXANDER, General Manager.

Kaslo & Sloean Railway.

TIME CARD NO. 1.

To take effect Wednesday, Nov. 20, 1896. Trains run on Pacific standard time

| | | | | | |
|-------------|-----------|------------|--------|-------------|--|
| Going west. | | Daily. | | Going east. | |
| Leave | 8.00 a.m. | Kaslo | Arrive | 3.50 p.m. | |
| " | 8.36 " | South Fork | " | 3.15 " | |
| " | 9.36 " | Sproule's | " | 2.15 " | |
| " | 9.51 " | Whitewater | " | 2.00 " | |
| " | 10.03 " | Bear Lake | " | 1.48 " | |
| " | 10.18 " | McGuigan | " | 1.33 " | |
| " | 10.30 " | Bailey's | " | 1.21 " | |
| " | 10.39 " | Junction | " | 1.12 " | |
| Arrive | 10.50 " | Sandon | Leave | 1.00 " | |

SANDON AND CODY.

Leave 11.00 am Sandon Arrive 11.45 a.m.
Arrive 11.20 a.m. Cody Leave 11.25 a.m.

For rates and information, apply at Company's offices.
ROBT. IRVING, Traffic Manager. R. W. BRYAN, Superintendent.

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

Head Office and Wharf, VANCOUVER, B.C.

NORTHERN SETTLEMENTS—SS. Comox sails from Company's wharf every Tuesday at 9 a.m. for Bowen Island, Howe Sound, Sechart, Jarvis Inlet, Froek, Texada Island, Lund, Hernando Island, Cortez Island, Read Island, Valdez Island, Shoal Bay, Phillips Arm, Frederick Arm, Thurlow Island, Loughborough Inlet, Salmon River, Port Neville; and sails every Friday at 11 a.m. for way ports and Shoal Bay, calling at Butte Inlet every six weeks.

MOODYVILLE & 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 6.20. Calling at North Vancouver each way, excepting the noon trip.

Freight steamers SS. Capilano, and SS. Coquitlam; capacity, 300 tons d.w.
Tugs and scows always available for towing and freighting business. Large storage accommodation on Company's wharf.

H. DARLING, Manager.

Telephone 94. P.O. Box 77.

6 PASSENGER TRAINS 6

Each day between Trail and Rossland on the

Columbia & Western Ry.

Trains No. 2, 3, 5 and 6 do not run on Sunday.

RUNS MADE IN ONE HOUR.

- No. 6 leaves Rossland at 7 a.m., connects in the morning with steamer at Trail.
- No. 3 leaves Trail at 8:15 a.m., connects at Rossland with Red Mountain train for Spokane.
- No. 4 leaves Rossland at 11 a.m.
- No. 1 leaves Trail at 12:30 p.m., connects with C.P.R. main line steamers from the north at Trail.
- No. 2 leaves Rossland at 3 p.m., connects with C.P.R. main line steamers for the north at Trail.
- No. 6 leaves Trail at 5:45 p.m., connects with steamer Lytton at Trail

Trail, B.C., July 4, 1897. E. P. GUTELIUS, General Supt.