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British Columbia Mining Critic.

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

Vol. I. No. 21.

VANCOUVER, B. C., THURSDAY, SEPT. 16, 1897.

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THE WAVERLEY MINE.

The prospects of this mine at the Albert Canyon, Illecilliwaet, are generally favorably regarded by visiting mining experts. The result of operations now proceeding, should soon show how far their prognostications are well founded.

THE MAUD.

The Maud Hydraulic Gold Mining Company's property in Cariboo has been rebounded to a New York Syndicate for \$100,000, a second sum of \$5,000 being paid to bind the conditional bargain. It is likely that the deferred deal will soon now be consummated.

A NEW SMELTER FOR ROBSON.

It is stated that so soon as the C. P. R. arranges a connection between Robson and Rossland, the wealthy English syndicate that is behind the Centre Star mine at Rossland will erect at Robson a rival smelter to that of Mr. Heinze at Trail, an event to which Rossland eagerly looks forward in hope.

ROSSLAND'S OUTPUT.

The latest reported weekly output of Rossland's shipping mines was 2,125 tons, valued very conservatively at \$63,750. Of this total the Le Roi as usual provided more than the lion's share with 1,865 tons shipped. The Columbia and Kootenay furnished 150 tons, the Iron Mask 60 and the Cliff 50. The Le Roi Company has now paid another dividend of \$50,000, making \$575,000 in all to date.

MORE LIKE BUSINESS.

The offer of Mr. W. H. Remington, of Seattle, to provide Vancouver with a smelter of 300 tons daily capacity, in return for a civic bonus of \$100,000, payable at the rate of \$1 a ton on output, is, although the bonus asked is larger than at first expected, based on the business lines of actual operations and pro rata. The offer is, therefore, well worth full consideration by the City Council. Perhaps it may induce a similar business-like proposal, backed also by guarantees of solidity, from the Mr. J. H. Rothschild, of London, England, who has so long been promising great things in regard to smelter working in or near Vancouver. The Coast and Island mines stand in growing need of smelter pro-

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Henry Benjamin

**Geologist and
Mining Expert.**

Mines Bought and Sold for Cash.

No. 2 Arcade, Hastings Street.

CONCENTRATES.

Sir Adolphe Caron is transferring his attention from politics to mining and is stated to have floated the North Star Mining and Development Co., Limited, in a capital of \$1,000,000, to operate chiefly in B. C. A well known consulting engineer has been appointed in Professor Hardman of Montreal.

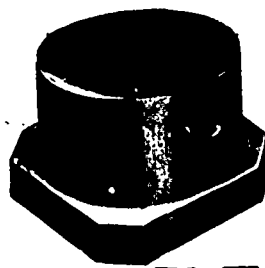
The Whitewater mine in the Slokan is now equipped with new buildings to accommodate 100 men, whilst a new ore house is also being constructed. Only shipments made in the course of development have been yet made by the owners. They will, however, employ 90 men before winter, and then when roads and trails are hard make very large ore shipments.

Two tons of free gold rock from Gaynor Creek have been shipped to the Kaslo sampler. It is stated the shipment will realise the extraordinary value of \$1,000 to the ton, figures which seem almost fabulous, though the ore is doubtless picked. Making all allowances, however, there is great excitement amongst the prospectors of the Lardeau and Trout Lake districts.

It is stated that the railroad from Trail to Penticton will be built next year by Mr. Helnze and his associates, aided by the Government subsidy of 20,000 acres per mile or 4,000,000 acres in all. What will greatly facilitate construction is the discovery of a new pass only 4,000 feet high. This is to be named after Mr. Helnze. The lowest pass previously discovered was at an elevation of 7,500 feet.

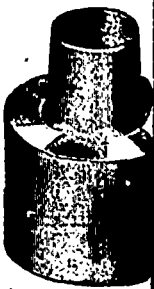
ON TEXADA ISLAND.

Here the Van Auda mine has several tons of ore averaging over \$30 ready for shipment, but Mr. T. H. Fraser, a mining engineer of much experience, declares that gangs of Chinese here employed—a thing in itself highly regrettable—are making greivous blunders of hacking wholly unskillfully the various ore bodies. A change in this respect is in Mr. Fraser's opinion urgently needed. The Raven is well equipped, but further sinking is highly desirable. On a number of other promising claims work has been done, but too usually in the wrong place. The Potosi and Francis, hard by the water's edge, show fine ores rich in copper-gold and promise well, whilst the Kirts Lake mines show deposits carrying free coarse gold. The Silver Tip mine is full of busy operators, and the Surprise is being quietly and well worked by a small body of miners. These mines have, however, been so recently noticed in the MINING CRITIC that at present further comment is here needless. It is, however, highly desirable to point Vancouver merchants to the trade opportunities of Texada, which the people of Victoria and Nanaimo are better using than the merchants of the



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DOING A LITTLE.

