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British Columbia Mining Critic.

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

British Columbia Mining Critic.

ISSUED WEEKLY.

Devoted to the interests of Mining and the Protection of Investors.

SATURDAY,.....OCT. 30. 1897.

Letters from practical men on topics connected with mining, mining machinery, mining laws, and matters relating to the mineralogical development of Canada, are always welcome.

Manufacturers and Dealers in appliances used in and about mines are invited to send illustrations and descriptions of new articles.

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British Columbia Mining Critic Co., Publishers.

FRANK S. TAGGART, Business and Editorial Offices :
Managing Editor, 319 Cambie St., Vancouver, B.C., P. O. Box 125.

AFTER A SUBSIDY.

The reorganised syndicate which owns the Vancouver, Victoria and Eastern Railroad and Navigation Company's charter rights, is, with the aid of municipal and other delegations, whose expenses are to be paid by the company, about to ask the Provincial Government to grant by order in Council a subsidy of \$4000 a mile, in order to aid the construction of a line between the Coast and Boundary Creek as part, of course, of the Coast-Kootenay project. It seems to be intimated now, that if this subsidy be granted, preliminary work in connection with the railroad's construction will begin at once. There is, however, much vagueness about this "preliminary work," which may mean very much, and on the other hand may just as easily mean very little. And it would be quite as well in this connection for those behind the project to explain how it happens, if work in earnest would really begin on the line in question upon the grant of a provincial subsidy, that it was recently strongly hinted by Messrs. Mann & Mackenzie, the Eastern capitalists, who now own controlling interests in the undertaking that the work of railroad construction could not be begun, until not only a Provincial but also a substantial Dominion subsidy had been obtain-

ed. It is clear also that unless, as some think likely, the C. P. R. makes arrangements to take over on terms the Vancouver, Victoria and Eastern charter rights, that great company will use its utmost endeavor to prevent the grant of the proposed Provincial subsidy, and everybody knows how large is the influence and how formidable therefore the opposition of the C. P. R. to any project that requires either parliamentary or governmental sanction, either in Western or Eastern Canada. Under these circumstances — unless the C. P. R. happens to be favorable—it would not seem that the prospects of the deputations are very rosy, and if the C. P. R. does happen to be either favorable or neutral, why then there is clearly nothing in the suggestion that the proposed Coast-Kootenay line will afford a service that will compete with that of the C. P. R., as now proposed to be extended between Penticton, Boundary and Robson. More light is evidently wanted on the subject, and as previously hinted, it should be made clear that a Provincial subsidy will really cause the early construction of a Coast-Kootenay railroad and not merely add another valuable privilege capable of bargain and sale.

CURIOUS MISCALCULATION.

Mr. Philip Fewster, of this city, often rushes into print as a critic of matters public, and there-
anent is fond of quoting figures, which usually call for correction and recorection, oftentimes even at his own hand. He has only recently, through the columns of the World, afforded a curious instance in point of this habit of his. Thus in arguing with more length than force against Vancouver's proposed stock taking in the suggested smelter and refinery on Burrard Inlet, Mr. Fewster adds to the \$65,000 thus payable to the company, interest at 4 per cent. on the money which the city would borrow for the purpose, and therefore increases the sum of \$65,000, which the company is to receive, by forty years' interest upon it at 4 per cent., amounting to \$104,000, and thus making the total of the grant \$169,000.

Most fallacious reasoning surely, as can be readily shown by a simple parallel case. A gives B \$65,000 from his, A's, cash box. Not being a loan to himself, B is justly entitled to consider himself a beneficiary to the extent of \$65,000 only, though very likely, had the previous owner retained the cash, he might for a long and perhaps indefinite period have earned interest upon the amount of the gift. If on the other hand, A borrows the \$65,000 in order to give it to B, the latter still only receives the \$65,000, and cannot, as he makes no bargain nor promise to repay the money with interest, be held responsible for such interest.

Still less does Mr. Fewster's calculation of interest on the \$65,000 to be borrowed by the city, hold as against the proposed smelting and refining company which is to receive the \$65,000, since the latter company is to give stock in return, which should, if the undertaking proves fairly successful, not only recoup the interest on the sum borrowed by the city, but easily, if the dividends average a very modest 5 per cent., repay also by degrees the whole of the \$65,000 invested in stock. The fact is, therefore, that under the arrangement proposed the smelting and refining company which the City of Vancouver is asked to aid receives in all \$65,000, which sum it should, if well managed, certainly recoup with very full interest thereon. Hence to say, as does Mr. Fewster, that the city is asked to bonus the company in \$169,000, is to make, of course unintendingly, a grossly misleading miscalculation.

WHERE ARE THEY AT?

The City Council of Vancouver appears, in respect of its endorsement of the application of the Vancouver, Victoria and Eastern Railway Co. for a big Provincial money subsidy, to be rather in the position of Chevalier's famous London coster, who "dunno where 'e are." That is of course assuming that the C. P. R. is not behind the application. Sir Wm. Van Horne—it will be remembered—recently assured the Vancouver City Council that he would consider hostile to his company any civic backing of a rival railroad scheme to occupy territory between the Coast and Kootenay, and he practically hinted that the C. P. R. would make part of its proposals for extensive railroad improvements in Vancouver more or less contin-

gent on the adoption of a friendly attitude by the city.

Now apparently the City Council is on the one hand, eager to back Sir Wm. Van Horne's tax exemption and other proposals, and on the other just as eager to endorse an apparently rival enterprise. The two attitudes certainly seem inconsistent, though they may be ingeniously explicable. The great man of the C. P. R. will, however, doubtless soon show his hand and make the situation clearer. He asked, of course, very much of the City of Vancouver, and it may be that we shall find that the civic endorsement of the Vancouver, Victoria and Eastern project means that Vancouver's City Council does not intend to be quite so obsequious to the C. P. R. as the recent interview with its officials apparently indicated.

The Provincial Government ought assuredly without avoidable delay, to begin the construction of the very necessary wagon road between Glenora and Teslin Lake, which seems certain next year to become part of the favored all-Canadian route to the Yukon country. Then thousands will doubtless use the road, pending the construction of a railroad by the C. P. R., and even after that the wagon road will prove of service to many a northern traveller.

The Hon. Mr. Turner and his colleagues will shortly be besieged by a very horde of railroad subsidy hunters, and in view of the possibility of making a host of enemies, prior to a rapidly nearing general election, will probably not feel particularly comfortable. It will be specially hard for them to decide between rival railroad claimants for aid in respect of construction in the Kootenay-Boundary country.

Although the effort of Messrs. Dunsmuirs to set aside as unconstitutional the Chinese Underground Miners' Exclusion Act of the B. C. Legislature, has failed on technicalities, the Act remains a dead letter, having no penalty clause and needing therefore re-enactment with amendments next session. Chinese colliers will meanwhile doubtless be engaged by the Dunsmuir and other companies as heretofore. Hence the decision remains at present only a "moral victory" for the white collier.

