

Technical and Bibliographic Notes / Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

Coloured covers/
Couverture de couleur

Coloured pages/
Pages de couleur

Covers damaged/
Couverture endommagée

Pages damaged/
Pages endommagées

Covers restored and/or laminated/
Couverture restaurée et/ou pelliculée

Pages restored and/or laminated/
Pages restaurées et/ou pelliculées

Cover title missing/
Le titre de couverture manque

Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées

Coloured maps/
Cartes géographiques en couleur

Pages detached/
Pages détachées

Coloured ink (i.e. other than blue or black)/
Encre de couleur (i.e. autre que bleue ou noire)

Showthrough/
Transparence

Coloured plates and/or illustrations/
Planches et/ou illustrations en couleur

Quality of print varies/
Qualité inégale de l'impression

Bound with other material/
Relié avec d'autres documents

Continuous pagination/
Pagination continue

Tight binding may cause shadows or distortion along interior margin/
La reliure serrée peut causer de l'ombre ou de la distorsion le long de la marge intérieure

Includes index(es)/
Comprend un (des) index

Title on header taken from: /
Le titre de l'en-tête provient:

Blank leaves added during restoration may appear within the text. Whenever possible, these have been omitted from filming/
Il se peut que certaines pages blanches ajoutées lors d'une restauration apparaissent dans le texte, mais, lorsque cela était possible, ces pages n'ont pas été filmées.

Title page of issue/
Page de titre de la livraison

Caption of issue/
Titre de départ de la livraison

Masthead/
Générique (périodiques) de la livraison

Additional comments: /
Commentaires supplémentaires:

This item is filmed at the reduction ratio checked below /
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	14X	18X	22X	26X	30X
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
12X	16X	20X	24X	28X	32X

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. 23, 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.

Views and descriptions of mines and mining locations solicited.

Subscription, Two Dollars a year, payable in advance. Remittances should be made by Express, Postal Order or Bank Draft payable to the "British Columbia Mining Critic."

Advertising rates quoted on application.

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.

A MODEST REFORM.

It is satisfactory to note that although the Hon. J. H. Turner cannot see his way clear, as head of the Provincial administration, to promise abolition of the license tax on precious metal mining companies, he has at last concluded that it is inadvisable—save in the case of miners locating and holding claims, on whom the impost may still with reason be levied—to continue the tax of \$5, now imposed as a license fee on every working miner. The miner working for wages and not seeking claim ownership usually pays, directly and indirectly, quite enough taxation out of money often earned under the hardest of conditions, without being subjected, in respect of his right to live in B. C. by working at his craft, to a special levy from which other and usually better situated industrialists are exempt.

Anticipation of the coming general election campaign and a popular demand then likely to be raised, has doubtless not a little to do with the Premier's acquiescence in a proposed reform, previously neglected by the Provincial Government, though often pressed. But whatever the main motive for the Premier's change of front, it must, of itself, be regarded as satisfactory. Nor will the abolition of the license due

in the case of the ordinary working miner, lose the Provincial treasury any very great or indispensable amount, though it will relieve many individual cases of hardship. Large numbers of miners, anxious to locate claims, will continue to take out and pay for the special license fee, so that, allowance being also made for the present cost of collection of an obnoxious levy, the Provincial Government will very likely not find the revenue from miners' licenses lessened by more than about \$20,000.

Meanwhile mine revenue receipts in the form of fees, royalties and other incidental taxation will continue for some and probably many years to increase by leaps and bounds, as the result of the continuous development of what is now the greatest industry of British Columbia.

C. P. R. POLICY.

Sir Wm. Van Horne has, as President of the Canadian Pacific Railway Co., declared very frankly and emphatically the general policy of his Company in relation to Vancouver and its varied interests. On one point his declaration will satisfy every Vancouverian, in that it assures the City that the C. P. R. will next spring establish, with Vancouver as its Western Pacific starting point, absolutely the best combined steamship and railroad service to the Yukon country, which will, as already stated, most probably be entered via the Stickeen River, then along an intermediate rail route between Glenora and Teslin Lake and thence by well-appointed steamers on that Lake and the Yukon River. In other respects Sir Wm. Van Horne's declarations are more open to difference of opinion, but they have the merit of exceptional frankness, and thus "clear the air" of all mystery. It is learnt from these declarations that, as already shrewdly suspected by the well-informed and observant, the C. P. R. holds that the Robson, Penticton, Boundary Creek and Similkameen route between South Kootenay and Hope on the Fraser River, all lies distinctly within what may, speaking in the Company's parlance, be described as

PROVINCIAL LIBRARY
VICTORIA, B. C.

controlling influence. Hence Sir William Van Horne states that all the powerful influence of the C. P. R. Company will be brought to bear to secure the charter and other privileges for the C. P. R. throughout this region, no matter what opposition be brought to bear either by the present men of the Coast-Kootenay railroad project, or by Mr. Heinze and those associated with him in the Columbia & Western line. Sir William adds also, that if Vancouver City specially aids by subsidy or otherwise, any such competing company in the Boundary and Similkameen country, the C. P. R. will regard the municipal action as hostile and in return govern its railroad service extension policy accordingly, rendering this apparently less fully than at present contemplated, in favor of Vancouver's local trading and other interests. The C. P. R. President adds, in justification or excuse of the threatened action, that any other railroad scheme to tap the country in question must be dependent upon some American railroad, probably the Northern Pacific, and therefore militate strongly against the development of the great Canadian railroad, with whose future the Terminal City's interests are indissolubly connected.

THE MINING CRITIC, not being in politics, prefers not to discuss the pros and cons of the large issue thus raised. Hence we shall content ourselves with noting certain practical conclusions which are of very special significance to Vancouver, and seem to us to be capable of brief epitome as follows:

The C. P. R. policy declared by Sir William Van Horne means first, that Vancouver must and will become the chief Western entrepot for next year's outfitting trade in connection with the Yukon, a fact of very great importance since whatever be the real acquirable gold wealth of the Clondyke, which THE MINING CRITIC has believed and still believes to be considerably exaggerated—there is not a doubt that thousands of gold seekers and traders will flock thither next year by the C. P. R. route. The railroad policy means next, unless we seriously misinterpret the "signs of the times" at Ottawa and elsewhere, that neither the Coast-Kootenay people nor the Heinze group of financiers will succeed in thwarting the C. P. R. in its effort to secure the necessary railroad charter and other rights in connection with the opening of

coast and on the other with Robson and other south Kootenay points. Doubtless a deal can and will in due course be arranged with the chief men now behind the Coast-Kootenay project, who know well and are just as well known by the heads of the C. P. R. We also believe that the Heinze group cannot successfully contend against the C. P. R. If so, there vanish into thin air much discussed plans for constructing and working a railroad between the Coast and South Kootenay in competition with the C. P. R. The former men of the Coast-Kootenay railroad were not strong enough for their task and it is questionable indeed—despite a large recorded volume of platform talk and a considerable amount of curious "lobbying" at Ottawa and elsewhere—whether some of the projectors meant more than the making of a good bargain and sale of their railroad charter and other rights.