The Galena Mines, Limited, have twelve men working on the Currie and intend to continue operations through the winter. The undertaking has naturally to go slow for reasons well known.

TRAIL.

Apparently the Le Roi Company intends to utilize well the low grade ores, of which it has about 50,000 tons on the dump. A construction car has arrived and will be used to extend the Red Mountain road to the dump of the Le Roi, which is four hundred feet higher than the present track of the Red Mountain railway at the point where the high grade ore is received. The low grade ore is estimated to be worth \$12 per ton, and as there is about half a million dollars worth of it, the stockholders will obtain dividends from the dump.—Trail

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Company Limited.

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Tickets sold and Baggage checked to all U.S. Leave Kaslo for Nelson and way daily except Sundays, 5:45 a. m. Arrive Northport 12:15 p. m.; Rossland p. m.; Spokane, 6 p. m.

Leave Nelson for Kaslo and way daily except Sunday, 5:30 p. m. Leaving Spokane 8 a. m.; Rossland a. m.; Northport, 1:50 p. m.

New Service on Kootenay Lake.

Leave Nelson for Kaslo, etc., Tues., Wed., Thurs., Fri., Sat. 5:30 Arrive Kaslo 12:30 Leave Kaslo for Nelson, etc., Mon., Tues., Wed., Thurs., Fri. 5:30 Arrive Nelson 9:30

Bonner's Ferry and Kootenay River Service
The Alberta awaits the arrival of the national on Saturday evening before leaving for Bonner's Ferry.

Leave Kaslo Saturday 9:30 Arrive Boundary, Sunday 6:30 Arrive Bonner's Ferry, Sunday 11:30 Leave Bonner's Ferry, Sunday 1:30 Arrive Boundary, Sunday 5:30 Arrive Kaslo, Sunday 10:30

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

G. ALEXANDER, General Manager

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British Columbia Mining Critic.

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

British Columbia Mining Critic.

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

THURSDAY, SEPT. 16, 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.

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RANK S. TAGGART, Business and Editorial Offices :
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KEEP AWAY FROM CLONDYKE.

"Keep away from Clondyke till spring," is what we would yet again advise all would be gold seekers in the far north, at the risk even of being accused of "damnable iteration." We deem it the more needful to give this emphatic warning, as at least one noted contemporary of wide circulation and great influence still makes every little editorially of the present news of disaster impending in the Yukon, whilst continuing in the face of very scanty remittances of gold dust from that much overrated region, to print "boom" interviews, which make the very most of quite exceptional instances of lucky finds.

Fortunately the mischief that might otherwise thus be done, is greatly lessened by the admissions made by the men interviewed. Thus one McNamee, whose statements appear in last Saturday's "Colonist," declares that there will be no work in the Yukon this winter for at least 3,000 men in addition to those already in the country." But he previously mentions the very awkward fact that though there may be work and even gold dust, there will certainly be no food and is certainly much starvation at Dawson City and elsewhere. Mr. McNamee, who seems to be a decent, hard working fellow, who has been "struck it fairly rich," though probably not near-

ly so rich as a newspaper on the "boom" would fain lead its readers to infer, is also compelled in honesty to state that he, being a Yukon man who has seen things on the spot, does not believe travellers' tales which talk of the winning of \$500 to the pan or relate the finding of monster nuggets, the biggest yet thawed out having, as he says, been one of \$250 only—good enough certainly and as certainly a rare find—but not by any means phenomenal nor indicative that the Clondyke region is so rich as to make small by comparison the vile climatic circumstances, barren desolation and other ills too numerous to mention, with which the land is cursed.

Nothing has yet occurred to prove that the Yukon is half so good as was old Cariboo, and certainly nothing has come to light to show that the far north gold country will in permanence of yield, as associated with facility and cheapness of output, begin to compare in solid natural worth with such a precious metal country, for instance, as Southern Kootenay.

So we repeat, "let every would be Clondyke venturer, save official messengers of mercy, whose services seem but too likely to be sorely needed, keep away from the Yukon until spring," remembering that there already at more than one point are hunger and cold, with an almost certain prospect of violent disturbance by desperate and starving men in the early future. Victoria's "boom" of the Yukon is already proving a veritable "boomerang," whilst so disgusted already are hosts of wayfarers from Seattle, misled to their ruin by the "boomsters" and boom leaders of the Sound that they are said to be seriously thinking of lynching an ex-mayor of that city who has, for the sake of sordid gain, been foremost in the work of deception.

EASIER TRAVEL TO THE YUKON.