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

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No. 2 passenger (daily except Sunday)
Leaves Rossland 3.00 p.m.
Arrives at Trail 3.50 p.m.
No. 4 passenger (daily)
Leaves Rossland 11.00 a.m.
Arrives at Trail 12.00 a.m.
No. 6 passenger (daily except Sunday)
Leaves Rossland 7.00 a.m.
Arrives at Trail 7.50 a.m.

WESTBOUND.

No. 3 passenger (daily except Sunday)
Leaves Trail 8.15 a.m.
Arrives in Rossland 9.30 a.m.
No. 1 passenger (daily)
Leaves Trail 12.30 p.m.
Arrives in Rossland 1.30 p.m.
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MR. HEINZE'S WORK.

The Rossland Miner speaks as follows concerning Mr. Heinze's bold attempt to "head off" the C. P. R., and with the aid, if he can secure them, of Dominion and Provincial subsidies, extend the line of the Columbia and Western Railroad Company from Robson to Pentleton via Boundary Creek:

"Our regular correspondent at Anacanda states that a corps of the company's engineers has completed a topographical survey of the Pentleton to Midway portion of the system, and has discovered that no serious engineering difficulties will hamper construction of the road between those points. That portion of the line will be about 80 miles in length. The same party is now engaged in locating a route down Boundary creek from its confluence with Eholt creek, through Greenwood, Anacanda and Boundary Falls to Midway, a distance of 10 or 12 miles. This will take only a few days. Our correspondent states that the next work to be done without delay is to connect the line at Cascade City with the route now nearly surveyed by another party from the Columbia river through McIac pass. Thus it will be seen that the entire survey will shortly be completed from end to end.

The construction of the road from its present terminus on the Columbia river, opposite Robson, to the Kettle river valley will undoubtedly prove a very expensive undertaking. The line has to cross the Gold range. While the route has been proved to be feasible, many engineering difficulties will have to be overcome and much labor will be necessary in making long rock cuts, fillings and trestle work. This is unfortunate, but it is just as necessary to construct the line from the Columbia river to Christina lake, as it is to build from Pentleton to Midway. Without the outlet to the Columbia river, the mine owners of Boundary would be in as bad a plight as ever. By the operation of the entire system, residents of the Boundary country will immediately enjoy smelting facilities, will be in a position to obtain fuel for reduction purposes, if it is subsequently found expedient to reduce their ores nearer the mines, and will have the inestimable advantage of the competition of American railways with the C. P. R. for through freight, as Nelson and Slocan points have to-day.

It is extremely satisfactory to know that the road is already constructed and in operation as far as Robson, a distance of 21 miles. Public interests demand, however, that no time be lost in completing the system as far as Pentleton. If Mr. Heinze desires to retain his reputation as the most enterprising man in Western Canada, he must be up and doing."

As the Victoria Colonist gives special prominence in Thursday's issue to the

above quoted article, it seems, though the C. P. R. is "going strong," that Mr. Heinze is still "fairly well in" with the powers that be in Victoria. At Ottawa he may have to fight hard against both the C. P. R. and the men of the Vancouver, Victoria and Eastern syndicate, or—it may be—the two last in combination.

GOOD FOR THE PREFERENCE SHAREHOLDERS.

Though no dividend on the ordinary stock has yet been declared—though still early expected—by the Hall Mines, Limited, its preference shareholders some time since received their dividend of 7 per cent. The Hall Mines and Smelter are therefore among the ranks of dividend payers.

THE ATHABASCA.

It is stated that a new 18-inch lead has been found on this mine on Toad Mountain, Nelson. The ledge is being stripped and search made for connection with the old lead. It is stated to carry much free gold. Well known Westminster and Vancouver men are interested in the Athabasca.

FRENCH INVESTORS.

Count Furek and Monsieur A. Laperrier, representatives of French capital, are stated to be now in Cariboo, investigating that region's precious metal opportunities. French capital is becoming increasingly interested in precious metal mining, and some of it will evidently come to B.C.

PILOT BAY'S SMELTER.

The concentrator is about to commence work, but the blowing in of the smelter will be deferred awhile, though it is receiving ore from the Lucky Jim, the Tariff and the Blue Bell mines owned by the company, also from one outside mine, the No. 1 at Atsworth. The concentrator will employ some 40 men.

GOLDEN CACHE.

Dr. Carroll has, as trustee of a block of unissued treasury stock of the Golden Cache Company, refused to sign a certificate for the sale thereof, unless authorized by the High Court. He has his doubts whether the terms of the trust justify him in doing so.

SPECIAL OFFER TO SUBSCRIBERS.

Read Advertisement on page 9

MEAN BUSINESS.

The new controlling owners of the Vancouver Gas Company evidently mean business. They have already provided for a considerable reduction in the cost of gas supplied either for light, for fuel or for power. This property, the purpose of which the wise men of the City of Vancouver refused even to consider, shall ere long yield a goodly profit, if worked—as now seems certain—more energetically, and by means of means and resource. So much the better for them, for their consuming customers and for Provincial collierists.

THE RECO.

It is stated as to this well-known Slokan mine, that three carloads of ore shipped from the mine in the early part of September show a net return of \$13,269 50; cheques for which sum have just been received. The shipment averaged 410 ounces of silver per ton and 48 per cent lead for the same month in 1896. The ore is shipped to the Omaha and Grant Smelting Company at Omaha. The price paid was \$4 for lead and \$5 7-8 to \$5 3-4 for silver. Preparation is being made for winter rawhiding, when the output of the Reco and other Slokan mines will be materially increased. The pack trains now average 350 pounds of ore to each animal, while 1,500 pounds can be brought in over the snow by rawhiding. A large block of Reco shares is stated to have been bought by members of President Van Horne's party on their recent visit, the sale being made by J. M. Harris for a private consideration.

Sir Wm. Van Horne, however, recently let it be known that wishing to confine himself to his eminently successful work as a railroader and great parliamentary tactician in connection with the acquisition of railroad rights, he is not an investor in mines however good, though he has ample faith in the future of the Kootenays.

Mines and Prospects.

W. Thos. Newman

Author "Hidden Mines," etc.; late engineer in charge for the British Canadian Gold and Silver Mines Co., Limited,

WILL EXAMINE

And report on MINES and PROSPECTS, with specific valuation where desirable. Also plan, estimate and supervise development. SPECIALTY—The appraisal of Prospects and

NEW CAMPS.

BOX 29. - KAMLOOPS, B.C.

STOCK QUOTATIONS.

Corrected Weekly by Percy W. Charlson, Mining Broker, 417 Hastings St., Vancouver.

