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British Columbia Mining Critic.

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

British Columbia Mining Critic.

ISSUED WEEKLY.

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

SATURDAY, NOV. 27, 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, MANAGING EDITOR

Business and Editorial Offices:

319 Cambie Street, Vancouver, B. C.,
P.O. Box 125.

PRACTICALLY A UNIT.

The British financial press is practically a unit in denouncing the proffer by B. C. Ministers of State of their official titles and themselves as guinea-pig directors of sometimes very dubious and always highly speculative mining, trading and townsite companies, often using Klondike as a bait for rash British investors, and sometimes also throwing in British Columbia's opportunities of a kind. Leading London dailies are equally adverse to such use of official positions. It may, therefore, reasonably be expected, that as the best people in the Province also condemn the thing, the Hon. Messrs. Turner and Pooley will govern themselves accordingly. If not, they will certainly not long govern—or as many think—misgovern a great Province of Canada. Their names are, moreover, no longer of much use as ornamental "advisory directors," since they now fail to enable the flotation of companies, and only succeed in discrediting their Province and themselves.

THE FIRST MAYOR OF ROSSLAND.

Rossland's first Mayor is, as the "Mining Record" noted last week, making himself and his City notable,

if not notorious, by his desire to cause the City to be run as a wide open town. There aient our lively contemporary the New Denver "Lodge," speaks scathingly, yet amusingly, as follows: The incorporation of Rossland as a City has not led to the suppression of gambling in hotels. Just what constitutes gambling in Rossland, is a present a debatable quantity between the Mayor and his two confederates: the Board of Police Commissioners, the former being disposed to be over liberal to the "tin horns" according to the estimate of the Chief of Police and other Commissioners. Rumor says the Mayor and his two coadjutors went into secret executive session on Monday week, when a compromise was effected by a game of "three-up," wherein His Worship held the four aces, which gave him the right of way, therefore, henceforth there is to be unanimity in the Rossland civic family, and stud poker only. His Worship's favorite, will be tolerated, while the patrons of roulette, faro and craps will be "juggled" or fined or both. This reminds one of the New York Dutch Judge, who, presiding on the bench for the first time, called the drunks before him: "Vel my man vat you got dhrunk on?" "I got drunk on whisky, yer honor." "Ah, zo, you got dhrunk on whisky, me fine you ten dollar." Going through schnapps and the minor tipples with a cash graduation, he came to the last on the docket, who owned up to having got drunk on cider. "Eh!" gasped His Honor, "me not fine you, me get dhrunk on zider meself."

GOLDEN MINING ASSOCIATION.

The mining men of Golden have just organized a local mining association with a strong committee, composed as follows: The Hon. F. W. Aylmer and Messrs. W. McNeish, E. A. Haggen, Thos. McNaught and H. G. Low. They will draw up a constitution and then elect an executive. One great object of the association will be to cause the construction by the Province, of new mining roads and trails much needed in many parts of East Kootenay, that are tributary to Golden.

ROSSLAND MIGRATION TO KLONDIKE.

Many Rosslanders will, it is said, make for the Klondike in the Spring. Not a few talk of going by the hard overland route by means of the Peace and Pelly rivers.

KAMLOOPS CLAIMS BONDED AND SOLD.

Twelve Kamloops copper-gold claims, amongst which are included the Bonanza, Pot Hook and Cliff, have been bonded by Vancouver representatives of English capitalists. Meanwhile the Neighbor and Champlon claims have been sold for \$6,000 to the B. C. Exploring Syndicate.

ROSSLAND'S GREAT WESTERN SOLD.

The Rossland Great Western mine has, it is stated, been sold to the English company organized by the Hon. C. H. Mackintosh, the British-American Corporation Limited, for \$100,000, a sum of \$25,000 being paid down and the balance promised within three months. The British-American Corporation Limited has an authorized capital of £1,500,000.

THE WAVERLEY MINE.

Mr. Jno. D. Graham, Provincial Gold Commissioner at Revelstoke, has just resigned that appointment and accepted in its stead the management of the Waverley mine, at which 50 men are now working. Thence 1,000 tons of ore will shortly be shipped to Swansea for reduction.

WINTER WORK IN EAST KOOTENAY.

Messrs. H. L. Amme and W. Van Arsdalen mean to work the Cornucopia and Colossus claims on the east fork of Wild Horse Creek all Winter. Buildings necessary are already constructed, and 100 tons of ore lie on the dump. Meanwhile the famous North Star mine will, during the Winter, get out some 3,000 tons of ore, ready for Spring shipment.

ROYAL OAK GROUP.

The Royal Oak group near Ymir is turning out well, and a force of six men will be working on it all Winter. There are four leads running through the claims, and the Ymir lead crosses four of them. The Royal Oak shows a width of 8 feet, and assays give an average of \$25. The Carthage, one of the group, has a ledge 3 feet, six inches in width with a pay streak of 18 inches. An average of \$34 was secured from twenty assays, although one assay went as high as \$77. A 75 foot tunnel has been driven on the Carthage.

THE CROW'S NEST DEAL.

Private Hands Now Hold Coal Lands Granted to Build the Road.