As a result the C. P. R. holds the fort and commands the situation, as Sir Wm. Van Horne always predicted that his railroad would, and what remains to be done is to obtain as good terms as are possible for the protection of public interests, by reasonable conditions to be imposed on the C. P. R. by the Dominion Parliament and the Provincial Legislature respectively.

Meanwhile we note with satisfaction that the consummation of the present plans of the C. P. R. should in general tend to increase very markedly the importance of Vancouver as a mine supply centre.

AN IMPORTANT INTERVIEW.

Ere these lines appear in print, the Hon. J. H. Turner, M.P., and Sir Wm. Van Horne will, it is stated, have met in important conference, regarding, doubtless, amongst other matters, railroad extension and Provincial subsidies in connection therewith, as affecting the Robson, Boundary and Similkameen country.

We shall most probably not err if we surmise that the C. P. R. will arrange terms, which the Provincial Premier will recommend to the favorable consideration of his government and the majority in the House behind it. The Premier knows well the practical strength of the C. P. R. position, which he and his colleagues can scarce afford to disregard, as things are.

The Premier's position in connection with the Provincial government, notably the Hon. C. E. Pooley,

have very intimate professional associations with Mr. Heloze and his colleagues of the Columbia and Western Railroad, and cannot therefore but regard it in a friendly way; true also that Mr. Heloze is or has been "persona grata" with the Provincial Government members in general.

But the Hon. Col. Baker, M.P.P., is, as Minister of Mines, likely, however, associated as he now is with the C. P. R. in colliery and other industrial enterprise, to be by no means unfavorably disposed to Sir William Van Horne and his Company. And it is "quite in the cards" too that the Heinze group of capitalists may in the end come to terms with their great railroad competitor, believing in this case that the maxim holds that "it is good to agree with thine adversary quickly"—when the latter is assuredly the stronger.

The Coast-Kootenay railroad projectors can probably be satisfied without grave difficulty by the C. P. R. and their possible opposition may therefore in all probability be regarded as "quantitate negligible."

Prophecy as to public affairs is hazardous, in a world where, as a world renowned statesman once remarked, "the unexpected always happens." But this notwithstanding, we opine strongly to a belief that the result of the Turner-Van Horne conference will not in the end disappoint the C. P. R.

A CONSERVATIVE ESTIMATE.

Mr. Bratnaber, who has lately visited Alaska in the interests of the Rothschild syndicate, thus speaks from information carefully gathered as to the prospects of the Clondyke. He utterly repudiates the prophecy that the Clondyke will yield \$50,000,000 next year, and says:

"The district will probably produce five to six million dollars during the twelve months we are now entering upon. Considering the age of the camp and the stupendous difficulties to be overcome, \$6,000,000 will be highly creditable to the country and means that the prophesied \$50,000,000 may materialize in the course of a few years."

This is more like the possibilities of the case and bears out exactly what all old Cariboo miners have long asserted, viz., that the Clondyke, whilst a much harder and more expensive country, will probably not better the record of the famous Cariboo placers.

ASHCROFT WATER WORKS.

Now that Ashcroft is again becoming a busy mine supply centre and as such certain to grow speedily in population, waterworks are becoming increasingly necessary. Mr. Shields has, it is learnt, succeeded in raising the necessary capital and he will be in the work at once of putting in an adequate plant.

A TERRIBLE OUTLOOK.

It is just reported on the authority of many a fugitive miner making southwards as fast as he can to winter, that there are now nearly 7000 people in Dawson, with only winter supplies enough for about a third of them and no prospect of provisions getting in. As many will therefore leave as can, though the difficulty of emerging in the winter weather that has now closed in on the Yukon is very great. Grave disaster is consequently feared for many a Dawson and the worst of consequences are also apprehended for many ill-supplied gold seeking wanderers that are yet on the mountain trails or in the passes. Hundreds, if not thousands, of poor deceived people who made for the Yukon all too late in the season will execrate the very name of the utterly conscienceless boom city of Seattle, which richly deserves in retribution to lose the expected large outfitting trade of the coming spring. Much of this will in any case be diverted to Vancouver, and some also to Victoria, as a result of the combined influence of Canada's import duties and the projected fast and easy rail, steamship and stage service which the C. P. R. will inaugurate ere April next via Vancouver, the Skekeen river and Teslin lake.

MANAGEMENT OF MINES.

There is a class of people investing in mines, who, from a somewhat limited acquaintance with the present condition of the industry, imagine that the management of a mine is an occupation which any one, without former experience in the business of mining is capable of making a success. They seem to think that a mine is a synonymous term with a mine of wealth. That because mining is a great wealth-producing industry, their mine will be a flowing spring from which the leads are made to pour out, under the management and supervision of a poor relative, the proceeds of a poor relative, has faith in other lines of investment. Investors with this idea are to be met in England. They are not resident in the district in which the mine is located, and naturally give to be represented in the financial management of the concern by a friend or representative in whom they place implicit trust. This is a good motive, if their representative in charge has sense enough to know his own weakness, and hires a consulting mining engineer to periodically direct his actions and give the necessary technical advice, or employs an experienced manager who knows the mining and metallurgy of the ore the property produces, both of which ways are an extra expense on the mine. This failure of incompetency in mine management has been the most prolific cause of failure of British or foreign capital to earn dividends and make a success of the operation of all kinds of

mines, not only in the United States, but in other countries. Some capitalists do not seem to understand the fact that the successful operation of a mining concern in these times requires a long business training in mining, over and above the necessary qualification of ordinary commercial tact in trade and in the management of workmen.

The use of large plants in the operation of low grade ore has cheapened the mining and metallurgy of almost all minerals, and made experienced management necessary. The bonanza mine which is rich enough, so to speak, as to run itself, is not seeking a purchaser when it is found, for the owners know too well how scarce they are, and will not sell; they prefer to work on a small scale, and increase the enterprise from the profits of mining. At the present time the class of properties requiring the investment of more capital, are of the class which need the most experienced management.

The above quotation from the Metallurgical Journal of Los Angeles, written with special view to the United States, quite as truly applies to B.C., where already some British capital is in several well-known cases remaining unproductive through lack of capable management.

THE WORLD'S SILVER PRODUCTION.

The past year's silver throughout the world approximated to 172,500,000 oz., compared with 169,180,000 oz. in 1895, 126,095,000 oz. in 1890, 91,610,000 oz. in 1885, and 74,735,000 in 1880. The United States and Mexico are, of course the two leading producers. Bolivia comes third with a year's return of 22,500,000 oz., Australasia comes fourth with a yearly return of 16,200,000 oz.; then Germany, with 6,100,000 oz.; Chile, 5,200,000 oz.; Spain, 3,600,000 oz.; Peru, 3,300,000 oz.; Canada, 3,140,000; Austria-Hungary, 2,300,000 oz.; Japan, 2,250,000 oz.; Colombia, 1,750,000 oz.