COMPANIES.	No. OF SHARES.	PAR VALUE.	PRICE
TRAIL CREEK.			
Alberta.....	1,000,000	1 00	0 8
B. C. Gold King.....	1,000,000	1 00	10
B. C. Gold Fields.....	2,500,000	2 00	10
Beaver.....	750,000	1 00	10
Big Chief.....	1,000,000	1 00	10
Big Three.....	3,500,000	1 00	10
Bluebird.....	700,000	1 00	10
Bruce.....	1,000,000	1 00	10
Butte.....	1,000,000	1 00	10
Caladonian Con.....	500,000	1 00	6 1/2
California.....	2,500,000	1 00	8
C. & O.....	500,000	1 00	
Celtic Queen.....	750,000	1 00	7 1/2
Centre Star.....	500,000	1 00	
Colonia.....	1,000,000	1 00	18
Commander.....	500,000	1 00	18
Crown Point.....	1,000,000	1 00	
Deer Park.....	1,000,000	1 00	12
Delta Colla.....	1,000,000	1 00	2
Delaware.....	1,500,000	1 00	12
Eastern Star.....	500,000	1 00	25
Enterprise.....	1,000,000	1 00	20
Eric.....	1,000,000	1 00	0 1
Evening Star.....	1,000,000	1 00	9
Georgia.....	1,000,000	1 00	10 1/2
Gertrude.....	500,000	1 00	10 1/2
Golden Dip.....	500,000	1 00	11
Golden Queen.....	1,000,000	1 00	
Great Western.....	1,000,000	1 00	11
Hattie Brown.....	1,000,000	1 00	8
Helen.....	500,000	1 00	0 1
High Ore.....	500,000	1 00	4 1/2
Honesty.....	1,000,000	1 00	6
Idaho.....	500,000	1 00	
Imperial.....	1,000,000	1 00	0 5
Independent.....	1,000,000	1 00	0 6
Iron Horse.....	1,000,000	1 00	13
Iron Mask.....	500,000	1 00	17
J. K. L.....	1,000,000	1 00	10
Josie.....	1,000,000	1 00	22
Jumbo.....	500,000	1 00	7 1/2
Frank-Templar.....	500,000	1 00	0 1
Hoten-London.....	1,000,000	1 00	10
Le Roi.....	500,000	5 00	8 20
Lily May.....	1,000,000	1 00	14
Mayflower.....	1,000,000	1 00	12
Monarch.....	700,000	1 00	
Montana.....	700,000	1 00	9
Monte Cristo.....	1,000,000	1 00	18 1/2
Morning Star.....	1,000,000	1 00	0 1/2
Neat Egg.....	500,000	1 00	3 1/2
Northern Belle.....	1,000,000	1 00	10
Northern.....	1,000,000	1 00	0 5 1/2
O. K.....	1,000,000	1 00	10
Palo Alto.....	1,000,000	1 00	5
Phosnia.....	500,000	1 00	12
Poorman.....	700,000	1 00	8 1/2
R. E. Lee.....	2,500,000	1 00	12 1/2
Red Mountain View.....	1,000,000	1 00	7
Red Point.....	1,000,000	1 00	10
Rochester.....	500,000	1 00	
Rosland Star.....	1,000,000	1 00	15
Rosland, Red Mtn.....	1,000,000	1 00	22
St. Elmo.....	1,000,000	1 00	0 5
St. Paul.....	1,000,000	1 00	8
Silverline.....	500,000	1 00	4
Southern C. & W. C.....	500,000	1 00	20
Sultana.....	1,000,000	1 00	10
Trail Mining Co.....	250,000	100 00	
Union.....	500,000	1 00	
Virginia.....	500,000	1 00	11
War Eagle Con.....	2,000,000	1 00	20
West Le Roi.....	500,000	1 00	21
White Bear.....	2,000,000	1 00	11
Young British Am.....	1,000,000	1 00	66
AINSWORTH.			
Belle.....	700,000	1 00	12
Ellen.....	1,000,000	1 00	0 7 1/2
BOUNDARY			
Old Ironsides.....	1,000,000	1 00	9
CAMP MCKINNEY			
Cariboo.....	800,000	1 00	54
CAMP FAIR VIEW.			
Occidental.....	600,000	1 00	2 1/2
NELSON.			
Eschequer.....	1,000,000	1 00	10
Hall Mines.....	2,000,000	21 00	
NORTHPORT.			
Red Top.....	1,000,000	1 00	10
SLOCAN.			
Athabasca.....	1,000,000	1 00	35
Alamo.....	500,000	1 00	
Bon Diable.....	75,000	1 00	1 00
Bootholder.....	1,000,000	1 00	
Buffalo.....	150,000	25	25
Cumberland.....	500,000	10 00	
Dardanelles.....	1,000,000	1 00	16
Grey Eagle.....	750,000	1 00	
Idler.....	1,000,000	1 00	10
Kootenay-Columbia.....	400	100 00	

COMPANIES.	No. OF SHARES.	PAR VALUE.	PRICE
Noble Five Con.....	1,000,000	1 00	15
Rambler Con.....	1,000,000	1 00	48
Reco.....	1,000,000	1 00	1 50
Slocan Star.....	1,000,000	1 00	2 50
Sunshine.....	1,000,000	1 00	2 50
Wa. Intercon.....	1,000,000	1 00	25
Wonderful.....	1,000,000	1 00	4
TEXADA ISLAND			
Texada Proprietary.....	1,000,000	25 00	25
Van Anda.....	1,000,000	1 00	5
Victoria-Texada.....	1,000,000	25 00	25
ALBERNI DIST.			
Alberni Mtn Base.....	250,000	1 00	65 1/2
Alberni Con.....	1,000,000	1 00	19
Mineral Creek.....	1,000,000	1 00	15 1/2
Mineral Hill.....	1,000,000	1 00	15
Quadra.....	500,000	1 00	10
CARIBOO			
Cariboo Gold Fields.....	250,000	5 00	10 50
Cariboo Hydraulic.....	1,000,000	1 00	15
Columbia & Cariboo.....	1,000,000	1 00	15
Horsely Hydraulic.....	2,000,000	1 00	15
Horsely Gold M. Co.....	1,000,000	10 00	1 50
Slough Creek.....	500,000	1 00	50
LILLOOET DIST.			
Golden Cache.....	500,000	1 00	1 60
Lillooet Gold Refs.....	200,000	25 00	25
Domain Development.....	200,000	25 00	25
Alpha Bell.....	500,000	1 00	50
Cayoosh Creek Mines.....	500,000	1 00	50
B. C. Mining Prospector's Exchange.....	1,000,000	25 00	25
Excelsior.....	500,000	1 00	30

Dividends paid to date are as follows: Le Roi, \$25,000; Wa. Intercon, \$100,000; Rambler, \$100,000; Slocan Star, \$500,000; Slocan, \$1,000,000; London, \$1,000,000; Columbia, \$1,000,000.

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

Payne.....	\$25,000	Golden Cache.....	\$250,000
Idaho.....	\$25,000	Noble Five.....	\$50,000
Poorman.....	\$25,000	Northern Belle.....	\$20,000
Ruth.....	\$25,000	Arctine.....	\$10,000
Whitewater.....	\$25,000	Surprise.....	\$20,000
Washington.....	\$25,000	Monitor.....	\$50,000
Slocan Boy.....	\$25,000	Last Chance.....	\$50,000

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AN EXPERT'S VIEWS.