ORDER OF EVENTS.

In 1886 coal is discovered in the Crow's Nest Pass on the British Columbian side of the Rocky mountains.

In 1887 Col. Baker, a member of the British Columbia Legislature, visits the Pass and satisfies himself as to the great extent and value of the coal beds.

Sir William (then plain Mr.) Van Horne's attention is drawn to these coal deposits, and his answer is that the Canadian Pacific Railway has no interests in that part of the country.

In 1888 the British Columbia Southern Railway Company, including Col. Baker, M. P. P., and others, is granted a charter by the Provincial Government to construct a railway from the summit of the Pass to Kootenay Lake, a distance of about 170 miles.

To guarantee construction, the company, by way of subsidy, secures a liberal land grant from the Government of British Columbia, which grant includes all the coal lands in the Pass, subject, some say, to a royalty of five cents per ton.

In 1890 the Crow's Nest Pass Coal Company, composed of the gentlemen who made up the British Columbia Southern Railway Company, is organized.

This company within a company purchases 10,000 acres of the coal lands and afterwards secures from the B. C. S. Railway Company control of over 300,000 acres of coal land, in fact, all the coal land of the subsidy.

In 1891 the promoters of the British Columbia Southern Railway Company are prevented from floating their project by the underhand influence of the Canadian Pacific Railway.

In 1892 efforts are made to interest capitalists in London, New York and San Francisco in the B. C. Southern project, but C. P. R. influence is adverse and opposition strong enough to prevent anything being done.

In 1893 time limit in the charter for the commencement of work expires; Government of British Columbia, of which Col. Baker has become a member, grants an extension; on passage of the bill, Col. Baker magnanimously abstains from voting.

In 1894 arrangements made in east for funds and surveys are put to work; general financial depression comes, fund is exhausted and work ceases.

Canadian Pacific influence still a formidable obstacle in way of the B. C. S. promoters.

In 1895 second extension of time is granted the B. C. S. Company and Provincial Legislature is told that the Dominion Government has been asked for a subsidy to enable the company to open up the coal lands of the Crow's

Nest Pass, with every prospect of success.

Dominion subsidy defeated by C. P. R. influences, it is charged, the company fully dominating the late Government. B. C. S. promoters see that they cannot hope for anything from Conservative Government at Ottawa, where the C. P. R. rules.

In 1896 Liberal Government comes into power at Ottawa. British Columbia Southern promoters identify Senator Cox and Mr. Robert Jaffray, with their enterprise.

In 1897 the British Columbia Southern, successful in transferring the B. C. charter to Canadian Pacific Railway for \$5,000 or some such sum.

No coal lands go with the charter; the Crow's Nest Coal Company, composed of Col. Baker, Hon. Minister of Mines in the British Columbia Government, and others, retain possession of the coal lands which were granted to provide for the construction of the road.

The "Globe" and Liberal press of Ontario, with a few exceptions like the Hamilton "Times," disapproves of a movement to disallow and cancel the charter of the British Columbia Southern Railway, and to use the coal lands so as to have the railway constructed by the Dominion Government as a national railway with which any other railway would have the right to connect.

The C. P. R. uses its influence to secure from the Dominion Government a money subsidy to help the C. P. R. to build the Crow's Nest Pass Railway.

Dominion Government, having refused, in defiance of public opinion widely expressed, in the House and out of it, to disallow the B. C. S. charter, hesitates about the subsidy; but the influence of the C. P. R. and its backers prevails, and the Government finally agrees to pay the Canadian Pacific Railway \$10,000 cash subsidy per mile for construction of the railway, approximately 310 miles long.

Canadian Pacific Railway, which did not receive an acre of coal land with the charter, agrees to transfer 50,000 acres of coal lands to the Government as a mark of esteem for that generous and considerate body.

The Crow's Nest Pass Coal Company enters into full enjoyment of its rights of ownership in the 300,000 acres of coal land which British Columbia granted originally for the purpose of building a railway.

SUMMARY.

The people of British Columbia, through their representatives in the Legislature, grant the most valuable coal finds in the world to a railway company as a subsidy to ensure the construction of a railway which would be beneficial to the country.

The railway company secures possession of the land, does not construct the

railway, and sells the charter.

The coal land passes into the hands of a coal company formed within the railway company.

The people of Canada are called upon to pay upwards of \$3,000,000 in cash for the construction of the line.

Thus the land is alienated from the public domain; it is in possession of men who got it for nothing, or at least gave the Province nothing for it, and will use it for personal profit; it was given to the predecessors of these men to enable them to construct a public work, and they retain it for their own gain; and the people have to pay over \$2,000,000 additional for the railway, which the price of the coal lands would have built many times over had they been sold at their value.

BEAUTIES OF NON-PARTISAN GOVERNMENT.