THE MINING CRITIC, as its readers must note, thinks altogether overrated the possibilities of the Yukon, when considered in relation to the present difficulties of access to and hardships attendant on life in that bleak and barren far

north country. As, however, it is certain that for a considerable period, beginning with the spring, many thousands will make thither, together with freight of all kinds in abundance, it is very satisfactory to note that the C. P. R. proposes to establish the best possible railroad and steamship service to the Yukon, via our own city of Vancouver, and in connection with a world-famous transcontinental route and an equally noted trans-oceanic service. Surveys are immediately to be made for a narrow gauge railroad between Glenora and Teslin Lake, which construction work will thereafter speedily be pushed, whilst excellent coasting steamers to be run in connection, will connect Glenora on the Stickeen River with Vancouver, and a well appointed lake and river service link Teslin Lake with the Yukon and its gold country. The proposed new and complete communication should certainly—considering the C. P. R.'s world wide connections and practically limitless capacity of transport service—become "the route" to the Yukon and thus secure quite sufficient patronage to make the venture a commercial success, ere the end is reached of the far north country's gold resources.

The establishment of such a service will moreover reduce to a minimum the risks and hardships of travel to the Yukon, and make life in that grim country fairly safe and endurable for the gold seeker and trader. It should also make Vancouver, without the slightest need of "booming" the far north region, the greatest entreport for Yukon supplies of all kinds, if only our merchants rise in due course to their opportunity, using it well and prudently and not in anywise deceptively. The C. P. R.'s proposal to establish, as speedily as possible, the new freight and passenger transport service to the Yukon is at the moment by far the best, because the most reassuring news to hand concerning the far north gold fields.

The Victoria Board of Trade apparently takes little heed of the news of starvation and other troubles in the Yukon and regards all too lightly the climatic dangers involved in a Yukon journey made so late in the year as this. Else surely the Board would not seek now to send to the Clondyke via Teslin Lake those 80 disappointed gold seekers, lately brought back from the north by the Bristol. It is sincerely to be hoped that the effort will fail. Far better send

the men home to winter in Seattle, if their presence be not further desired in Victoria. But the Island City firm, which has apparently profited by the miserable failure to forward the men to the Yukon, should certainly pay into the necessary relief fund every cent it has earned by their trouble, beyond its actual expenses.

* * * * *

Another scheme of doubtful purport is one that proposes by photographic lectures and polyglot pamphlets to "boom" the Yukon far and wide, to the temporary advantage of British Columbia cities. The proposal would be commendable were it not certain to mislead many, much to their cost, for it is absolutely sure that as success depends wholly on outfitters and caterers' advertising, everything possible will be said of the few advantages of the Yukon gold country, whilst little indeed will be told of the more than counterbalancing disadvantages for all save a fortunate few, who win prizes in a lottery wherein the chances are far more adverse to the investor than those of a ticket holder in a Louisiana or Hamburg lottery. The latter had or has to risk cash only, not health and even life itself, as in the case of the Yukon gold seeker.

THE COAST RAILWAY PILGRIMS.

It does not seem likely that Messrs. Maxwell, Templeton and McDonell have accomplished very much for the Vancouver, Victoria & Eastern railroad scheme by their hurried visit to South Kootenay. What is wanted to give the necessary impetus to that particular railroad movement is full assurance that it has enough of solid capital behind it to prevent it from being made into yet another of the many charter peddling railroad ventures with which this Province has been cursed. Into this—but a few months since the scheme seemed in rapid process of conversion—price \$55,000 or thereabouts. The attempted deal, however, failed through the greater astuteness of the other party to the transaction.

And now it is not very easy to see how the chances of the Vancouver, Victoria & Eastern Railway are likely to be materially improved when another session begins at Ottawa. Opposing railroad influences are there very strong and the Eastern Canadian member of Parliament

It is just as well to put matters plainly down as a rule care one lot for B. public opinion, when the sentiment is wholly of local growth. Why, indeed, should he, when the Province only stands for six votes out of 213, and these votes are not a unit, even on this railroad issue? And where heavy corporate interests weigh in the balance, too much must not be expected of the average member of parliament, for if expected it, expectation is bound to be disappointed in nineteen instances out of twenty.

This opinion may be cynical, but it is true nevertheless, and after all the Vancouver, Victoria & Eastern project is very much the case of a small corporation seeking just such little safeguarded favors from the State as are often and naturally grudged by us to big ones.

THE LANARK MINE.

Although official denial is given to the statement that the Lanark ores have "petered" out, it is clear from the following statement given on authority at the apparently rich ore deposits evidently worked have now to be substituted by new finds in the mine:

"Wild rumors have been floating around town for the last week that the Lanark mine has 'petered out,' and that they were packing up all the machinery with the intention of shipping says the Revelstoke Herald. There is no truth in these reports. The new superintendent, Mr. Moynell, is opening new ground exactly as the Herald informed its readers some weeks ago it was intention to do. There is no doubt that the mine has been badly mishandled, plenty of ore could be got even now without much trouble by sinking in the mine. There are, as a matter of fact, over 20 men now employed, some of whom are doing fresh development work which will eventually render accessible larger bodies of ore than ever. The mistake made hitherto has been that the new development work has been neglected. There will be another meeting of the directors at Laurier as soon as they return from their trip through Bardeau."