Mr. Thomas H. Fraser, Mining Engineer, speaking of his investigation of some of our principal mining centres, first alludes in a deprecation to the boom methods once so general in and about Rossland, but now happily largely of the past.

He adds that the closing down of several claims in Rossland is, in his opinion, the best thing that could have taken place. Claims were staked with six feet of snow on the ground and a bill of sale given to some energetic financier looking for cheap properties ranging from \$100 to \$1,000. Claims like these were incorporated for the modest sum of \$1,000,000 and offered to the public at from 5 to 15 cents per share. From first to last too little adverse criticism has been made of claims of this kind, especially in the Rossland district. The statements as to high assays from this and that claim of the nature above indicated, have not been borne out by facts. Since the snow has left the hills, tunnels have been driven and shafts sunk in the vain hope of striking something to restore confidence in the numerous wildcats. The weeding out of these ventures, which have been disastrously heavy both in number and value, will have many beneficial effects.

There are, meanwhile, valuable and paying mines throughout the Rossland district, which will be vigorously developed and the money previously expended lavishly upon ground carrying no values will now find a channel where results will come quite up to expectations. Indeed, when greater facilities shall have been arranged for transit, Rossland will again come to the front by leaps and bounds. Meanwhile, although the ore bodies are extensive, the grade is in most cases too low to warrant shipping, and in consequence progress will not be so extensive as it would be were communications open. Pending this, work in many cases must be suspended temporarily and capital will find its way into good propositions which will be more competently managed by experienced mining men, and thus mean less chance of collapse through mismanagement and wasteful expenditure. Miners are gradually replacing loggers and farmers and good work may be generally expected in the near future. Subject to these conditions, my faith in Rossland's future is assured. With even a few mining companies paying reasonable returns on their outlay, British and continental capital will flow in by millions of dollars, and the output will make such rapid strides that the C. P. R. officials will have their energies taxed to the utmost in building new roads and keeping transportation open from all centres in B.C.

The Slocan country, lying between Arrowhead and Kootenay lakes, has forged ahead, absolutely on the merits of its rich silver deposits, the output

and development demonstrating that this is one of the richest silver and lead producing regions in the world. Considerable development is proceeding, and there are some twenty shipping mines, notably the Slocan Star, Payne mines, Reco, Goodenough, Ruth, Noble Five, Idaho and several others. The fall in silver should not materially effect either the workings or the dividends, the simultaneous advance in the price of lead, counteracting the fall in silver. I look to a considerable enhancement of output, irrespective of the discoveries which have lately been made and are only now starting development, with a view to early shipments. The dividends accruing will far exceed previous distributions and the encouragement coming from the new finds will insure confidence, and this the more easily since, heretofore, with few exceptions, no boom methods have been practised in the Slocan. The assertion of very rich discoveries is seldom or ever discredited and properties always command the attention of investors with capital, who will be ready to furnish the means systematically to open up such a prosperous and promising country, which, as shown by results, warrants any necessary expenditure to prove the unlimited wealth that the Slocan is about to return, in exchange for the pluck and determination shown in testing its opportunities by legitimate mining and not by extravagant advertising.

Another rich district in West Kootenay that bids fair very soon to become one of the large producers of British Columbia, is known as Cariboo Creek, situate between Nakusp and Robson, with easy access with the C.P.R. Co's. splendid line of boats running between Arrowhead and Trail daily and casing at Burton City, the outlet and inlet of all mines in the district. The new discoveries are attracting much attention and it is a wonder that this promising locality has not long since come into the prominence its merits deserve. Had development and exploration been carried on twelve months since, doubtless several properties would ere now have ranked among the shipping propositions in B.C. The advantages of Cariboo creek appear to have been overlooked by experts and speculators. The entire country is of a solid formation, the ledges wide, carrying high values in both gold and silver, with a heavy percentage of lead. Apparently there is no indication of pinching in the ledges. No difficulties occur in tracing them wherever discovered, and from the very surface results are phenomenal. The formation is well defined and unbroken.

It should however be noted that until the last few months few competent mining men have visited this district. But now prospecting and development have proven that Cariboo Creek is going to enhance very considerably the precious metal output for the Province for next

year. Burton City is just beginning to make a show in buildings. An hotel has been erected with good accommodation, there are two stores a sawmill and several other buildings, whilst many other business and private residences are in course of construction. The interest now being displayed in opening up this section of West Kootenay means a considerable influx of miners and others. A wagon road is nearly completed to Mineral City, which will open up the country for several miles, intercepting the principal centres for mining. There are several properties now working and others will shortly follow. Amongst those showing up well are the Columbia, Cariboo, Black Bess, Ocean Wave, Trio, Silver Queen, Hallstorm, Gibraltar, Promitara, Eureka, Winnipeg and many others.

The Columbia-Cariboo is about seven miles from Burton; the wagon road is completed half way and the rest of the distance is over a good trail. Upon this property, which consists of two claims, a well defined lead of rose quartz is traceable through both claims a distance of over 3,000 feet, carrying galena and carbonates and running high in gold from the surface. A shaft has been sunk on the ledge over 40 feet, the width being maintained, but at depth the gold values improve. Open cuts have been made along the outcrop, proving the vein very regular. This is a fine fissure and a very strong one. At that crossing, the country stratification is at right angles. A tunnel is being driven to intersect the ledge at a depth of 125 feet. About 100 of this has already been driven. Other 100 feet will cut the ledge, then drifting on the ledge both east and west will be commenced and a connection made with the shaft. This property is, in my view, one of the best in West Kootenay. The wealth, permanency and values in so large a body will enable the management to win large quantities of ore at a nominal cost. When the tunnel connects with the shaft every ton taken out will be pay rock. The stratification of the country rock, which is lime and shale, runs north and south and the ledge east and west.

On the Black Bess very little work has been done so far, although the vein matter shows in considerable bodies in various parts of the claim. The vein is composed of iron and steel galena, the assays of which show high results in gold and silver. This property is likely to be acquired by an English syndicate, and if a satisfactory arrangement be arrived at a tunnel will be started to prove the continuance of the lode a depth.

The Trio consists of three claims and a quartz ledge has been uncovered, traversing two claims four feet wide, carrying galena and gold. Assays have given \$110 in gold and \$114 in silver. A good number of men are working and the shaft is down over 50 feet. The vein is very strong and shows perma-

nency. It is intended to drift at the 100-foot level. This group is about seven miles from Burton.