The historian of British Columbia, if he have no stock in the coal company or privileges from the railways, which might be jeopardised, will have to face the naked fact that the political methods that prevailed there towards the end of the nineteenth century were not such as those who look for and respect good government would wish to see perpetuated. In a sparse and scattered population given to much moving about, a few men of mediocre capabilities thrust themselves to the front without question, and carried on government there in a manner to imply contempt for their responsibilities to the people. There was not much money to squander, but the generous way in which public lands were distributed is indication that a full treasury, had there been one, would not have been vigilantly guarded. The Canadian Pacific Railway entered the Province with a right to twenty miles on each side of the line, and with a disposition to ignore public wishes and public rights wherever it could safely evade them. There can be no objection to the land grant under the circumstances, but there is, and must always be, objection to that contrary disposition of the monopoly which manifests itself in its treatment of the public, through whose generosity in land and money the company enriched itself. Sir Sandford Fleming's survey through the Yellowhead Pass may not have been an easy route for a railway from an engineering point of view, but it can safely be said that it would have proved easier than the route through the Kicking Horse. But there was another route through the mountains, the easiest of all routes, it was known then and has since been found to be, and that is the route by the Crow's Nest Pass, which was rejected, it is said, because the Government desired to keep the line a distance north of the International boundary. The gradients there are insignificant, and had the Cana-

dit Pacific Railway gone that way it would have had to cross but one range of mountains of magnitude, whereas by the Kicking Horse it crosses three, and it is comparatively heavy hauling all the way. Major Rogers, the American engineer, was aware of the easiness of the Crow's Nest Pass, for he was furnished with full information on the subject, but he desired to make a name as a mountain climber, which accounts for the many crossings of the Kicking Horse River, the abnormal grade at Field, which the Government engineers have not yet accepted, and the fantastical "loop," which will have to be removed, and the line re-constructed. Had the Canadian Pacific Railway Company been able to avail itself of the Crow's Nest Pass route, there would not have been a British Columbia Southern Railway Company to sell its charter; there would have been no alienation and misappropriation of valuable lands; the coal beds would have been opened up years ago; the railway would have had an easy grade to the Coast; there would have been a large sum saved in the cost of construction; the richest and best portions of the country would have been opened up, and not only the Province, but the whole country, would have felt the benefit. But the Crow's Nest Pass was not taken. Mr. Van Horne had "no interests in that part of the country"; men of influence in the Provincial Government were allowed to acquire the coal lands without question, and men of "influence" in the east, supported by a leading newspaper, assisted in the diversion of these lands from public use. And these are not the only shortcomings of the political nondescripts who showed their incapacity in the Government of British Columbia, the late Hon. John Robson excepted. For building the Nelson extension the C. P. R. was given another large grant of land. The company could not find enough land to fill its bill in what is known as West Kootenay, so it went over into the Columbia-Kootenay Valley, in what is known as East Kootenay, and all through that valley it has section after section, timbered and otherwise, tied up until it be profitable to put them on the market.

Then there is the Kootenay Land Company. This company secured from the Provincial Government a charter to construct a canal connecting the head waters of the Kootenay River with the Columbia lakes, in which the Columbia has its rise, and providing unimpeded navigation from Golden, on the Canadian Pacific Railway, through to the Montana boundary. As a subsidy for the work the Provincial Government granted the company 30,000 acres of land, to be chosen as the company saw fit. The canal was constructed, and was in use one season. Concealed in ignorance and carried out with stupidity, it flooded land and threaten-

ed to turn the Kootenay River entirely into the Columbia, and destroy it as a navigable stream through 200 miles of its course in Canada. So the canal was abandoned. It is learned from the Golden "Era" that the lock is falling in; the gates are broken, and as a public work it is useless. But here is the chief evil of this job. Whoever drew up the agreement between the canal company and the Government culpably omitted to insert a revisionary clause, that, in the event of the company not providing a serviceable canal, the land should revert to the people. As it is, the company have possession of the finest land in Southern British Columbia, and the people have in exchange for this fair portion of their patrimony—a ditch; and to prevent the Kootenay River from breaking through into the Columbia, the people will have to fill in this ditch, and do other preventive work at their own expense. So between them, the Canadian Pacific Railway and the Kootenay Land Company own most of the choicest land, for, be sure, these people put their stakes only in what is the best, when there is a choice to be made. And East Kootenay is practically closed to the agriculturist until the proprietors can make money out of him.

A DECEIVED PROVINCE.

In view of the fact that British Columbia is largely a mining country, not an agricultural one—though by having the arable land under cultivation, and not gathered into the maw of cormorant companies, the wealth of the Province could be greatly augmented—it may be said that this loss is not much to the people. But what is to be the conclusion when the sale of the British Columbia Southern Railway charter and the alienation of the great coal deposits of the Crow's Nest Pass come to be considered? Gross deception has been practiced on the people of British Columbia. They were unable to protect themselves. But there came a time when the Dominion Government could have protected the people of British Columbia, and the people generally from imposition, not to use a harsher term. When the Canadian Pacific Railway came forward for ratification of the transfer of the B. C. S. charter for the Crow's Nest Pass Railway, a line which Sir William (then Mr.) Van Horne had no use for a decade ago, but now was anxious to secure, it was in the power of the Government to withhold assent, to have denounced the British Columbia Southern charter, driven off the monopoly, and itself constructed the line, as soon as it could have used the coal beds for that purpose. Disallowance of the charter and Federal assumption of responsibility for the construction of the railway would have met all requirements, prevented the shameful alienation of the coal lands, and relieved the people of the west, to some extent at least, from

the oppression and extortion which the C. P. R. monopoly has too long been allowed to practice. The Government was at first inclined to do this, was strongly advised to do this by independent men in the House, and an untrammelled and independent press outside of it, but the "Globe" and its backers managed to command enough power to prevent the Government from adopting a wise, just and equitable policy in this respect. It was the first great blunder of the Laurier Government, showing a weakness that admirers of it did not expect to see so early in the day. By this supineness the Government countenanced one of the greatest wrongs ever perpetrated in this country.