THE WAVERLEY MINES.

Mr. Grant-Govan, the chief promoter of the Waverley Mine Co., Limited, declares that these mines of Illeciliwaet will soon make a first shipment direct to a value of 1,000 tons of ore worth, according to the superintendent's estimate, at least \$100,000. It will be a first thing for the Illeciliwaet if a first shipment even in part approaching this be effected, and none will congratulate the promoters at that event more heartily than the mining people here would, and place more confidence in Mr. Grant-Govan's predictions of mine output than did in almost the same talk such utter nonsense as he

does, about Revelstoke becoming at one time the Charing Cross, at another the Clapham Junction of B. C. Such an admixture of chaff with what should be grain, has anything but a good effect, as it makes men wonder how much of Mr. Grant-Govan's mining disquisitions is free from similar gross exaggeration. Revelstoke is about to become a busy mine centre and railroad junction of moderate size and may even grow to a place of 5,000 or 6,000 people. It is, however, absurd to describe it as either a crowded Clapham Junction or Charing Cross in embryo, for into or through either of those noted English railroad centres possibly 100,000 people or more enter or pass daily. It is to be hoped that the mine predictions are better based. Mr. Grant-Govan should remember that even in the "wild and woolly west" are people who know something of Charing Cross and Clapham.

COPPER TO THE FORE.

The following suggestive quotation from the Western Mining World gives satisfactory assurance of a goodly future for the copper-gold mining interests of this Province, which will quite likely in the end make more in the aggregate by its wealth of copper than by its richness in gold.

"It is gratifying to note the rapid increase in the use of copper in foreign lands. The copper trade in Germany especially is advancing into a permanent and healthy demand for the metal. For the first seven months of the present year England and France alone consumed 174,094,880 pounds. With Germany added the consumption is placed at 250,962,880, which is only 26,785,920 pounds less than the copper production of the United States during the same period. The outlook is most cheering, for England alone will register an average copper consumption of fully 200,000,000 per annum, having increased its demand for the metal 93 per cent. since 1892. It begins to look as if the American supply will soon prove inadequate to meet the demand in the near future, and if American consumption of copper had not decreased such would be the case at present. A local revival in the use of copper is practically an assured fact and copper will be king."

CANYON CREEK PLACERS.

These placer deposits at Canyon Creek near Golden—the leases of the land containing which are held by Messrs. McDonald & Carlin, Mitchell Innes, Estelle and Moody and other local men—are not being worked this year to any great extent, though Messrs. Mitchell Innes have done much more than others on their leasehold. Next year it is hoped that these river gravels will be more fully worked, as good surface returns were here got more than a decade since, and evidences of far richer gold deposits are found by shaft sinking to bed-rock

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.
" 8:30 "	South Fork	" 3:15 "
" 9:30 "	Sproule's	" 2:15 "
" 9:51 "	Whitewater	" 2:04 "
" 10:01 "	Hear Lake	" 1:48 "
" 10:18 "	McGulgan	" 1:31 "
" 10:38 "	Junction	" 1:12 "
Ar 10:50 "	Slocan	Lv 1:00 "

SANCTIONED BY

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

R. W. BRYAN,
Superintendent.

COLUMBIA & WESTERN RY. CO.

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

EASTBOUND.

No. 2 passenger (daily except Sunday)	
Leaves Rosland	3:00 p.m.
Arrives at Trail	3:50 p.m.
No. 4 passenger (daily)	
Leaves Rosland	11:00 a.m.
Arrives at Trail	12:00 a.m.
No. 6 passenger (daily except Sunday)	
Leaves Rosland	7:06 a.m.
Arrives at Trail	7:50 a.m.

WESTBOUND.

No. 3 passenger (daily except Sunday)	
Leaves Trail	8:15 a.m.
Arrives in Rosland	9:00 a.m.
No. 1 passenger (daily)	
Leaves Trail	12:20 p.m.
Arrives in Rosland	1:00 p.m.
No. 5 passenger (daily except Sunday)	
Leaves Trail	5:45 p.m.
Arrives in Rosland	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



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Leaves Victoria (except Sundays) for Port Townsend, Seattle and Tacoma, at 8:00 a.m. making close connection at Victoria with the SS. "Charger," returning leaves 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

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Northern Settlements—SS. Comox sails from Company's Wharf every Tuesday at 9 a.m. for Bowen Island, Howe Sound, Sechart, Jervis Inlet, Froese, Texada Island, Lund, Hernando Island, Cortez Island, Reid Island, Valdez Island Shoal Bay, Phillips Arm, Fredrick 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 Butte Inlet every six weeks.