THE GREAT WESTERN, OF SLO-CAN.

On the 15th inst., the Two Friends Mine, Limited, of Vancouver, completed the final payment on this mine, and the Great Western is now the absolute property of the Two Friends Company. The price which was paid for the mine (\$50,000 in cash) is, it is believed, the largest cash consideration paid by any local company for its mine. Shipments continue steadily, and development is progressing favorably in Nos. 3 and 4 tunnels. The buildings for the men have been completed, also snowsheds, and are of a most substantial and comfortable character, and will enable the work in the tunnels to be carried on all winter. The directors are confident as to the increased prosperity of the Company.

ENGLAND WANTS IRON.

Quoth the Victoria Times:
 "The London, Eng., Ironmonger thinks that the iron ore deposits of Spain having become exhausted, it would be advisable for British iron-masters to investigate the iron ores of Newfoundland, which, according to Dr. Greuffell, are immense in extent. He reports that unlimited quantities of hematite ore of first-rate quality exists at Bell Island; magnetic ores and pyrites in many places, and chrome-iron ore in abundance at Port-a-Port. There are also rich deposits of nickel ore, asbestos, copper and coal. 'We ought not to let these minerals drift into the hands of American firms,' concludes the Ironmonger. But what is Newfoundland compared with British Columbia for mineral wealth? Nothing!"

The Times then, after a criticism of the Provincial Government, inferentially suggests that England should in preference draw on B.C.'s iron deposits. Newfoundland is, however, by an easy sea route very near the old country; we are much farther removed. Hence we opine that England will preferably and naturally go to Newfoundland for iron. We must long rely rather on our gold, our copper and our silver, more especially the two former, each of which England wants in abundance.

FREE GOLD AT GRAND FORKS.

It is stated that free gold has been found in very paying quantities on the Ruby claim near Grand Forks. The owner, Mr. Joseph Ward, is about to test it with a small stamp mill of a one ton daily capacity. Small expense will thus be incurred by him even if the claim should not justify present expectations as a free gold producer. The properties on Hardy Creek, the site of the Ruby claim, have up to now been regarded as and treated for copper gold smelting ore. They are yet in a very early stage of claim development.

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. Charleson, Mining Brok., 117 Hastings St., Vancouver.

COMPANIES	No. OF SHARES	PAR VALUE	PRICE
TRAIL CREEK.			
Albion	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	11
Beaver	750,000	1.00	10
Big Chief	1,000,000	1.00	10
Big Three	3,500,000	1.00	10
Bluebird	500,000	1.00	10
Breco	1,000,000	1.00	10
Bute	1,000,000	1.00	10
Caladonian Con.	500,000	1.00	05 1/2
California	2,500,000	1.00	8
C. & C.	500,000	1.00	8
Castle Queen	750,000	1.00	7 1/2
Centric Star	500,000	1.00	10
Coloma	1,000,000	1.00	18
Commander	500,000	1.00	18
Crown Point	1,000,000	1.00	10
Deer Park	1,000,000	1.00	12
Della Colla	1,000,000	1.00	2
Delaware	1,500,000	1.00	12
Eastern Star	500,000	1.00	20
Enterprise	1,000,000	1.00	20
Erbe	1,000,000	1.00	04
Evening Star	1,000,000	1.00	11
Georgia	1,000,000	1.00	10 1/2
Gertrude	500,000	1.00	10 1/2
Golden Drip	500,000	1.00	11
Golden Queen	1,000,000	1.00	10
Great Western	1,000,000	1.00	11
Hattie Brown	1,000,000	1.00	8
Heben	500,000	1.00	04
High Ore	500,000	1.00	4 1/2
Home Lake	1,000,000	1.00	6
Idaho	500,000	1.00	10
Imperial	1,000,000	1.00	05
Independent	1,000,000	1.00	06
Iron Horse	1,000,000	1.00	15
Iron Mask	500,000	1.00	35
I. N. L.	1,000,000	1.00	10
Josie	700,000	1.00	33
Junco	500,000	1.00	75
King of Temples	500,000	1.00	04
King of London	1,000,000	1.00	10
Le Roi	500,000	1.00	8 5/8
Lily May	1,000,000	1.00	11
Mayflower	1,000,000	1.00	12
Merch.	700,000	1.00	10
Montana	750,000	1.00	20
Monte Cristo	1,000,000	1.00	19
Morning Star	1,000,000	1.00	05 1/2
Nest Egg	500,000	1.00	3 1/2
Northern Belle	1,000,000	1.00	10
Northern	1,000,000	1.00	06 1/2
O. K.	1,000,000	1.00	10
Palo Alto	1,000,000	1.00	5
Phoenix	500,000	1.00	11
Pogrom	700,000	1.00	9
R. E. Lee	500,000	1.00	12 1/2
Red Mountain View	1.00	1.00	7
Red Point	1,000,000	1.00	10
Rochester	500,000	1.00	10
Rossland Star	1,000,000	1.00	15
Rossland, Red Mt.	1,000,000	1.00	22
St. Elmo	1,000,000	1.00	05
St. Paul	1,000,000	1.00	8
Silverline	500,000	1.00	4
Southern C. & W. C.	500,000	1.00	20
Sultan	1,000,000	1.00	10
Trail Mining Co.	250,000	100.00	10
Union	500,000	1.00	10
Virginia	500,000	1.00	11
War Eagle Con.	2,000,000	1.00	03
West Le Roi	500,000	1.00	21
White Bear	2,000,000	1.00	11
Young British Am.	1,000,000	1.00	06
AINSWORTH.			
D. Hie	700,000	1.00	12
Eben	1,000,000	1.00	07 1/2
BOUNDARY			
Old Ironsides	1,000,000	1.00	9
CAMP MCKINNEY			
Cariboo	600,000	1.00	54
CAMP FAIR VIEW.			
Ocidental	600,000	1.00	5
NELSON.			
Exchequer	1,000,000	1.00	10
Hall Mines	3 0.00	21.00	10
NORTHPORT.			
Red Top	1,000,000	\$1.00	10
SLOCAN.			
Athabasca	1,000,000	1.00	35
Alamo	500,000	1.00	1.00
Bon Diablo	75,000	1.00	1.00
Bondholder	1,000,000	1.00	25
Buffalo	150,000	25	25
Cumberland	500,000	10.00	16
Dardenelles	1,000,000	1.00	16
Grey Eagle	750,000	1.00	10
Idler	1,000,000	1.00	10
Kootenay-Columbia	400	100.00	