WHAT THE PARTIES TO THE BARGAIN GAVE.

British Columbia gave over three hundred thousand acres of the best coal land in the world, and the British Columbia Southern charter to the interests now represented in the Jaffray Company.

The C. P. R. gave a large sum of money to the interests now represented in the Jaffray Company for the charter without acquiring the coal lands which the British Columbia Legislature originally attached to that charter.

The Dominion of Canada, through its Government, gave away its opportunity of protecting the people of British Columbia; the Dominion of Canada, through its Parliament, afterwards gave the C. P. R. over \$3,000,000 to build a railway.

WHAT THE PARTIES TO THE BARGAIN GET.

Canada in return for \$3,000,000 gets fewer concessions than the C. P. R. could have been forced to yield as a matter of ordinary business policy; Canada also gets fifty thousand acres of British Columbia's own coal land, which the C. P. R. will either have to buy from the Jaffray Company with the country's own money, or receive as a gift.

The C. P. R. gets three hundred and thirty miles of railway, which can be worked to pay large dividends from the start. This line will be largely paid for with the country's three million dollars. A pretty good return for the sum paid by the C. P. R. to the interests now represented in the Jaffray Company as the price of the British Columbia Southern charter.

The Jaffray Company gets \$85,000, or whatever may be the price the C. P. R. paid for the British Columbia Southern charter; the Jaffray Company also gets whatever price the C. P. R. pay, out of the country's money for the restitution of a portion of British Columbia's coal lands. Finally, the Jaffray Company is in full enjoyment and possession of three hundred thousand acres of the best coal land in the world. This land was given to build

a railway. The C. P. R. is building the railway largely with the country's money. The C. P. R. has not got the coal land. The country is largely paying for this railway. The country has not got the three hundred thousand acres of coal land. The Jaffray Company is not building the railway. The Jaffray Company is not paying for the railway. The Jaffray Company has got three hundred thousand acres of coal land good and fast, and what that company has done or is going to do which will be of value to the people for the empire of coal land which has passed into private hands, the "Globe" has yet to explain.

WHAT THE PARTIES TO THE BARGAIN TAKE.

The C. P. R. takes the subsidy which will go far towards building the railway which the C. P. R. will operate for its own use and benefit, the railway which British Columbia paid for over and over again with its coal land and the country nearly paid for with the hard earned money of the federal tax payer.

The country gives over \$3,000,000 of the federal tax payers' money, and this money is used in building a railway for the benefit of the C. P. R. British Columbia gives three hundred thousand acres of coal land to pay for a railway which is being built with federal subsidies, and poor British Columbia's land, instead of helping to build the railway, is helping to enrich the interests represented in the Jaffray Company. The coal lands granted by the British Columbia Legislature to build the railway, are not being used for that purpose, and these coal lands were sufficient in value to do the work many times over.

The interests represented in the Jaffray Company take \$85,000, or whatever the price was which the C. P. R. paid for the British Columbia Southern charter.

The interests represented in the Jaffray Company take whatever price the C. P. R. pays out of the country's money for 50,000 acres of British Columbia's coal land.

The interests represented in the Jaffray Company retain for their own use and benefit the three hundred thousand acres of coal lands, save the lands they sell to the C. P. R., and these acres are the domain which should have and could have been used to build for the public benefit all the railways British Columbia will ever need.—Toronto "Evening Telegram."

THE PILOT BAY CONCENTRATOR.

Two hundred men are now engaged at the Pilot Bay concentrator, which has again been running for about three weeks. After sufficient concentration of ores to keep the smelter running, the furnaces will be blown in.

STOCK QUOTATIONS.