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

Moodyville and North Vancouver Ferry—Leaves Moodyville: 8, 9:15, 10:45, 12, noon, 2, 4 and 5:45 p.m. Leaves Vancouver: 8:35, 10, 11:30, 1:15 p.m., 3:15, 5:15 and 6:2. Calling at North Vancouver each way, excepting the noon trip.

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Manager.

STOCK QUOTATIONS.

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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
R. C. Gold Fields...	2,500,000	2 00	11
Beaver.....	750,000	1 00	10
Big Chief.....	1,000,000	1 00	
Big Three.....	4,500,000	1 00	10
Bluebird.....	600,000	1 00	10
Brace.....	4,000,000	1 00	10
Butte.....	1,000,000	1 00	1 1/4
Caledonian Con.....	500,000	1 00	05 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	
Colonna.....	1,000,000	1 00	23
Commander.....	500,000	1 00	18
Crown Point.....	1,000,000	1 00	
Deer Park.....	1,000,000	1 00	11
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
Eric.....	1,000,000	1 00	04
Evening Star.....	1,000,000	1 00	8
Georgia.....	1,000,000	1 00	10
Gertrude.....	500,000	1 00	10 1/2
Golden Drip.....	500,000	1 00	11
Golden Queen.....	1,000,000	1 00	
Great Western.....	1,000,000	1 00	10
Hattie Brown.....	1,000,000	1 00	8
Helen.....	600,000	1 00	04
High Ore.....	500,000	1 00	04 1/2
Homestake.....	1,000,000	1 00	8
Idaho.....	500,000	1 00	
Imperial.....	1,000,000	1 00	05
Independent.....	1,000,000	1 00	05
Iron Horse.....	1,000,000	1 00	15
Iron Mask.....	500,000	1 00	31
I. X. L.....	1,000,000	1 00	10
Josie.....	700,000	1 00	28
Jumbo.....	500,000	1 00	70
Kilgair-Templar.....	500,000	1 00	04
Kootenay-London.....	1,000,000	1 00	10
Le Roi.....	500,000	5 00	7 85
Lily May.....	1,000,000	1 00	12
Mayflower.....	1,000,000	1 00	12
Monarch.....	700,000	1 00	
Monita.....	750,000	1 00	19
Monte Cristo.....	1,000,000	1 00	14 1/2
Morning Star.....	1,000,000	1 00	07 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	
O. K.....	1,000,000	1 00	10
Palo Alto.....	1,000,000	1 00	5
Phoenix.....	500,000	1 00	11
Poorman.....	500,000	1 00	6
R. E. Lee.....	2,000,000	1 00	12 1/2
Red Mountain View.....	1,000,000	1 00	9
Red Point.....	1,000,000	1 00	10
Rochester.....	500,000	1 00	
Rossland Star.....	1,000,000	1 00	15
Rossland, Red M't'n.....	1,000,000	1 00	20
St. Elmo.....	1,000,000	1 00	05
St. Paul.....	1,000,000	1 00	8
Silverline.....	500,000	1 00	04
Southern O. & W. C.....	500,000	1 00	20
Sultana.....	1,000,000	1 00	10
Trail Mining Co.....	250,000	100 00	
Union.....	600,000	1 00	
Virginia.....	500,000	1 00	11
War Eagle Con.....	2,000,000	1 00	
West Le Roi.....	500,000	1 00	21
White Bear.....	2,000,000	1 00	21
Young British Am.....	1,000,000	1 00	06
AINSWORTH.			
Dellie.....	700,000	1 00	12
Ellen.....	1,000,000	1 00	07 1/2
BOUNDARY			
Old Ironsides.....	1,000,000	1 00	
CAMP MCKINNEY			
Cariboo.....	800,000	1 00	51
CAMP FAIR VIEW.			
Occidental.....	600,000	1 00	3
NELSON.			
Exchequer.....	1,000,000	1 00	10
Hall Mines.....	300,000	£1 00	8 75
NORTHPORT.			
Red Top.....	1,000,000	\$1 00	10
SLOCAN.			
Athabasca.....	1,000,000	1	24
Alamo.....	500,000	1 00	
Bon Diablo.....	75,000	1 00	1 00
Boardholder.....	1,000,000	1 00	08
Buffalo.....	150,000	25	25
Cumberland.....	500,000	10 00	
Madonnelle.....	1,000,000	1 00	15
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.....	1,200,000	1 00	21
Rambler Con.....	1,000,000	1 00	49
Reco.....	1,000,000	1 00	1 70
Slocan Star.....	1,000,000	50	2 33
Sunshine.....	500,000	10 00	
Washington.....	1,000,000	1 00	25
Wonderful.....	1,000,000	1 00	6

TEXADA ISLAND			
Texada Proprietary	1,000,000	\$ 25	\$ 0 25
Van Anda.....	5,000,000	1 00	6
Victoria-Texada.....	600,000	25	25