COMPANIES.	No. OF SHARES	PAR VALUE	PRICE
Noble Five Con	1,250,000	1.00	21
Rambler Con.	1,500,000	1.00	40
Reco	1,500,000	1.00	1 70
Slocan Star	1,000,000	1.00	2 40
Sunshine	500,000	10.00	
Washington	1,000,000	1.00	25
Wonderful	1,000,000	1.00	5
TEXADA ISLAND			
Texada Proprietary	1,000,000	25	\$ 0 25
Van Anda	5,000,000	1.00	5
Victoria-Texada	600,000	25	25
ALBERNI DIST.			
Alberni Mt'n Rose	250,000	1.00	05 1/2
Alberni Con.	1,000,000	1.00	10
Mineral Creek	500,000	1.00	05 1/2
Mineral Hill	750,000	1.00	05
Quadra	500,000	1.00	10
CARIBOO			
Cariboo Gold Fields	2,500,000		
Cariboo Hydraulic	500,000	5.00	10 50
Columbia & Cariboo	1,000,000	1.00	15
Horseshoe Hydraulic	200,000		
Horseshoe 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 50
Lillooet Gold Refs.	200,000	25	25
Domain Development	500,000	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	25
Excelstor	500,000	1.00	30

Dividends paid to date are as follows: Le Roi, \$25,000; War Eagle (Old Company), \$57,500; Rambler-Cariboo, \$40,000; Reco, \$150,000; Slocan Star, \$150,000; Cariboo, \$150,000.

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

Payne	\$250,000	Goodenough	\$15,000
Idaho	150,000	Noble Five	50,000
Poorman	50,000	Northern Belle	20,000
Ruth	50,000	Antoine	10,000
Whitewater	40,000	Surprise	20,000
Washington	25,000	Monitor	15,000
Slocan Boy	25,000	Last Chance	50,000

B.C. Mining Prospector's Exchange, Ltd.

612 Cordova St., Vancouver, B.C.

MINING, DEVELOPING, PROMOTING AND BROKERAGE AGENCY

Free Milling Gold:

Also Gold, Copper, Galena and Copper Propositions to sell or bond

Agencies in the principle financial centres.

Call or write for particulars to Secretary.

No Rock and Good Shifting.
HICKS + BROS.
HACKS, CARRIAGES & EXPRESSES
 HACKS ON STAND DAY AND NIGHT
 ... Corner of Cordova and Abbot Streets ...
 Stand Tel. 240 Stable Tel. 226

WINTER TRIP TO THE OMENICA.

FOLLOWING LETTER FROM THE ASHCROFT MINING JOURNAL.

Hearing that you are about to issue a pamphlet on the different routes to be travelled in getting into the Yukon, Cassiar and Omenica districts by way of Ashcroft, I thought I would write and give you an account of my experience in getting into the Omenica last winter, as it may help some of your readers on a like trip.

We left Quesnelle on the 11th of March with eleven sleds and twenty-one men, two men to a sled with one exception, but the men all agree now that one man is the best. Our loads were not heavy, three hundred to a sleigh, and when we got to open country we made an average of twenty miles a day. The sleighs were five inches long, eighteen inches wide and four inches high, with one-and one-half inch runners which were found too narrow. Two inch to three inch is what I shall use if I go in again, as a three inch runner will stand if there is any crust at all, whereas our runners cut into all snow that was not quite hard. We had an example of this, one of our party's being 2 inches.

From Quesnelle we followed a trail, that two Indians from Stuart's lake had made two weeks before. For the first seventy-five miles the winter trail is very hilly, following the old telegraph trail all the way and our hardest work came there. After passing the Blackwater and Mud rivers, however, it follows a chain of small lakes, among which are Bobtail, Grouse and Chinkat, as far as Stony Creek. On getting there we found we could not make Stuart's lake in less than three days and as we were just out of grub decided to go to Fraser lake, where there was a Hudson Bay Company's post, about twenty-five miles from Stony creek. From Fraser we made Stuart's lake in two days and laid off there three days. From there the trail runs up to Manson creek by way of the Nation river, but as we had had a little experience of travelling on lakes we decided to go a hundred miles out of our way and keep to them if possible.

On leaving Fort St. James on the southern end of Stuart's lake, which we did with sorrowing hearts, as it was there we had our last taste of potatoes and fresh milk, we struck due north to the mouth of Peace river, which we made the first night, about thirty-two miles, then up the river to Cross or Trembleur lake and from there up Middle river to North Tatlah lake. After getting up it about forty miles we struck the toboggan trail that Indians made for packing into Manson creek from Hazelton, and then left the lake, going due east about seventy or eighty miles, getting into Manson creek on the sixth of April. As soon as we struck the Indian trail we had a picnic, as the toboggans had packed it hard and firm, and there

were old camps about every three miles along it, relieving us of the necessity of making a fresh camp every night. We carried a fly, which is the same as half a tent, cut from the ridge pole down. It is warmer than a tent, as a large fire can be built all along the face and it will draw the heat in the same manner as a reflector camp oven does and besides there is the reduction in weight. We had two pair of single or one pair of double blankets, and although the thermometer often went as low as 30 degrees below zero we always slept warmly.

The snow at Manson creek, where the companies that are operating in Omenica are located, disappears about the tenth of May, so that operations can commence at a comparatively early date there.

The trail in the summer is from Stuart's lake by way of the Nation river. The feed is good along this trail and about every fifteen miles you will find creek bottoms with grass enough to feed all the pack trains in British Columbia. About 15 miles from Stuart's lake there is a prairie covered with rich wild grasses and wild peavine. It is about five miles square and quite level. A large creek bounds it on two sides and altogether a finer proposition for a stock ranch could not be found. Then again about ten miles further on the north side of the Nation there are about six miles of valley land that the trail passes up that are also very rich in grass.

On coming out this fall we came from St. James on the Stuart lake to Soda creek in a canoe, a distance of two hundred and fifty-two miles in four hours and one-half. The rivers are easily navigated, canoes and scows coming down the whole way all the summer. You come down the Stuart river to the Nechaco and from it to the Fraser.

The country around Manson creek contains some of the finest hydraulic propositions in the country, and next year there will be numerous companies operating there, besides those that are already operating ground there.

There are two sawmills on the creek within a mile of each other capable of turning out from three to five thousand feet a day, and one has already cut about seventy-five thousand. It belongs to the 43rd Mining and Milling Company, of Ottawa. The other one is being run by the Omenica Consolidated hydraulic mine, of Victoria. Both these companies have good claims on Manson creek and expect a golden harvest, which from appearances seems assured. On Germanson creek, about six miles from Manson, the Caledonia General Mining Association of Victoria have nearly completed about eight miles of ditch and will be in a position to wash next year, and they also are confident, as their claim goes \$1 to the yard.

Charley McKinnon, on Lost creek, a tributary of the Manson, has found a lead that the Chinamen who worked it years ago lost, and as they took out a

pound of gold a day for nearly a year he is also confident of big returns next year.