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

COMPANIES.	NO. OF SHARES.	PAR VALUE	PRICE
TRAIL CREEK			
Alberta.....	1,000,000	\$ 1.00	50
B. C. Gold King.....	1,000,000	1.00	10
B. C. Gold Fields.....	2,500,000	2.00	11
Belvoir.....	750,000	1.00	10
Big Chief.....	1,000,000	1.00	10
Big Three.....	3,500,000	1.00	10
Birdbird.....	600,000	1.00	10
Briden.....	1,000,000	1.00	10
Bulle.....	1,000,000	1.00	11
Caldonian Com.....	750,000	1.00	65
California.....	2,500,000	1.00	8
C. & C.....	500,000	1.00	7
Cattle Queen.....	750,000	1.00	7 1/2
Centre Star.....	500,000	1.00	10
Colombia.....	1,000,000	1.00	24
Commander.....	500,000	1.00	18
Crown Point.....	1,000,000	1.00	10
Deer Park.....	1,000,000	1.00	11
Delta Colli.....	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	8 1/2
Georgia.....	1,000,000	1.00	10 1/2
Gertrude.....	500,000	1.00	10 1/2
Golden Belp.....	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	6
Helen.....	500,000	1.00	04
High One.....	500,000	1.00	4 1/2
Hornetake.....	1,000,000	1.00	5
Idaho.....	1,000,000	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 Blask.....	1,000,000	1.00	17
J. A. Z.....	1,000,000	1.00	10
J. S. J.....	1,000,000	1.00	23
Jumbo.....	500,000	1.00	70
Jubilant-Templar.....	500,000	1.00	04
K. A. J. London.....	1,000,000	1.00	10
Le Roi.....	500,000	5.00	8 00
Lily May.....	1,000,000	1.00	24
Mayflower.....	1,000,000	1.00	10
Mercury.....	1,000,000	1.00	10
Montana.....	750,000	1.00	23
Monte Christo.....	1,000,000	1.00	10
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	06 1/2
O. K.....	1,000,000	1.00	6
Pala A To.....	1,000,000	1.00	5
Phoenix.....	500,000	1.00	12 1/2
Poorman.....	750,000	1.00	10
R. E. Lee.....	1,000,000	1.00	12 1/2
Red Mountain View.....	1,000,000	1.00	10
Red Palm.....	1,000,000	1.00	10
Rochester.....	500,000	1.00	10
Rossland Star.....	1,000,000	1.00	15
Rossland.....	1,000,000	1.00	20
St. Elmo.....	1,000,000	1.00	4
St. Paul.....	1,000,000	1.00	8
Silvering.....	500,000	1.00	6
Southern C. & W. C.....	500,000	1.00	20
Sultana.....	1,000,000	1.00	70
Trail Mining Co.....	250,000	100.00	10
Union.....	500,000	1.00	10
Virginia.....	500,000	1.00	12
War Eagle Con.....	2,000,000	1.00	1 00
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.			
Bellevue.....	700,000	1.00	12
Ellen.....	1,000,000	1.00	07 1/2
BOUNDARY			
Old Ironsides.....	1,000,000	1.00	11
McKINNEY			
Cariboo.....	800,000	1.00	53
CAMP FAIR VIEW.			
Occidental.....	600,000	1.00	2
NELSON.			
Eschequer.....	1,000,000	1.00	10
Hall Mines.....	3,000,000	41.00	10
NORTHPORT.			
Red Top.....	1,000,000	\$1.00	10
SLOCAN.			
Athabasca.....	1,000,000	1	26
Alamo.....	500,000	1.00	1 00
Bon Diablo.....	75,000	1.00	1 00
Bondholder.....	1,000,000	1.00	26
Buffalo.....	150,000	25	26
Cumberland.....	500,000	10.00	15
Dardenelles.....	1,000,000	1.00	15
Grey Eagle.....	750,000	1.00	12
Idler.....	1,000,000	1.00	12
Kootenay-Columbia.....	400	100.00	12

COMPANIES.	NO. OF SHARES.	PAR VALUE	PRICE
Noble Five Con.....	1,200,000	1.00	13
Rambler Con.....	1,000,000	1.00	43
Reco.....	1,000,000	1.00	1 75
Slocan Star.....	1,000,000	50	2 50
Sunshine.....	500,000	10.00	10
Washington.....	1,000,000	1.00	25
Wonderful.....	1,000,000	1.00	4
TEXADA ISLAND			
Texada Proprietary.....	1,000,000	\$ 25	\$ 0 25
Van Andu.....	5,000,000	1.00	5
Victoria-Texada.....	600,000	25	26
ALBERNI DIST.			
Alberni M'En Rose.....	250,000	1.00	05 1/2
Alberni Con.....	1,000,000	1.00	12
Mineral Creek.....	500,000	1.00	05 1/2
Mineral Hill.....	750,000	1.00	05
Quadrant.....	500,000	1.00	10
CARIBOO			
Cariboo Gold Fields.....	250,000	1.00	10 00
Cariboo Hydraulic.....	300,000	5.00	10 00
Columbia & Cariboo.....	1,000,000	1.00	15
Horseshoe Hydraulic.....	200,000	1.00	1 50
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 00
Lillooet Gold Reefs.....	200,000	25	25
Domain Development.....	90,000	25	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
Excelsior.....	500,000	1.00	50

Dividends paid to date are as follows: Le Roi, \$75,000; War Eagle (Old Company), \$2,750; Rambler-Cariboo, \$40,000; Reco, \$150,000; Slocan Star, \$550,000; Cariboo, \$150,000; Dominion Development, \$158,150.

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.....	20,000
Ruth.....	50,000	Antoine.....	10,000
Whitewater.....	40,000	Surprise.....	20,000
Washington.....	20,000	Monitor.....	15,000
Slocan Roy.....	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.

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CANADIAN PACIFIC RAILROAD ENTERPRISE.