ALBERNI DIST.			
Alberni M't'n Rose..	250,000	1 00	05 1/2
Alberni Con.....	1,000,000	1 00	13 1/2
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	£500,000		
Cariboo Hydraulic.	300,000	5 00	10 50
Columbia & Cariboo	1,000,000	1 00	15
Horsely Hydraulic..	200,000		
Horsely Gold M. Co.	1,000,000	10 00	1 50 1/2
Slough Creek.....	500,000	1 00	50

LILLOOET DIST.			
Golden Cache.....	500,000	1 00	1 80
Lillooet Gold Beefs	200,000	25	25
Dom'n Development	90,700	25	50
Alpha Bell.....	500,000	1 00	50
Cayoosh Creek Mines	500,000	1 00	50
B. O. Mining Pros- pectors' Exchange.	1,000,000	23	23

Dividends paid to date are as follows: Le Roi, \$575,000; War Eagle (Old Company), \$217,500; Rambler-Cariboo, \$40,000; Reco, \$150,000; Slocan Star, \$350,000; Cariboo, \$156,000.

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

Payne.....	\$250,000	Goodenough.....	\$35,000
Idaho.....	152,000	Noble Five.....	50,000
Poorman.....	50,000	Northern Belle.....	30,000
Ruth.....	50,000	Antoine.....	10,000
Whitewater.....	40,000	Surprise.....	25,000
Washington.....	20,000	Monitor.....	15,000
Slocan Bay.....	25,000	Last Chance.....	50,000

THE HALL MINES.

These mines are now lighted by an electric supply of their own, and further drilling equipment has just been put in. A big supply of splendid ore is now being treated. The Hall Mines has also sent another consignment to Swansea of 50 tons of five blister copper.

BRITISH GUIANA'S GOLD OUTPUT.

B. C. will very soon distance—and that permanently—the gold production of British Guiana, despite a recent commencement of quartz in addition to gravel and placer mining in that tropical region. British Guiana's gold yield of last year amounted to 128,334 ounces, a total less than that of each of several former years, though slightly in advance of the output of 1895.

QUALIFICATION FOR A YUKON COMPANY DIRECTORATE.

The great qualification for a director of an English organized Yukon company or syndicate is the possession of a name fairly well known—but not for business capacity—plus a political, sporting or summer vacation visit to British Columbia of a few weeks duration, and including a stay of 48 or 72 hours at the Hotel Vancouver. Then the director is able to pose, like Colonel Domville or Captain Haggard, as a Yukon mining expert.

NELSON.

During the month of August there were 257 notices of assessment-work recorded in the Nelson office, representing at least \$25,700 worth of work done on the claims. Since January 1st, 1895, there have been 1,107 notices of assessment-work recorded, representing a total of at least \$110,700 worth of work done in this district alone. This amount does not include a vast amount of development work done, no record of which has been made. Nelson Office.

A CHALLENGE.

There continues to be much discussion as to the cause of the recent slowing down of operations at this noted mine at Lauric. The Rossland Miner will not accept the Company's explanation that the change is due to new methods of working and concentration treatment, and says that the ore is pinching out. It challenges the Company to disprove the allegation, and the mining community awaits with expectant interest an official reply to the challenge.

EAST KOOTENAY'S COPPER.

It is generally believed that coincident with the railroad extension of the C.P.R. there will be a large development of copper-gold mining in East Kootenay per year. The district has in the North Star and other mines some large and rich silica deposits, but speaking generally East Kootenay is expected to yield far more richly in copper bearing a far amount of gold than in lead bearing silver. Many prospectors are now at work all over the district, but East Kootenay greatly needs more outside capital.

AINSWORTH CAMP.

Here the Petersons, of Philadelphia, are building a 20-ton concentrating plant and a tram in conjunction, in connection with their mine, the Highlander. It is claimed that the concentrator will treat ores for \$2.75 a ton and the tram saves a ton in the cost of handling most of the ores on Mt. Man Creek. It is claimed that though the Ainsworth silver-lead ores are low grade, they can in many cases be worked for \$1.50 a ton, and be thus cheaply operated yield substantial profits. The Pilot Bay smelter will moreover, under its new management reduce rates considerably below the present usual one of \$21 a ton for freight and treatment. Ainsworth mine claim owners are therefore in much better spirits.

THE GOLDEN CACHE MILL.

This stamp mill is now ready to go so soon as the connecting tramway is completed, in respect of which a few days' further work is needed.

A CLONDYKER'S DIARY.