Chinamen are scattered all through the country and often make \$5 a day by roeking. I have a claim there from which there has been taken as high as \$1 to the pan. I have got 30 cents to two pans. It is on Germanson creek, and if I do not dispose of it this winter I will go up again next year. The country is well adapted to hydraulicing, as water is abundant and there are numerous long level benches along each creek which hardly need to be surveyed to run a ditch on.

There was quite an excitement at Manson this year over some finds that were made on creeks running into the Nation river below the crossing, but as it was late in the summer the prospectors who went in were not able to do much, although they give good accounts of the country.

Hoping this letter will prove of some use to your readers, I am, yours truly,

B. WILKES.

Victoria, B.C., Sept. 28.

KLONDYKE GOLD.

An examination of a number of valuable nuggets from Dawson City, convinces the Western Mining World that the conclusions of geologists as to the erratic action of the ancient glaciers in that section are well founded. None of these nuggets have the slightest suggestion of an angle, being as nicely rounded as one of Emerson's sentences. Conditions do not suggest that this lack of angularity is due to the abrasions of travel, common to many placer propositions in more temperate regions, unless, indeed, it was deposited long before the Klondyke lost its tropical climate. But if this be true, why is the gold found in the frozen gravel instead of below it? The theory that it was conveyed by glacial action seems to be a tenable one. In the fantastic display of force these glaciers' ground up the vein matter, amalgamated the gold it contained, and deposited the precious burden in dirt and ice after it had been subjected to a pressure that effectually destroyed every suggestion of an angle. The Klondyke gold is of a light yellow color, much lighter than Montana gold, and carries none of the sunset tints so noticeable in the auriferous deposits of Australia.

Mines & Mining Stocks

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

Connections in principal cities of Canada, United States and Europe. Correspondence solicited. Address
FRANK S. TAGGART,
219 Cambie St., Vancouver, B.C.
Cable address, "Ambroline," Moreing & Neal, Clough's (new and old), Bedford McNeill, and A. B. O. Codes.

NEAR DONALD.

The Golden Era states that an important find has been made in the Wait a Bit, about 8 or 10 miles from Donald. The Era adds that, "it will be remembered that some months ago several locations were made on Gid's Creek, a tributary of the Bluewater, by C. Bines and others. The claims were located on a very promising ledge which showed free gold. An extension of what appears to be the same ledge has been discovered on the divide between the Wait a Bit and Gid's Creek by A. W. Brown. The ledge is 10 feet, and it is stated can be seen for miles. The ore body is quartz in slate. The trail runs to within three miles of the property. An assay of the rock has been obtained, giving a result of 26 per cent. of copper, valued at \$52 per ton. This assay was from the discovery claim, the Mary Ann. The lead is one that should carry gold as well as copper, though no gold return has been given in the assay. The quartz carries chunks of copper glauco, as well as copper pyrites. Several locations have been made by Donald people. When the Gold Commissioner returns he will be asked to run a trail so as to give access to the property, and Messrs. Shoto and Pitts, and Forrest and Vye, intend doing considerable development work as it can be easily opened by tunnelling."

A LONG WALK.

Alexander McKay has returned to New Denver from a three months' trip in the direction of Clondyke. His mission north was to examine some galena ledges. He went in a canoe with an Indian guide from Wrangel to Telegraph creek, the lake to Dees lake and down the Dees river 260 miles and up the Liard river 26 miles, where he found plenty of galena ledges from two to ten feet wide, carrying about 200 ounces of silver to the ton. The formation is similar to that of the Sloan and McKay thinks it will be profitable mining when a railroad taps the region. Upon the return trip he had to walk 326 miles owing to rain having swollen the streams. It took 25 days of hard walking before Wrangel was reached on the return trip. Game was plentiful and many a grouse and porcupine did Sandy stow away behind his belt. On the Liard river every bar prospected showed \$3 to \$6 a day in gold. He met two Colorado outfits, one guided by Gillespie, of Victoria, going up to Francis lake to winter. In the spring they intend to push on to Clondyke via Peily river. McKay says that this is the best route to Dawson City and that he would not be afraid to make the entire trip with only a gun, some salt and plenty of blankets.

The above quotation from the New Denver Ledge indicates that there should be good placer gold possibilities in Northern Omineca within the boundaries of

our own province, the Liard being a B. C. river. Along it too, climatic conditions are better than those of the bleak and barren Yukon.

EQUITABLE AND BUSINESSLIKE.

The Northwest Mining Association has taken up the matter of the difference between the "exchange" and "brokers'" price for lead, and at its recent meeting in Spokane passed the following resolution:

"Whereas, In the daily market quotations for lead there are two separate prices given, one being that of the New York Metal Exchange, and the other what is known as brokers' price; and,

"Whereas, The margin of difference in these quotations varies widely from time to time, the least being about 10c and the largest about 50c per 100 lbs., thus in our opinion entailing a greater aggregate loss to the lead producer than is just and equitable.

"Resolved, That this association, acting in the interests of its numerous members and lead producers generally, respectfully urges the smelting and refining industries to adopt a uniform rate of 10c per 100 lbs. under the actual New York Metal Exchange's daily quotations for lead; thus abolishing a system which is uncertain, unjust, unbusinesslike and unfair to lead producers.

"Resolved, That the Secretary of the association be instructed to have copies of this resolution printed and forward same to all smelting and refining companies and lead producers in the United States and British America."

EAST KOOTENAY.

A SANGUINE ESTIMATE OF AN UNDOUBTEDLY RICH COUNTRY.

Mr. W. H. Fletcher, one of the locators of the Coronado, in East Kootenay, in an interview regarding that district, said: "I believe the East will excel the West. I am enthusiastic on that point, and I am sure I have reason to be. I have spent considerable time in the Fort Steele district, and have learned something of its resources. We know enough about that district even in its present undeveloped state to distinguish three distinct mineral belts. If we are after silver-lead claims, we know where to find them. If we are seeking copper mines, the region in which they are to be found is clearly defined, and if we want a gold mine of assured richness, there is a gold belt up there as yet scarcely touched by the prospector's pick. We have some great placer claims besides, and taking it altogether we have resources, waiting development which the West Kootenay does not possess. Give us the same amount of development and the same transportation facilities, and with all its wealth West Kootenay won't be in it with us."

COLUMBIA & WESTERN RY. CO.

Time Table No. 6, to take effect July 3, 1907.

EASTBOUND.

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

WESTBOUND.

No. 3 passenger (daily except Sunday)
Leaves Trail 8:15 a.m.
Arrives in Rossland 9:30 a.m.
No. 1 passenger (daily)
Leaves Trail 12:30 p.m.
Arrives in Rossland 1:30 p.m.
No. 5 passenger (daily except Sunday)
Leaves Trail 5:45 p.m.
Arrives in Rossland 7:00 p.m.
Connections made with all boats arriving and departing from Trail.