The "Mining Journal" of London, England speaks as follows of the Canadian Pacific Railroad's busy plans of development in British Columbia, and credits the great railroad with what it now certainly possesses, namely almost perfect control of the railroad situation in B. C. Quoth the "Mining Journal":

It is stated on good authority that leading financiers closely connected with the Canadian Pacific Railway and Canada's great Bank of Montreal will, with the aid of the ample transport facilities of the railroad, establish a big smelter, or possibly two smelters, in West Kootenay. Robson is a likely site for such an endeavor. Aided as the enterprise would be by ample capital, energy, and transport facilities, there would appear to be big scope indeed for such an effort in successful competition with American smelters. The low grade copper-gold ores of Rossland alone would keep a large smelter well employed, and there is big scope also afforded by the silver-lead deposits of the Slovan County, to say nothing of possibilities from East Kootenay mining. The Crow's Nest extension of the Canadian Pacific Railroad, now well in hand, will render available ample supplies of coke and other fuel, also of lime and iron for fluxing. It is now likely, too, that, aided by Provincial Government, if not also by Dominion Government subsidy, the Canadian Pacific Railroad will shortly open up the promising gold district of Boundary Creek, and connect this with the Coast on the one hand, and West Kootenay on the other. Friends of the C. P. R. in Messrs. Mann and Mackenzie, of Toronto, have purchased a controlling interest in the necessary railroad charter, and with them the trans-Atlantic railroad can easily make terms. This is a triumph for the C. P. R. over threatened opposition, for one avowed purpose of the promoters of the Vancouver, Victoria and Eastern Railroad Company—now practically "bought out"—was to establish a railroad service between Vancouver, the Okanagan country, and West Kootenay in competition with the Canadian Pacific Railroad. The latter railroad will, in respect of the extension to Boundary Creek, probably be compelled to compete against Mr. Heinze, the American capitalist of Trail, near Rossland and Butte, Montana, for State subsidy recognition, as he also has railroad charter rights, and seeks to connect his Columbia and Western short line of railroad with the Okanagan country, and make the latter in part support his smelting interests at Trail. But in all probability the C. P. R. and its smelting friends will easily win the day against their American competitor, for they have big

Canadian powers at their back—powers equally forceful monetarily and Parliamentarily. In fact, to sum up the situation, the C. P. R. now commands the railroad position as regards the British Columbian Mainland and its great mine and lumber country, and is able to "gridiron" it with rails and steamboat services, as is now being steadily done. Hence, all here recognize a very big future indeed for the C. P. R. in British Columbia, where the railroad has now almost a complete monopoly of the chief means of transport—a virtual monopoly which the people only hope may be wisely and fairly, albeit profitably, used. Canada's great trans-Atlantic railroad has at Ottawa borne down all opposition, and it now commands the situation as fully as it did when its former close friends of the Macdonald, Bowell and Tupper administrations were in power. The present Liberal Government of Sir Wilfrid Laurier has, it is true, imposed some modest new restrictions on the grant of further State charter rights to the C. P. R., but the members of the Government are all apparently most friendly disposed towards the railroad. Its western traffic returns are meanwhile increasing greatly, and certain further to increase in 1898 with big mining developments well assured throughout British Columbia. The Klondike mining boom will also "bring big grist to the mill" of the C. P. R., which means early in 1898 to command the best all-Canadian route to the Yukon, and make that route as easy as is well possible by railroad, stage catch, and steamship services fully equipped.

VANCOUVER AND KLONDIKE.

The New York "World" in a recent London despatch, gives the following interesting information as to excellent new steamship services, that will next season be provided for the big freight and passenger traffic that is certain to develop between Vancouver and the Yukon country:

London capitalists seem to be resolved to share in the big profits anticipated from a rush to the Klondike next Spring. The Vancouver & Northern Shipping & Trading Company, working in connection with the Canadian Pacific Railway, with a capital of \$750,000, privately subscribed by six shareholders, to-day purchased two old Cunarders, the Bothnia and the Seythia, and two Cape mail steamers, as the nucleus of a fleet to run from Vancouver to Klondike ports, commencing on March 10th.

Both the Cunard ships are chartered for freight by Mr. Lipton, the millionaire provision merchant, for the voyage out, and he is said to have a scheme for building a new town to be called Liptonia, near Skagway. This enterprise is said to be the result of a visit to Skagway of the Mon. James Burke Roche, who has just returned here.

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. & F. S. R. R. to and from Northport Rossland and Spokane.

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

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

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

Leaving Spokane 8 a. m.; Rossland, 10:30 a. m.; Northport, 1:50 p. m.

New Service on Kootenay Lake.

Leave Nelson for Kaslo, etc., Tues., Wed., Thurs., Fri., Sat., 8:30 a. m.

Arrive Kaslo 12:30 p. m.

Leave Kaslo for Nelson, etc., Mon., Tues., Wed., Thurs., Fri., 4:00 p. m.

Arrive Nelson, 8:00 p. m.

G. ALEXANDER, General Manager.

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.

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 now 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 1/4, 50c.; 4 1/2 x 10, 60c.; 5 x 11, 75c. Cash or stamps. Name in gold letters, 15c. extra. Goods delivered in U. S. without duty.