Sept. 1.—It is all scenery—scenery, to the front of you, scenery to the back of you, scenery on either side of you, scenery beneath you, and the sky above. There is nothing, if there is anything! but scenery, and oh! how beautiful. Breakfasted this morning off a sublime view, and shot the chutes down a mountain of snow slides, without the option of a toboggan, or one of your Vancouver Clondyke sleds for sale at Tom Dunn's or McLennan & McPeely's. As a summer resort Gundy Island is not in it with this place. The fresh air is unlimited, while fresh eggs and butter, meat, &c., are a rarity, in fact almost unknown. A case of eggs came the other day from the American side, and they were such a curiosity as to draw the attention of everybody, but were valued for a good deal more, and the temptation was too much for me, so I ordered a breakfast of ten eggs, a cup of coffee and a sea biscuit, which cost just \$10—\$10 for the eggs and \$2 for the coffee and biscuits. Big Pete Grimes followed suit for a breakfast of twenty eggs, to the tune of \$20. No book peddlers nor insurance agents here, only two years' walk from the train. If you try this place once the chances are you will never go home again nor anywhere else.

Sept. 2.—Dined off a snowball: being a part by profession this recalled old times. Memories of home and dear, kind creditors crowded my brain, and I shed a few timely tears. They were hot, scalding tears, and thawed the snow and ice for quite a way in front of me, so that I was able to progress more rapidly on the road to fame and fortune. However, I was struck by another avalanche about 6 p.m. and buried under about 100 feet of snow. I didn't mind this much, however, as I hadn't far to go for a shovel to dig myself out with: there are no snow plows in the Klondyke—we don't need plows.

Sept. 3.—Slept comfortably all night, but dreamed some heavy weight was pressing on my chest. With my patent folding snow shovel I soon cleared a path to liberty, and went my way with a lighter heart. Made a century run on my patent snow bicycle—by the way, there is so much air up here that pneumatic tires never need pumping, but they have to be punctured in several places in order to prevent bursting. In a long and varied experience never noticed so much wind anywhere else.

Sept. 4.—Remarkable how cheap ice is here. No wonder you Vancouverites find it hard to believe all you hear about Alaska and the Yukon. The natural resources in the way of ice are nothing short of phenomenal. Think of wading in the morning and sliding ten tons of ice on your door step, instead of a wet spot on a bill for \$5, or a summons to attend a small debts court for an unwarranted extortion by the medium of

billed for the Clondyke at 27½ o'clock this m.p.

Sept. 5.—Arrived at Clondyke last evening and staked a claim. To-day I am building a house of gold bricks and amusing myself in odd moments by throwing nuggets at the birds. Shall get up a petition to have the streets watered three times daily, as complaints are becoming numerous from many of our best storekeepers to the effect that much of their fine drapery, laces, curtains, &c., is made to appear like gold laces by the dust storms so common here, thereby affecting the sale of them very materially. Am beginning to feel the need of some of the biscuits mother used to make. All the same lead.

Sept. 6.—Carried 250 pounds of gold quartz, 22k fine, up the gulch to Hyena Hank's resort to exchange for needed stimulants. It was a big load, but I carried a bigger one back.

Sept. 7.—Watched as pretty a fight as I ever saw between a moose and a polar bear in my back yard this morning. My neighbor, Deadly Bill, formerly a Vancouver preacher, offered to bet me \$2,000 in dust on the bear. As the fight progressed, however, quite a crowd gathered, and I made a book at even money. Finally the moose ran the 34th prong of his left antler through the bear, but the latter got back with a corker on the moose's solar system. Both went down and somebody yelled "draw!" Everybody pulled a six-shooter, and when the scrimmage was over I was the only one able to sit up and take notice. There are now \$437,000 in nuggets and dust staked up in my back yard.

Sept. 8.—Have just paid the \$437,000 for a bag of flour, and traded my entire claim for two dozen coffee beans.

Sept. 9.—Started for the Coast. Got up at 5 o'clock so as to have an early start. Oh! ye Vancouverites, lose no time in turning your attention in the direction of a smelter. The interior will look after itself. Be up and doing; lots of time by-and-by for missionary work—air slips or other easier means of transport may be in use ere the great missionary guns (?) need to be called into requisition—long time yet.—HAZY BILL.

ONLY ONE THING WANTED.

The following jeu d'esprit from the columns of the Miner and Electrician is well worth reproduction, though its suggestion of the need of a "pack train of bald eagles" for an elevated mine property, said to be located in the Slocan, is rather hard on the best profit earning region of mining in B. C. The Slocan country's value is, however, sufficiently high to stand a little jocularly, for though the mines are "steep" their precious metal wealth goes deep and bids fair to be long enduring:

There are a great many kinds of mining experts and their reports are varied as the men themselves. Some

market for a silver-lead mine. Among the many propositions submitted was one from the silvery Slocan, says the Miner and Electrician. This proposition seemed so reasonable and the ore assayed so well that the company was disposed to treat with the owners of the mine and to that end an expert was sent to examine it. He reported favorably, said that the ore was there, the values were there, and undoubtedly great quantities of it existed within the boundaries of the claim.