The Silver Queen, better known as the Maxwell group, consists of six claims. Tunnelling and sinking are being pushed ahead. The main lode shows on the surface a width of 14 feet, consisting of iron impregnated with steel galena, giving assays from \$50 to \$400, principally in silver, but carrying from \$10 to \$12 in gold. Development shows a complete change, and as depth is attained the iron runs out and the vein matter carries considerable calcite. This ore can be smelted at a very low rate and is a desirable commodity for the Trall smelter to mix with Rossland and other ores. Special privileges would be made for the right to treat this ore, as it could be smelted in a frying pan, all the necessary fluxes being contained in itself. At present the average width of the lode is eight feet, of which three are solid ore. Eighty feet of drifting discloses the lode as well defined between two permanent walls, with every appearance of continuance. Another parallel vein has been discovered three feet wide, which assays from \$30 to \$260 in silver and gold. Drifting on this shows it to be strong and well defined. Several other discoveries have been made within the last month, which tend to show that several parallel ledges traverse the property, all of high grade ore. A considerable amount of ore is on the dump and it is intended to make regular shipments by raw-hiding in the winter. This should prove itself a dividend payer of no mean account.

The Hallstone is owned principally by Vancouverians and is situated on the summit of a mountain, at an elevation of 8,000 feet. It has a very fine body of quartz exposed, showing galena and giving good results in gold. The vein outcrops for 400 feet. A shaft is down 50 feet. The width of the ledge is six feet, and shows improved values with depth.

The Gibraltar is close to the Hallstone. A shaft has been sunk 60 feet. The ledge is the same as that running through the Hallstone, is very strong and carries values approximately the same as the Hallstone. The vein traverses the country a considerable distance and proves the value of both the Hallstone and Gibraltar.

The Promoters, through disputes arising between the owners, is at present lying idle, though a good offer has been made for an outright purchase or for taking on a bond. The work done has not been to advantage. However, a shipment was made to the Trall smelter of several tons, which resulted in a net return of over \$50 to the ton, after all expenses of packing, etc., has been deducted. The values were principally gold. This is undoubtedly a valuable proposition, and, systematically worked, should give \$80 gross per ton. Plenty of ore can be won and shipping resumed at

any time, the distance being nine miles to Burton over a good road, now completed to Victor City.

The ore at Victor City comes from Mineral City and is of the July Mac, survey just completed. The claim has a very fine body of quartz, 12 feet wide and containing. Through this claim the ore is similar to that of the Columbia, Cariboo and contains such galena as to give assays from \$100 per ton, but carries less in gold. An offer of \$100 per ton to be for the property has been made from a financier, offering to pay for it to be paid in cash and the amount to extend over twelve months in order to enable the purchaser to develop the work, the solid treatment of the whole country being the factor for the offer. An examination of the ledge having been made by a well known geologist.

The July Mac is a group of twelve claims, the principal owners being Messrs. Wood, Ross, and Ross, and party. It is as well understood that Mr. Wood is a well known geologist and is an authority, only acquired this group after a long and careful examination of the Cariboo Creek properties generally. The ore on the July Mac carries carbonates, chlorides and native silver. The main lode is quartz of great width and development proves that gold is largely prevalent in the general assay value.

An haul and strike has been made by Messrs. Swan & Wright on the divide between Sloan Lake and Cariboo Creek, the vein being 100 feet wide with three feet of elements worth \$100 to the ton and four feet of good concentrating ore. There is no question of doubt that the great Sloan silver lodes with their varying values pass through the Cariboo Creek district. The Cariboo country is very solid and a change has taken place from granite, as shown in the Sloan to shale in the Cariboo Creek, yet carrying all the values of the Sloan, with a large increase of gold.

(To be continued in our next.)

NO DUTY EXEMPTION.

In future no Yukon carriers catering to Yukon are to find their goods exempt from duty, even to a limited extent of a weight of 100 pounds. The change should largely divert to Canadian and in particular B.C. channels, the output trade of Yukon.

GOLD IN ITALY.

New gold finds are the rule of the day with us in B. C., but it is a novelty to learn that gold is now discovered in modern Italy. In that country, however, at Porto Ferraro, two German geologists have found rock showing copper and gold. The discovery will be followed and, it is hoped, gold mining begin shortly.

THE BRITISH COLUMBIA REVIEW

On dit that the controlling owner of this weekly critic of B.C. affairs issued in London, Eng., is Mr. Turner, Jun., son of the Provincial premier. This, if true explains the fair local knowledge of the paper—especially of things in and about Victoria, and also shows why an issue which recently spoke very frankly in words of warning about the Clondyke has now retracted more than half its previous utterances on the subject. The frank comment seems to have appeared "in the managing editor's absence." It probably did a little good nevertheless.

GRATEFUL GRANT GOVAN.

Mr. Grant Govan, who always talks so perlatively, has told the British stockholders of his Gold Fields of B.C. Mining Co., Ltd., that our Legislature is "the most generous in the world to mining companies. It refuses them nothing." The moral of the utterance consists, of course, in the application of it. Does Mr. Grant Govan's gratitude answer the definition of a "lively sense of favors to come?" He is, by the bye, a great believer in flattery, which he can take as well as give.

BRIDGE RIVER DISTRICT.

Mr. Arthur Noel, until recently foreman of the Golden Cache mines, has put a force of men to work on the Bend Or group in which he is interested with Messrs. J. M. McKinnon and W. R. Robertson. Three ledges have been uncovered on this group, all being rich in free gold.

Mr. Noel reports great activity in the Bridge River district where a large number of claims have been located. Work on several will be continued during winter.

A WHITEWATER DIVIDEND.

The directors of the Whitewater mine of the Kaslo district have declared a dividend of \$24,000, making \$64,000 in all of dividends to date. It is stated that the returns from 42 cars of ore shipments, which should yield \$1,000 each, remain to be collected, when another substantial dividend should be declared.

CHINESE IN CASSIAR.

Chinamen in Cassiar district continue to work placer diggings on McDame Creek and elsewhere that have been long abandoned by white workers. They make money thereby slowly but surely. Several have lately left Cassiar en route via Victoria to their own land. One of these, a man named Loo Kee, returned the other day and on arriving in Victoria was found by 15 years' work to have got together \$3000 worth of gold dust.

MINING CAMPS AND HOW TO REACH THEM.

ALBERNI.

Alberni—Steamboat communication with Victoria and by stage with Nanaimo.

Barclay Sound—Forty miles from Alberni; communication by steamer with Victoria.

CARIBOO.

Barkerville—Two hundred and eighty five miles from Ashcroft. See stage lines.

Bonaparte—Six miles from Ashcroft; stage from Ashcroft.

Big Bar—Stage from Ashcroft.

Clinton—Thirty two miles from Ashcroft station; stage from Ashcroft.

Fort George—Nearest station, Quesnelle.

Horsefly—Nearest postoffice, 150 Mile House; stage from Ashcroft; change at 150 Mile House.

Lac La Hache—One hundred miles from Ashcroft; on stage line from Ashcroft to Barkerville.

Lillooet—Weekly stage from Ashcroft.

Lightning Creek—Between Quesnelle and Barkerville; by stage to Stanley.

One Hundred Mile House—Stage from Ashcroft.

One Hundred and Fifty Mile House—Stage from Ashcroft.

Quesnelle—Two hundred and twenty five miles from Ashcroft; stage from Ashcroft.

Quesnelle Forks—Stage from Ashcroft.