ENSIGN PUB. Co. - St. Thomas, Ont

The Oriental Hotel,

The Most Prominent Hotel in Vancouver EVERYTHING FIRST CLASS GRIEVE & BLANCHFIELD, Proprietor VANCOUVER, B. C.

SPECIAL OFFER TO SUBSCRIBERS

Read Advertisement on page 3

SILVER ISLET.

Story of the Most Famous of Canadian Mines.

Archibald Blue, Secretary of the Bureau of Mines in Ontario gives the following story of the development and final collapse of the famous Silver Islet mine on Lake Superior:

"If there is a moral or practical lesson in the story of Silver Islet, it should have value for all time. I will just recall a few facts, the knowledge of which may be useful to men who are prompted to put money into mining enterprises. The properties purchased of the Montreal Mining Company by the Sibley Syndicate consisted of eighteen locations, embracing over 10,000 acres of mineral lands. The selling price to the syndicate was \$225,000 and in less than three years one of the eighteen locations was sold for \$150,000, and little Silver Islet produced enough silver to pay off the whole purchase price, two dividends aggregating \$262,666, and nearly \$500,000 besides for development and improvement of the property. Then a company within a company was organized, capitalised at \$5,000,000, and in the first two years of its existence the shareholders were paid two dividends of \$150,000 each, or a total of \$300,000, and every dollar of the stock was fictitious. How much more was paid in dividends, if any, I do not know, for some of the annual reports cannot be found. Then the company with \$5,000,000 was wiped out, and one of \$1,000,000 formed in its stead, but into which not a dollar of money was put as far as I can make out; only it shouldered a mortgage of \$100,000, left as a legacy by the old company, which covered Silver Islet, and 10,000 acres of mineral lands besides. Then came one year of plenty, which yielded about three-quarters of a million dollars, followed by seven years of famine, and finally the sale of the mine and all the lands under foreclosure of a mortgage. The mine had yielded in all, from first to last, \$3,500,000, and this was the end of it.

THE VANCOUVER SMELTER.

A recent issue of the London, England, "Mining Journal," through its B. C. correspondent, gives the following encouragement to the Vancouver smelter project:

The Vancouver City Council has now decided to endorse in a practical way a smelter scheme, submitted on behalf of a London syndicate organized by Mr. J. H. Rothschild, of Dashwood House. The Council pledges the City taxpayers, subject to their approval being obtained by the necessary enabling vote, to take stock to a value of \$95,000, or the equivalent of about £13,200, in a smelter company promoted by Mr. Rothschild and others, and capi-

talised in £250,000. Essential conditions are the erection and working on Burrard Inlet, Vancouver's Harbor, in 1898, of a smelter of 300 tons capacity. This is to cost, including site, power and plant, \$400,000, or nearly £82,000. The sum will also cover the cost of a small refinery, to be operated also before mid-Summer, 1899, and be of 25 tons capacity. The City is not, however, bound to take stock in the company, save on the basis of actual smelter output, the stock being taken in return for a payment by the City of \$1 per ton on ore smelted.

A strict further condition is that no Chinese nor Japanese workers be employed, the citizens of Vancouver being resolute to exclude Mongolian immigration to the utmost, and having almost as little desire for the cheap working and squalid living dwarf laborer from Japan, as they have from his fiercer but less doughty Chinese kinsman. The money interest to be taken by the City of Vancouver in the enterprise is relatively small, but the fact of participation means that municipally and otherwise Vancouver will do all that is possible to aid a big local effort at industrial expansion. Silver-lead and copper-gold ores, with coal, lime, and other fluxes from Coast and Island localities, should all be amply available for the smelter, which if managed by competent men, should achieve profitable results all round. Electricity is to be largely employed at the works for power and otherwise, and generated from an ample force of water on Seymour Creek, North Vancouver, along which, moreover, are promising copper-gold deposits. It is understood that as to mechanical and other details of the work, the services of Messrs. Bewick, Moreing & Co., are likely to be sought. The necessary assent of Vancouver's citizens is believed to be ensured, a fairly representative Municipal Council having unanimously endorsed the project.

A BIG NEGOTIATION.

It has been understood for some time that the Gooderhams, of Toronto, were negotiating for the purchase of the Heinze smelter at Trail and the tramway between Rossland and Trail. It is now rumored that the deal has been consummated, and that the price is \$2,000,000. So says the Rossland "Record."

The sale includes the smelter, the Columbia & Western Railway, and the Trail-Robson branch and all rights, privileges, grants and franchises held by Mr. Heinze in the Kootenays. Mr. Heinze is now in Toronto with the deal in hand.

It has been known that the owners of the War Eagle, who are the Gooderhams and their associates, would build or buy a smelter, and this gives cred-

COLUMBIA & WESTERN RY. CO

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

EASTBOUND.