But there seemed to be such a vast difference in the real value of the mine, according to the expert's report, and the price asked by the owners, that the company felt disposed to examine further. A well known mining man of this city recommended that a certain party be sent in to examine the property. "You can depend on his judgment," said the mining man, "and he'll tell you nothing but the truth; you had better depend on his report, which will be short and very much to the point, most likely."

The party referred to did not boast of his knowledge of mines; in fact he had never worn a pair of red boots in his life, but he had, by following his own judgment, made himself independent and recognized that experience and not boots had taught him geology and mineralogy. He was employed, and, as predicted, his report was meagre but full of pith. It was about as follows:

Dear Sirs: I have made an examination of the Cliff Dweller mine and report that the ore is here as represented, that it assays high, that it is here in plenty, but to get your supplies in and ore out you will need a pack train of bald eagles."

CLONDYKE CRAZED.

New York companies and syndicates are now being organized to develop the Clondyke for all that it is worth and a good deal more, judging by the aggregate capital already asked and in considerable measure obtained. New York companies ask at present for about \$100,000,000 for this purpose. London is not quite so crazy, the companies there formed and forming probably not aggregating a capital equivalent to more than \$20,000,000 or so. There will assuredly be more gold spent in—or rather in the name of—Clondyke than will ever be got thence, even if that northland "pans out" as well as did old Cariboo, which is about as much as can at best be expected. One of the few London papers wise enough to discountenance the craze, is the old-established Mining Journal, the editor of which has evidently a long head on his shoulders. In proof of this he prefers for safe investment copper to gold production, more especially when the former deposits, as in many parts of B. C., contain a moderate amount of gold and silver in association with a bulk of copper.

Kekionga Mining & Development Co.

(LIMITED.)

Incorporated Under the Laws of British Columbia.

CAPITAL, \$1,000,000.00

Divided into One Million Non-Assessable Shares of a Par Value of \$1.00.

TREASURY:

Four Hundred Thousand Shares have been placed in the Treasury to be used in the Development of the Properties.

OFFICERS AND TRUSTEES:

F. W. COWAN,	President and General Manager,	Trall, B. C.
E. A. K. HACKETT,	Vice-President,	Fort Wayne, Ind.
C. D. WILT,	Secretary-Treasurer,	Trall, B. C.
F. M. McLEOD,	Solicitor,	Rossland, B. C.
Geo. W. RICHARDSON,		Rossland, B. C.
Geo. TIGHE,		Trall, B. C.
H. W. TREAT,		Chicago, Ill.

AUDITOR;

FRANK HUNT,		Rossland, B. C.
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BANKERS:

BANK OF BRITISH NORTH AMERICA,		Trall, B. C.
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CONSULTING ENGINEER:

J. W. HAMILTON, M. E., of		Butte, Montana
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OFFICES:

COWAN, TIGHE & WILT,		Trall, B. C.
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EVERGREEN MINE,

SALMON RIVER DISTRICT.

In accordance with your request I have inspected the Evergreen Mineral Claim; and herewith I hand my report:

"The country rock is chiefly diorite and granite at different places on the surface. Prospecting holes have been sunk showing a remarkably strong body of mineral bearing quartz within two permanent walls, the quartz body being 20 feet in width where it is cut by four feet of intrusive porphyry, then occurs another 15 feet of mineralized quartz. The vein is plainly traceable the full length of the claim a distance of 1500 feet. The quartz on the surface is a decomposed rose color. In some places native gold is plainly seen. On trying it with a pan I found considerable free gold, it also showed quite rich in sulphurets but as depth is attained the gold is found in a pyritic iron, increasing in value very rapidly, assaying from \$17.00 to \$220. One assay running as high as \$380.00, but this was taken from a place showing a thoroughly decomposed mass and was more or less concentrated. The course of the vein is northeast by southwest and from the work at present done appears nearly vertical. I believe this to be a true fissure vein, cutting as it does, the formation at an angle of 45 degrees and would recommend that a shaft be sunk on the foot wall for a distance of 300 feet and the ledge crosscut at each 100 feet in depth when enormous quantities of good paying ore will be opened up which, with the facilities for shipping, will make this property a good dividend-payer. I find plenty of good timber and water in abundance for mining purposes, with the close proximity of the great water power of the Kootenay falls, making this a desirable place for the erection of large smelting works. In conclusion, I am glad to state that during my experience in mining, I have met with few properties that show such strong indications of a brilliant future."

J. W. HAMILTON, M. E.

FRANK S. TAGGART,

OFFICIAL BROKER,

319 CAMBIE ST., VANCOUVER, B. C.

H. C. Lindorf. . . .

Fl. De Keyser Verblest. . . .

De Keyser's Placer

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Company

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OUR MACHINES ARE

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APTED TO THE

WORKING OF TAIL

INGS OF HYDRAULIC

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