Soda Creek—Stage from Ashcroft.

Stanley—Stage from Ashcroft.

Slough Creek—Stage from Ashcroft.

Tatla Lake—Stage from Ashcroft, changing at Soda Creek.

Willow River—Stage from Ashcroft.

Williams Creek—At Barkerville.

CASSIAR.

Deaso Creek—

McDame Creek—

COAL CENTRES.

Crow's Nest Pass—

Nanaimo—From Victoria, all rail, 83 miles. Steamer from Vancouver.

Union—

Wellington—From Victoria, all rail, 83 miles. Steamer and rail from Vancouver.

EAST KOOTENAY.

Cranbrook—Nearest railway station Golden. Communication by steamer from Golden to Windermere, thence by stage.

Fairmont Springs—Nearest railway station, Golden. Steamer to Windermere, thence by stage.

Fort Steele—Steamer and road from Golden. Steamer from Jennings, Montana, G.N.R.R.

Galbraith Ferry—Steamer from Golden. Stage in winter.

Galena—Nearest railway station, Golden, thence by steamer. Stage in winter.

Golden—On main line C.P.R., 475 miles from Vancouver.

LILLOOET.

Bridge River, Cayuse Creek, Fraser River.

YALE.

Boundary Creek—Nearest railway station on the S. & O.R., Okanagan Landing, thence by steamer to Pentleton, and on by stage three times a week from Pentleton and six times a week to Marcus.

Fairview Camp—Communication by boat from Okanagan Landing to Pentleton, thence by stage.

Kettle River—Communication from Okanagan Landing to Pentleton, thence by stage.

Midway—Rail from Kamloops to Okanagan Landing, steamer to Pentleton and on by stage.

Okanagan Mission—Rail from Kamloops to Vernon, thence by stage or by steamer from Okanagan Landing to Kelowna, thence by stage.

Osoyoos—Rail to Okanagan Landing, steamer to Pentleton, and thence by stage.

Rock Creek—Rail to Okanagan Landing, steamer to Pentleton, and thence by stage.

Yale—Nicola Lake—Stage from Spence's Bridge and Kamloops, 50 miles.

Any of these points may be reached by rail from Spokane to Marcus, and thence by stage six times a week.

Moyle River—From Fort Steele 25 miles.

McLundo District—Steamer and trail from Golden, 35 miles.

Perry Creek—Steamer from Golden to Fort Steele; thence by road.

St. Mary's—From Fort Steele, 20 miles by trail.

Thunder Hill—From Golden 115 miles. Steamer in summer; stage in winter.

Windermere—Steamer from Golden. Stage in winter.

Wild Horse Creek—From Fort Steele two miles trail to Kootenay river.

WEST KOOTENAY.

Ainsworth—Twenty eight miles from Nelson and 12 from Kaslo. Steamer communication.

Albert Canyon—A station on the C.P.R., 460 miles from Vancouver.

Arrowhead—Rail from Revelstoke.

Big Bend District—Fifty miles from Revelstoke by rail and boat.

Cariboo Creek—Steamer from Nakusp, 10 miles.

Comaplix and Thomson's Landing—Steamer from Arrowhead, 10 miles.

Ferguson—Steamer and stage from Arrowhead.

Fort Sheppard—Nearest postoffice Trail Creek; communication by trail and steamer, and rail from Arrowhead.

Illecilliwaet—On the main line C.P.R., 407 miles from Vancouver, 213 miles from Calgary.

Kaslo City—From Nelson, 35 miles; communication by steamer and rail from Nakusp.

Lardo-Duncan—Steamer from Kaslo to head of lake; thence river trail 40 miles.

Nakusp—Northwest terminus of Nakusp & Slocan railway, 50 miles from Revelstoke. Steamer communication from Arrowhead tri-weekly.

Nelson—Thirty miles from Robson; 15th eastern terminus of the Columbia & Western railway; also of the Spokane & Northern railway. Steamer from Arrowhead to Robson; thence by rail to Nelson.

New Denver—Rail and steamer from Revelstoke and rail from Nakusp; all rail from Kaslo. Distance from Revelstoke 67.78 miles; from Kaslo 26 miles.

Islet Bay—From Kaslo 18 miles; thence by steamer.

Revelstoke—On main line C.P.R., 379 miles from Vancouver.

Rosland—Seven miles from Trail by rail or road and all rail from Spokane.

Sproat's Landing—From Revelstoke 150 miles, and one and one-half miles from Robson.

Springer Creek and South Slocan Camps—From New Denver by steamer 20 miles.

Sandon and Cody Creek—All rail from 20 miles. Steamer and rail from Revelstoke via Nakusp and Three Forks. Distance from Three Forks four and one half miles.

St. Mary's country—Steamer from Kaslo or Nelson to Davis Townsite, thence rail.

Three Forks—Steamer from Revelstoke to Nakusp, thence rail; from Kaslo all rail. Distance from Revelstoke 82 miles.

Trail—Rail from Spokane to Northport, thence steamer. Rail from Revelstoke to Arrowhead, thence steamer; rail and steamer from Nelson; from Revelstoke 150 miles; from Nelson 50 miles.

Trout Lake City—Steamer and stage from Revelstoke.

BRITISH COLUMBIA STAGES.

Agassiz to Harrison Hot Springs, 5 p.m., daily.

Ashcroft station to Hat Creek, Cache Creek and Clinton, Monday, Wednesday and Friday at 5.30 a.m.; **83 Mile House, 105 Mile House, Lac La Hache, 150 Mile House, Soda Creek, Quesnelle, Alexander, Monday and Friday at 5.30 a.m.** to Barkerville, Van Winkle, Cottonwood to Quesnelle Forks and Keithly Creek, alternate Mondays at 5.30 a.m.; **Horsefly, Chilcotin, Monday at 5.30 a.m.**; to Lillooet and Pavilion, Monday at 5.30 a.m.

Clin'ou to Lillooet and Pavilion, Thursday, 5 a.m.

Duncan's Station to Cowichan Lake, Friday, 11 a.m.

Golden to Galena, Columbia Valley, Windermere, Wild Horse, Thunder Hill, Fort Steele, Fairmont Springs and St. Eugene Mission every Tuesday.

Kamloops to Rockford, Quilichena, Nicola Lake, Coutlee and Lower Nicola, Monday, 6 a.m.

Lower Nicola to Granite Creek and Princeton, Friday a.m., on arrival of

stage from Spence's Bridge.

Nanaimo to Nanoose Bay, French Creek, Parksville, Errington, Alberni, Tuesday and Friday 1 p.m.

Penticton to Fairview, Osoyoos, B.C., Oro, Loomistown, Conconully, and Ruby City, Wash., on arrival of steamer from Okanagan Landing, due Monday, Wednesday and Friday.

Penticton to Camp McKinley, Sidley Rock Creek, Boundary Falls, Midway, Kettle River and Grand Forks, Tuesday, Thursday and Saturday 7 a.m.