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

FOR PUGET SOUND POINTS



SS. ROSALIE

Leaves Victoria (except Sundays) for Port Townsend, Seattle and Tacoma, at 8:30 p.m., making close connection at Victoria with the SS. "Charmer," returning leaves Seattle daily (except Sundays) at 10 a.m.

Passengers may, if desired, remain on board at Seattle for breakfast, as steamer lies at her dock until 10 a.m., when she leaves for Victoria.

Round trip tickets at reduced rates. For tickets and information call on

J. K. DAVLIN, Agent,

21-7-0711

75 Government St.

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

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, Jervis Inlet, Froeck, Texada Island, Lund, Hernando Island, Cortez Island, Head Island, Valdez Island, Shoal Bay, Phillips Arm, Frederick Arm, Thurlow Island, Loughborough Inlet, Salmon River, Port Neville, and sails every Friday at 3 p.m. for way ports and Shoal Bay, calling at Bute Inlet every six weeks.

Rivers Inlet and Neas River—SS. Coquitlam sails on 8th and 22nd of each month and will proceed to any part of the Coast should inducements offer.

Mo. Juville and North Vancouver Ferry—Leaves Mo. Juville: 8, 9:15, 10:45, 12, noon, 2, 3 and 5:45 p.m. Leaves Vancouver: 7:15, 10, 11:20, 1:15 p.m., 3:15, 5:15 and 6:2. Calling at North Vancouver each way, excepting the noon trip.

Freight Steamers—SS. Capilano and S. S. 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.

RAND BROS.

STOCK AND MINING BROKERS

Real Estate Agents

CAMBIE STREET, - -

Vancouver, - B. C.

MINING CAMPS AND HOW TO REACH THEM.

ALBERNI.

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

Burley 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.

Dease 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.

FAST 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 to Lillooet.

Golden—On the C.P.R., 275 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—Steamer from Okanagan Landing to Pentleton, thence by stage.

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

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

Osroyos—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.

McMurdo 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., 400 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., 207 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 to Nakusp.

Nelson—Thirty miles from Robson; is the 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, 78 miles; from Kaslo, 28 miles.

Pilot 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 Davie 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.

Aggassiz 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, 108 Mile House, Lac La Hache, 150 Mile House, Soda Creek, Quesnelle, Alexandra, 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.

Clinton 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, Quilchena, Nicola Lake, Coulee and Lower Nicola, Monday, 6 a.m.

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

atago from Spence's Bridge.

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

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

Pentleton to Camp McKintley, 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, Coulece, Nicola Lake, Quilchena, Douglas Lake, Rockford and Stump Lake, Thursday, 7 a.m.

Vancouver to Ebrne, 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.

LEAVING PERRY CREEK.

On the advice of Mr. Hardman, the assaying expert, the Kootenay Land and Development Co. has thrown up the bonds on four claims in Perry Creek, East Kootenay. The customs mill there set up will also close down. Evidently the Creek is disappointing expectations.

THE NOBLE FIVE.

A meeting of stockholders of this noted Slocan mine will, it is stated, be held on the 30th inst. to consider, among other matters, a proposal to mortgage the property of the Company for \$150,000, with a view to provide further capital for further purposes of extensive development.

A COMPETENT EXPERT.

In another column of the CRITIC will be found the advertisement of Mr. Wm. Thos. Newman, of Kamloops, an expert mine valuator and assayer. Mr. Newman is a man of much experience in his profession, and is in particular well known in Toronto and other business cities of Eastern Canada.

WESTERN AUSTRALIA'S GOLD OUTPUT.

Last year's gold yield of Western Australia is valued at £272,750—a big advance on the figures of September, 1896, when the yield was worth £134,145. Increasing as is our gold yield, it seems certain that the like output of Western Australia for this year will very considerably exceed our gold output. But 1899 may and very likely will tell a different tale, to the advantage in comparison of our Province.



For a

RELIABLE TIME PIECE

Or a

GOOD MINERAL GLASS

Write to

Geo. E. TROREY,

Manufacturing Jeweller,

VANCOUVER, B. C.

Repairing A Specialty

Official Watch Inspector for C.P.R.

THE CELEBRATED

HAMMERED STEEL

SHOES AND DIES

A HOME PRODUCTION



For nearly the California.

GEO. W. PENNINGTON & SONS, Manufacturers,

Please mention this Paper.
29-6m

218 and 220 Folsom street, SAN FRANCISCO, CAL

WARRANTED

NOT TO CLIP OFF

OR BATTER UP

Send for Illustrated Circulars.

SUBSCRIBE

—FOR—

The Mining Critic

—Read Our—

Special Offer!

GOOD FOR NANAIMO.

Messrs. R. Dunsmuir & Sons are likely to make Nanaimo the port of coal shipment for the produce of their Esquimalt and Nanaimo Extension coal mine. They will run a short branch line from the Island railroad to a point on Newcastle townsite, thence connecting with new docks, 1500 feet in length, to be built at the mouth of the Millstream. These deep water vessels will be able to load at all stages of the tides. The Dunsmuir decision means a considerable accession to the coal shipping trade of Nanaimo.

INTERNATIONAL NAVIGATION & TRADING CO. Limited.

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

TIME CARD

In Effect 12 July, 1897. Subject to Change Without Notice.

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, 1:50 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.
The Alberta awaits the arrival of the International on Saturday evening before leaving for Bonner's Ferry.

Leave Kaslo Saturday, 9:00 p.m.
Arrive Boundary, Sunday, 6:00 a.m.
Arrive Bonner's Ferry, Sunday, 11:30 a.m.
Leave Bonner's Ferry, Sunday, 1:00 p.m.
Arrive Boundary, Sunday, 5:30 p.m.
Arrive Kaslo, Sunday, 10:00 p.m.

Close connection at Bonner's Ferry with trains East bound, leaving Spokane 7:30 a.m., and West bound, arriving Spokane 7:00 p.m.
Kaslo, B. C., 12th July, 1897.

G. ALEXANDER, General Manager.

The Oriental Hotel,

The Most Prominent Hotel in Vancouver

EVERYTHING FIRST CLASS

GRIEVE & BLANCHFIELD, - - Proprietors.
VANCOUVER, B. C.

PLEASE DO IT NOW!

\$1.00 will send The Mining Critic for three months to ten Subscribers.

We Want TWENTY THOUSAND SUBSCRIBERS Before the End of the Year.

We are willing to send THE MINING CRITIC for three months at less than cost in order to secure them.

We shall certainly get them if every reader will spare us one of two things :

A Dollar Or an Hour.

Can You Spare A Dollar? Then send it to us and enclose this list with the names and addresses of ten people who ought to read THE MINING CRITIC. If they do not subscribe after three months, that will be our fault—not yours.

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.

NAME AND ADDRESS.

- 1.....
- 2.....
- 3.....
- 4.....
- 5.....
- 6.....
- 7.....
- 8.....
- 9.....
- 10.....

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

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

THE SILVER QUESTION.