Spence's Bridge to 22 Mile House, Lower Nicola, Coultce, Nicola Lake, Quilchena, Douglas Lake, Rockford and Stump Lake, Thursday, 7 a.m.

Vancouver to Eburne, Terra Nova, Lulu Island and Steveston, daily, except Sunday, at 2.45 p.m.

Vernon to Okanagan Mission and Kolumna, Tuesday, Thursday and Saturday at 8 a.m.

Vernon to Lumby, Monday, Wednesday, and Friday at 8 a.m.

Grand Forks to Midway, Boundary Falls, Greenwood, Carson and Marcus, Wash., daily except Sunday.

THE ALPHA BELL COMPANY.

Mr. Geo. E. Bower and H. DePencier, Vice President and Secretary of the Alpha Bell Gold Quartz Mining Co., have returned from the Company's claims on Bridge River (the Ida May and Homestake) and report the property looking well and improving as development work proceeds. The ledge has been stripped for forty feet and shows free gold all along. A bunk house 24 feet by 36 feet has just been completed; also a blacksmith shop close to the dump. Another week will see 6 months supplies on the ground, and a strong force of men will be engaged on development work the entire winter.

The above gentlemen brought back 150 samples.

EN-ROUTE TO THE YUKON.

The following letter sent to a Mr. Vachon, of Golden, by a brother of his, speaks for itself as to the horrors of present journeying to the Yukon via the White Pass. The letter is dated October 4th and reads as follows:

Dear Brother,—I am now six miles from Lake Bennet, with all my provisions, &c., in good condition. I still have hopes of getting down the river this fall. I am in good health, but almost played out with fatigue. My horse is almost gone; been feeding him with rolled oats the last four days, and he had no hay for eight days. Hope the three of you are in good health. To-day and yesterday fine, but we have been having winter for ten days up to yesterday. Some of the small lakes are frozen over. Write long letters and address to Lake Tagish, White Pass trail, care of Capt. of mounted police. I will



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try to have the letter forwarded to me, but God knows where that will be. The trail is strewn all along with dead horses and we have to walk and jump over them, besides hundreds that have rolled over cliffs out of sight. Such misery to men and horses was never seen. I am ahead of all the Vancouver boys who started with me and many have gone into winter quarters. A great many have gone right back. Good wishes to all, from E. VACHON.

The CRITIC is the best advertising medium in British Columbia for business men, manufacturers and other who wish to do business with mining men.

INTERNATIONAL NAVIGATION & TRADING CO. Limited.

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

TIME CARD

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

Tickets sold and Baggage checked to all U.S. Points
Leave Kaslo for Nelson and way points, daily except Sundays, 5:45 a.m.

Arrive Northport 12:15 p.m.; Rossland, 3:40 p.m.; Spokane, 6 p.m.

Leave Nelson for Kaslo and way points, daily except Sunday, 5:30 p.m.

Leaving Spokane 8 a.m.; Rossland, 10:30 a.m.; Northport, 1:59 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.,

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Arrive Nelson 8:00 p.m.

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The latest news of this hydraulic gold gravel mine in Cariboo is as shown by stamp mill crushing satisfactory. Sixty tons a day were treated and a five days' run yielded \$2,400.

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Can You Spare an Hour? Then go out and find four people who will pay 25 cents each for THE MINING CRITIC for three months, and send their names and money with the names of yourself and five friends, to whom we will send the paper free for three months.

NAMES AND ADDRESSES.

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Please fill out this blank at once and return with one dollar to the publishers.

The B. C. Mining Critic, Vancouver, B.C.

A SILVER QUESTION COMPROMISE

The MINING CRITIC referred last week to Mr. Thos. Cornish's suggestion of this in the London Mining Journal. The arguments which he, in proof of his position, adduces are as follows: "My views are," he says, "somewhat different to those of most other people, and will, I think, be found acceptable ultimately, as the most reasonable solution of the difficulty of finding a ratio that will satisfy the majority of nations and individuals. When I first laid down the axiom that 'Gold is real wealth, and the standard by which all other wealth must be measured,' which is now proving itself a truism, I caused considerable discussion as to what were termed my remarkable views on Political Economy. I was informed by some of my critics that I had not sufficiently studied the problem mastered by Political Economists. Other would-be critics of my work, 'Gold Mining, its Results and its Requirements,' 1875, said that gold in itself was really worth nothing; only as a means of purchasing other commodities is it valuable, and that value is regulated according to its scarcity. Such was the kind of criticism with which my views on the importance of gold mining and the production of the money metals from the earth were met.

All nations and civilised peoples want more gold and silver than they have, and the amount produced annually is, comparatively speaking, trivial in proportion to the requirements of the money users. It may not be generally known that the production of gold and silver throughout the world available for coinage does not amount to 1s. per head of the population annually; therefore it is preposterous to talk about an over-production of gold and silver. The production of gold and silver in the United States of America, the largest producers in the world, does not amount to \$1 per head of the population of that country.

Great Britain, Germany, France, Spain, Italy, Turkey and other Continental States, except Russia, produce but little or no gold, and very little silver, and, therefore, have to depend for their gold supply on a system of concentration through the channels of finance, trade, commerce and industry, or on climatic conditions or historical association. As the gold blanket is not big enough to cover the financial nakedness of all nations, it is essential that silver should bear a fair share in finance with gold.

"To this intent, and with the object of propounding a fair solution of the difficult problem of how to harmonise the using of gold and silver conjointly without interfering with their relative values, I brought forward a proposition before the London Chamber of Commerce, in 1893, as follows:

"That in the opinion of this meeting it is desirable that a basis of value as to

the relative positions which gold and silver should bear to each other should be established, and that silver should bear a ratio to gold as a legal tender and payments of indebtedness to the extent of 10 per cent. with gold (as a legal tender)—thus for every £100 of indebtedness banks and other monetary institutions, or individuals, would have the option of paying £30 in gold, and £10 in silver per £100." This simple and effective plan would injure no one, but would benefit many, and if initiated by England and her dependencies and America, the rest of the world would no doubt adopt a similar ratio. I advocate the issuing of silver notes of (say) 10s. and 20s. each, payable on demand in silver only. This would give banks the privilege of holding and paying out when required 10 per cent. of their coinage payments in silver. It would also have the effect of bringing silver into a wider sphere of usefulness without in any way depreciating the value of gold. During monetary panic and crisis, it would have the effect of creating greater confidence in the strength of monetary institutions, of their being able to meet their engagements to pay the indebtedness in coin. It would give to silver a stable and satisfactory position as a helpmeet to gold in finance throughout the world, and so we should avoid all these ridiculous panics and scares that so often occur.

"Take for instance the time of the 'Baring' crisis, when there was such an outcry about the scarcity of gold that the Bank of England found it advisable to borrow some four or five million sterling of gold from France and Russia. Now had the Bank of England and other banks had the privilege of holding in their coffers and paying out when necessary 10 per cent. of their indebtedness in silver or silver notes, there would have been no necessity for borrowing gold from other countries. Take again the late financial crisis in Australia; here was a country producing gold and silver from the mines in enormous quantities, and yet unable to finance itself through a crisis brought about by senseless speculation and extravagant public and private expenditure.

"The silver production from the mines was being sacrificed at about half its proper money value in coin, which silver, if coined at the Melbourne and Sydney mints, and held by the banks as coin at the ratio of 10 per cent. to gold, would, in all probability, have saved most of them from panic at the time, and thereby have averted a great financial disaster, with loss and ruin to many innocent people. Of course, some selfish persons may argue that if silver were allowed a fair standing with gold to the extent of only 10 per cent. that it would cause it to rise in price to a fair value. Well! suppose it does; what then? Is anybody injured thereby? None, but millions would be benefited; and trade, commerce and industry would expand

throughout the world.

"The depression in the value of silver was in reality brought about by a ridiculous scare through ignorance of the sources of supply and fear of over-production, which operated adversely on the minds of interested or foolish alarmists.

I have often pointed out in my works, lectures and writings that there be no fear of an over-production of gold or silver, as so many of our timid financial alarmists dread. When we find that the bulk of the population of this and other countries have more gold and silver coins than they can conveniently utilise, then will be the time to consider the question of over-production.

At present, for years past, and in future the prevailing want of all mankind is more money in gold and silver, and this new money can only be supplied by mining. Then that industry becomes, as I have contended, a most important one that deserves the intelligent consideration and attention of all classes.

Gold and silver are produced from the earth by similar processes. Their production as new money gives life and vitality to other industries and increased prosperity to all around. Why should efforts be made to depreciate the value of silver as against gold, when both can be utilised to advantage in unison on the terms I have suggested of silver bearing a 10 per cent ratio to gold?"

VIA EDMONTON TO CLONDYKE.

Is, according to those who recently attempted it, one of the most lengthy, wearisome and hazardous routes imaginable, if route it may be called. Absolutely impracticable in winter. The chances are, under existing conditions, that were a party to seek to make the Clondyke via Edmonton, half its members would likely perish by the way, either from drowning or other accident or as a result of constant exposure. Trails are practically unknown in the northern part of the route, and the Great Slave Lake, stated to be very large, and wide and stormy as Lake Superior itself, has to be crossed by frail canoes. The route from Edmonton is practically non-existent, save in the brain of one of many local boomers, who have made far too much of the possibilities of that Alberton town, which is as poor a centre of departure for Clondyke travel as most seem to think it a good point to leave for other reasons.

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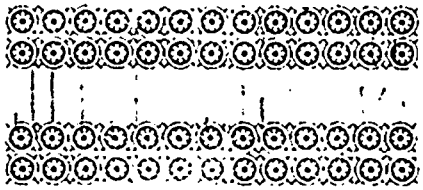
Trains Run on Pacific Standard Time.

Going west	Daily	Going east
Lv 8:00 a.m.	Kaslo	Ar 7:50 p.m.
" 8:36 "	South Fork	" 8:11 "
" 9:26 "	Sproule's	" 8:45 "
" 9:51 "	Whitewater	" 9:01 "
" 10:01 "	Bear Lake	" 9:58 "
" 10:38 "	McGulgan	" 1:01 "
" 10:58 "	Junction	" 1:12 "
Ar 10:50 "	"	Lv 1:50 "

SANDON AND CODY

Lv 11:00 a.m.	Sandon	Ar 1:45 p.m.
Ar 11:27 "	Cody	Lv 11:25 a.m.

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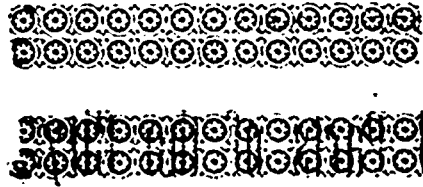
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CROW'S NEST COAL.

The Crow's Nest Coal Company has now some twenty colliers at work on a seam seven feet wide containing excellent coking coal. The force will be greatly enlarged when railway communication with Robson and Rossland is open next year, by which time it is estimated that several thousand tons will be ready for shipment. It therefore appears as if even ere the end of 1898, the collieries in the Crow's Nest district of East Kootenay will begin to range beside the Vancouver Island producers as large shippers of coal and coke. British Columbia will soon, and that easily, take pride of place as the greatest coal mining region in all Canada. Nova Scotia will be quite distanced.

YET ANOTHER APPLICATION.

Mr. McDonell, of Vancouver, is about to apply for a Dominion charter of incorporation for the parties to the Coast-Kootenay scheme. The intended company's aim is to construct a railway from Burrard Inlet at or near Vancouver to New Westminster, thence to Hope and beyond to the Columbia river and Lethbridge, Alberta, with power to construct a branch to Kamloops and to some point on the Gulf of Georgia and to own and navigate vessels on the coast and inland waters of the province. The C. P. R. will have a say in this matter, of course, and whatever the fate of this application for charter of incorporation, will no doubt in the end win the day in the struggle to connect Hope with the South Kootenay mine country via Boundary. Sir Wm. Van Horne, by the bye, says that the C. P. R. never buys a charter second hand. It gets them often enough, however, somehow, and for value, as witness the B.C. Southern and many another deal in charters or charter rights. And more than one charter is now held under another title of incorporation, in trust for the C. P. R. However, whatever the particular method, the important fact to note is that the C. P. R. gets there just the same, and this, practically, every time. So doubtless will it be with the Hope-Kootenay rail road scheme, and some day, perhaps 10 years hence, a railroad from Vancouver to Chilliwack may and will, also be built by the C. P. R. unless the hands of its capable and astute directors before then get lost in their counting. After recent occurrences, the MINING CRITIC "takes no stock" in "railroads for the people" platform platitudes. At present they are in vogue in Western Canada save vote catching, except when the utterances are made by too sanguine enthusiasts, who continue to believe state railroad ownership in Canada practicable, when a majority of members of legislatures and of parliament, however they talk of the matter, prefer to build and work railroads through corporations.

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TALL TALK.

The London, Eng., Daily Mail, which has lately taken to booming Clondyke, states that a Mr. John Mackie, late of Canada's Frontier Police—by which it doubtless means the North West Mounted Police—will next spring pilot a party to the northern gold fields. Mr. Mackie has had, it would seem, an Australian as well as Canadian experience and written a novel of Antipodean bush life. He has, according to the Mail, a wonderful bump of locality, and what is more, "knows every inch of British Columbia." A remarkably man truly, the last statement proving Mackie almost a greater discoverer than Livingstone himself, considering that as about a third of B. C. is practically unexplored he must have obtained the wondrous knowledge of our vast province wherewith the Mail credits him, by intuition. Mackie is to make the Clondyke, it seems, from inland Canada, probably via Edmonton, whence, by the bye, those who lately tried the route describe access to the Clondyke as practically impossible. Who in B. C. has met this wonderful provincial explorer, Mackie. The MINING CRITIC would like to know more about so remarkable a man, whose achievements in discovering unknown B. C. have proved so remarkably successful.

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