A Suggested Compromise Solution.

Mr. Thomas Cornish, M.E., of London, England, the author of a standard work on the world's gold supply and a well-known authority on precious metals, has recently suggested an international compromise policy on the silver question, which would without detriment to gold, rehabilitate silver by increasing the demand for it as coin in an easy, automatic way. Mr. Cornish suggests that Great Britain and the United States should lead and the other great nations follow in enacting that silver shall be legal tender for debt payment, in the ratio of 10 per cent. on all obligations. Thus a man owing either £100 or \$100, for example, could legally tender one-tenth of the amount in silver, instead of being obliged, as now, to redeem his obligation wholly in gold or on a gold basis of worth.

RIGHTLY SKEPTICAL.

The following quotations speak for themselves, the comment being from the Grand Forks Miner, which shrewdly guesses that the Columbia & Western won't get to Boundary with the C.P.R. in the field to oppose it:

John A. Manly is back from a visit to Grand Forks, where he has been for the past ten days. He reports that the people of Grand Forks are happy and prosperous as a result of the great activity in mining that is going on in the vicinity. "All we want in the Boundary country," said Mr. Manly, "is a railway, and that we are sure to get early next year. Then there will be an exhibition of wonderful mining activity there, for we have some immensely rich and large ore bodies. The people, therefore, will fairly bless the man or company that first builds a railroad for them. As the Columbian & Western now has its surveyors in the field it begins to look as though they would be the first to earn the blessings of the people of Boundary." —Rossland Miner.

"This is the first intimation we ever had that our Honorable Mayor posed as a humorist,"

JOSIE MINE.

Extensive tunnelling work is proceeding at this Rossland mine, as a result of which it is hoped shortly to recover the lead.

THE ACME WALLET

Patented United States, Canada, England.

SOME OF THE REASONS FOR ITS POPULARITY. IT IS: 1. A mere fraction the cost and weight of old styles. 2. Radically simple and new in form; pleases "AT SIGHT." 3. Testimonials from hundreds of prominent business and professional men. 4. A "BOON" to prospectors and miners. REMIT for handsome leather sample, 4 1/2 x 9 1/2, 50c.; 4 1/2 x 10, 50c.; 5 x 11, 75c. Cash or stamps. Name in gold letters, 15c. extra. Goods delivered in U. S. without duty.

AMERICAN RUB. Co. - St. Thomas, Ont.

VANCOUVER AND THE CLONDYKE

The B.C. correspondent of the London, (Eng.), Mining Journal comments as follows on this topic in the latest issue to hand of the oldest of all mining newspapers:

Very few other than officers and men of the Mounted police, whose services are likely to be sorely needed to keep order this winter among a population of desperate, because cold and hungry miners, are now leaving British Columbia for the Clondyke gold fields. All sensible men here recognize that it is necessary for the prospector to wait till spring, unless he wishes to take his life in his hand and risk it quite unnecessarily. Hence, acting upon advice to this effect, many would-be gold-seekers in the Yukon, making thither via British Columbia, are wintering in Vancouver, Victoria and New Westminster. The warning attitude of the Mining Journal's editorial policy in regard to the Clondyke gold excitement is here commended by such old northern placer miners of solid judgment as happen to be aware of the advice given your readers, whilst the pretensions to knowledge of the Yukon asserted by some directors of hastily organized Yukon syndicates formed lately in London, are here regarded with derision.

"There are men thus posing, whose only knowledge of mining in Western Canada rests on the basis of a hasty visit to West Kootenay, made either in the course of a sporting or political tour, plus a few days stay and occasional conversation with mining men at the comfortable Hotel Vancouver. The want of knowledge of far northern circumstance displayed by certain attempting company promoters would also be ludicrous were it not lamentable by reason of the possibility of its duping the British investor. Thus one promoter had an idea of sending cycles and candles to the Yukon, and utilising for transport the services of Ramsgate fishing smacks, utterly incapable of safely "rounding the Horn," to say nothing of the perils of the rough northern navigation of the Behring Sea. Would-be British investors in Yukon companies will do well to remember that many—probably most—of the telegrams sent to England, via Victoria, Seattle and New York, exaggerate greatly the gold as yet got and brought out, this being often done deliberately to promote travel and outfit trade.

"The "Western American" news correspondent is a born "boomer," and seldom fails to use any opportunity afforded him when he thinks it can be made to enhance the temporary profits of the people of his town. There is absolutely no trustworthy evidence yet available to show that the Yukon's gold output of the season 1896-7 exceeds some \$5,000,000 at the highest estimate, whilst in all probability it will be found con-

siderably less than this total, which, divided amongst those engaged, means no more than fair wages for those engaged in the case of most, and moderate fortunes for a very small minority, though now that the "boom" is on, many are selling their claims to syndicates, and syndicate promoters, for "fancy prices" many times in excess of their real intrinsic values. "Old timers" here declare and point to statistics in proof, that the Clondyke is no richer than were the Cariboo placers of old, and these after all only brought wealth to a few, and never sustained a population of more than 20,000, or thereabouts, whilst there were no hugely capitalised companies needing excessive profits, in order to make the most moderate success. And the rich Cariboo placers yielded in all during 20 years or so not more than some \$60,000,000. Yet the Clondyke companies of New York alone now ask for \$100,000,000 of capital. The Mining Journal cannot, in your correspondent's opinion, strike too loud a note of warning as to the premature enthusiasm for the Clondyke, as famine and exposure will long before the spring cause bitter lament for many lost Clondykers. Already the Yukon death roll—little noted by cable correspondents—is very large, typhoid fever, lung troubles, exhaustion, and drowning accidents having in a few weeks claimed victims, many and sturdy amongst the Clondyke argonauts, many hundreds of whom are now camping out in the cold, under such conditions of self-neglect and exposure as are sure to prove fatal to a large percentage unless they speedily return to winter quarters in some town centre of civilized comfort. The best news concerning the Clondyke—towards which, notwithstanding all possible warnings, there will be a big rush in and after the spring season of next year—is the intention of the C. P. R. to inaugurate, in connection with its trans-continental and trans-oceanic services, a special steamship and railroad route to the Yukon gold fields, starting from Vancouver. A well-appointed coasting steamer will in the spring carry passengers north, and at Glenora, on the Stikkeen River, disembark them on a line of light railroad to be built between Glenora and Teslin lake. From Teslin lake and along the Yukon to a point near the gold fields another C. P. R. steamer will carry the passengers in safety and fairly comfortably. There will be little difficulty for the company in providing the steamship services, and the 100 mile connecting railroad is said to present no very special engineering difficulties. Already the surveys are being commenced, and, doubtless, if the line be not all constructed by the spring the company will then have part of the work accomplished, and by some other fairly efficient temporarily substituted means of travel provide for the transport of passengers over the short interval between Glenora and Teslin lake. The proposed

CLINTON HOTEL, CLINTON, - - B.C.

Board and Lodging

By the DAY, WEEK OR MONTH.

Best Wines, Spirits, and Cigars. Good stabling. Headquarters for the Cariboo, Lillooet and Log Creek lines of stages. Hunting and fishing in the vicinity.

MARSHALL & SMITH, PROPS.

We Buy For Cash

Or. Work on Bond any Good Mining Proposition.

Send Us

Specimens of Your Ore With Description Price, Etc. We Have the Cash for Developing any Promising Property.

CHAS. MARTIN & CO.,

Mining Share Brokers and Mine Incorporators
Seattle, Wash., U.S.A.

KASLO & SLOCAN RAILWAY.

TIME CARD.

Trains Run on Pacific Standard Time.

Going west	Daily	Going east
Lv 8.00 a.m.	Kaslo	Ar 3.50 p.m.
" 8.26 "	South Fork	" 3.15 "
" 9.26 "	Sproule's	" 2.15 "
" 9.51 "	Whitewater	" 2.50 "
" 10.03 "	Bear Lake	" 1.48 "
" 10.18 "	McGuigan	" 1.34 "
" 10.28 "	Junction	" 1.12 "
Ar 10.50	" "	Lv 1.00 "

SANDON AND CODY.

Lv 11.00 a.m.	Sandon	Ar 11.45 a.m.
Ar 11.30 "	Cody	Lv 11.25 a.m.

R. W. BRYAN,
Supt. & Agent.

Telegraphic Address:
"Red-ro-k."

Code:
Moreing & Neale.



**CARIBOO
EXCHANGE
HOTEL**

ASHCROFT, B.C.

**A. H. WALTERS
PROPRIETOR.**

—Headquarters for—

**Commercial Travellers
and Miners**

RATES REASONABLE.



now route is almost certain to become the favorite one, facilitated as travel along it will be by all possible devices of well directed capital and engineering skill, whilst the great Canadian railroad will have the further advantage of being able to offer all the world through bookings to the Yukon. The result of the undertaking will be of great importance to British Columbia, and more especially to Vancouver, which should become the great centre of outfitting and point of departure for the Yukon country, which will thus be reached at far less expense and infinitely less risk than now. The new service should also, by facilitating food and other transport, reduce greatly the present enormous cost of living in the Cloudyke region. But what we in British Columbia mainly expect as a good permanent result of the Cloudyke excitement is the staying, by the way, in this far more favored mining region, of many capitalists and workers, who will readily perceive how much more widely distributed, more extensive, more varied and more permanent are the mineral resources of Canada's Pacific province.

THE GREAT WESTERN, OF ROSSLAND.

The company owning and operating this mine is reported to have secured a sufficiency of new capital and to contemplate extensive new work. The water is being pumped out of the shafts and all possible being done to make the Great Western a profitable shipper at an early date.

THE O. K. MINE.

This free milling gold mine in the Rossland district is with its stamp mill and plant offered for sale by the liquidator of the company. It is claimed that the property has intrinsic value and really only needs capital expenditure and skilled management to place it on a dividend earning basis. The O. K. is an exception to the rule of the mines in and about Rossland, their ores being usually copper gold smelting ones.

NEW STEAMSHIP SERVICE.

The Union Steamship Co. of Southampton and Shaw, Saville & Co., steamship owners, of London, Eng., have now in Victoria their representative, Mr. Woods, who states that the two concerns intend jointly to put on next spring two fine steamships of large freight and passenger capacity to ply between a B. C. port—probably Victoria—and St. Michaels on the Yukon, where they will transfer passengers and freight to river boats. A probable reason for the likelihood of selecting Victoria is suggested by the fact that the C. P. R. steamship service will start from Vancouver, making Victoria a port of call en route north.

H. C. Ludorf.

H. De Keyser Verbiest.

**De Keyser's
Placer
Amalgamator
Manufacturing
Company**

OFFICE: 417 Cordova Street,
Vancouver, B. C.

**OUR MACHINES ARE
LIGHT, COMPACT, OF
GREAT CAPACITY,
AND SPECIALLY AD-
APTED TO THE
WORKING OF TAIL-
INGS OF HYDRAULIC
MINES GENERALLY.**

**Full Particulars sent on
Application.**

FALSE ECONOMY.

Rosland is, by reason really of a squabble amongst the members of its Fire Brigade, hitherto and still voluntary, discharging a paid chief and assistant of experience. The motive publicly given is necessary municipal economy.

THE PORCUPINE.

On this mine at Ymir busy development work in tunnelling and shafting has long been proceeding and is actively continuing. A recent assay showed \$16 in gold and 201 ounces in silver, and the owners are confident that they have a good property. As, however, despite fair facilities of access, they have decided not to ship till silver rises, it seems clear enough that the splendid assay noted was taken on exceptional rather than average ore. It is therefore of less value as a test of general capacity. What the public need are tests of the average or general ore deposits of a mine or claim.

FORT STEELE.

This East Kootenay mine centre will at the next session of the Provincial Legislature, seek incorporation as a City under a special Bill, which should pass without difficulty. Fort Steele has a very promising future and is happily in the present unhampered, as regards its proposed legislative application for incorporation, by any obstructive franchise privileges. If only Fort Steele should succeed alike in obtaining incorporation and in getting immediate connection with the Crow's Nest branch of the C. P. R. its people would feel fairly contented in the present and still more hopeful of the future, despite the contingency of their bete noire, Cranbrook, that city of the future which the Hon. Col. Baker would fain see constructed.

LEAVING THEIR WORK.

The Fort Steele Prospector is responsible for the statement that very large numbers of Canadian workers are quitting their task in the Crow's Nest extension of the C.P.R. on the ground of large and undue deductions from contract rates of wage. The whole affair is very unfortunate and it is to be hoped will be set right should there be solid reason, as alleged, for the men's complaints. One very big deduction is stated to be for railroad fares, amounting in the case of each man brought from an Eastern point, to \$25.50. It is reported in the same Fort Steele journalistic authority that J. D. Macarthur, who had the most extensive contract on the prairie end of the Crow's Nest route, has abandoned his engagement. Nevertheless, work on the railroad extension continues, despite drawbacks, to make rapid progress.

THOS. DUNN & Co., LTD.

Direct Importers of

ENGLISH, GERMAN & AMERICAN**HARDWARE****TINWARE AND GRANITEWARE.**

Special attention paid to Miners' and Contractors' Supplies, and we are prepared to quote prices that will interest you. If in either of these businesses let us figure with you. We can save you money. Orders by mail solicited.

8, 10 & 12 CORDOVA STREET, VANCOUVER, B.C.**DOERING, MARSTRAND & Co.****(LIMITED)****Alexander Lager****EXPORT****KEGS AND BOTTLES****PORTER****POST OFFICE, MOUNT PLEASANT, VANCOUVER, B.C.****TELEPHONE 249****Free Delivery to all Parts of the City**