No. 2 passenger (daily except Sunday)
Leaves Rossland..... 4.00 p.m.
Arrives at Trail..... 4.50 p.m.
No. 4 passenger (daily)
Leaves Rossland..... 11.00 a.m.
Arrives at Trail..... 12.00 p.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: R. 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. DEVLIN, Agent,

21-7-97

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, Froock, Texada Island, Lund, Hernando Island, Cortez Island, Read Island, Valdez Island Shoal Bay, Phillips Arm, Frederick Arm, Thurlow Island, Loughborough Inlet, Salmon River, Port Neville, and sails every Friday at 3 p.m. for way ports and Shoal Bay, calling at Bute 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, 11:20, 1:15 p.m., 2:15, 5:15 and 6:20 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 Buoys always available for towing and freighting business. Large storage accommodation on company's wharf.

H. DARLING,
Manager

Telephone 94.

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STOCK AND MINING BROKERS

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CAMBIE STREET, - -

Vancouver, - B. C.

ence to the rumor.

There is some talk around Rossland that the C. P. R. is behind the scheme to purchase the Trail smelter and the C. & W. It is argued that this move will save the C. P. R. the expense of building a smelter just at this time. What lends a shade of truth to this report is the following despatch in the Toronto "Mail and Empire" from Montreal:

"Aug. Heinze, of Trail, B. C., proprietor of the smelter at Trail, and owner of the line of railroad connecting that place with Nelson, is in the city. Mr. Heinze had an interview with Mr. T. G. Shaughnessy with reference to mining and smelting interests in British Columbia, and railway facilities in the mining country of that Province. It will be remembered that the miners of the Trail district some time ago complained that Mr. Heinze's charges for smelting and for the transportation of the ore over his road were excessive, and requested the C. P. R. to build a line of road paralleling that of Mr. Heinze between Trail and Robson. This the C. P. R. declined for the time to do, but promised that if Mr. Heinze and the miners did not ultimately come to terms, such steps might be taken. It is believed a satisfactory arrangement will be reached."

Another point in confirming the report that some kind of a deal is pending is the fact that Chester Class, the Treasurer of the smelter, is to leave Spokane and take up his permanent residence in New York City. It is not probable he would leave, it is said, unless he intended resigning, or unless the smelter passed into other hands. Everything, therefore, seems to point to another big deal wherein the C. P. R. is interested, though the news above given must at present be accepted under all necessary reserve.

SLOCAN DEVELOPMENTS.

The ore houses at the Howard Fraction are full of high grade ore, and a shipment will soon be made.

Work on the Fidelity has been resumed, after two weeks' cessation, owing to a great inflow of water.

New York people have bonded the Bachelor group on Twelve Mile for \$30,000.

The tunnel on the Frisco is in 30 feet, and the ledge will probably be struck early next week.

If the snow permits, the Chapleau will make another shipment in a few days to the smelter at Nelson.

Mr. Hugh Sutherland has taken up the bond of \$30,000 on the Silver Nugget group, on Eight Mile, and turned it into a joint stock company called the Slocan City Mining Co. The principal directors are Messrs. Hugh Sutherland, William Mackenzie of Toronto, and D. D. Mann of Montreal. The company is a close corporation. No stock

will be placed on the market at present. It is the company's intention to prosecute development work this Winter, and by Spring determine the plant necessary for working the property to its fullest capacity.

The Lucky Jim has commenced shipping ore to the Pilot Bay concentrator. It is expected that it will send down from 80 to 100 tons daily. The ore will probably concentrate five into one.

On the 15th instant, a dividend of \$20,000 was declared by the White-water mine, \$2,000 being also placed in the working fund and \$7,000 carried forward. This brings the total dividends paid to date to \$94,000. At the present time the mine is shipping two cars of ore daily. During October it sent out 45 cars, and up to the 15th of this month 24 cars had been shipped. A force of 110 men is now employed at the mine.

The cables for the Montezuma tramway have arrived at Kaslo, and have been conveyed to South Fork from where they are now being taken to the mine in sleighs. They came in six spools, aggregating some forty tons in weight. Superintendent Sackett says that no time will be lost in stringing the wires, for which everything is in readiness. The mill will be ready for operation early next month.

The Highlander concentrator at Ainsworth is said to be running through 87 tons of Black Diamond ore every twenty-four hours. The ore is concentrating about six to one.

On account of the danger from snowslides, all the men at the Native Silver Bell, at the head of Best Basin, have left, and the camp is now deserted. It will probably not be remanned this Winter.

Word has been received that the carload of ore shipped by the Adams British Columbia Company from the Mount Adams group, near Sandon, went 95.5 ounces silver and 65.5 per cent. lead. The ore has been shipped to the Omaha and Grant smelters.

THE HORNE-PAYNE SYNDICATE.

The Nelson "Tribune" gives as follows, what is doubtless Mr. F. S. Barnard's defence of his action when connected as a leading officer with the Lillooet, Fraser River and Cariboo Gold Fields Co., Limited, in the managing control of which in B. C. he has lately been superseded.

"The affairs of the Lillooet, Fraser River & Cariboo Gold Fields Company have got into a bad mess, and as a matter of course the Province of British Columbia is being saddled with the blame. While there may have been room for complaint in the management of the company's affairs in this Province, it is well to remember that it is very easy to be wise after the event. The Provincial Manager of the company may have purchased

prospects at a higher figure than their development warranted, and properties in which he was interested may have been put into the assets of the company at good prices, but it should be remembered that payment for the same was accepted in L. F. R. & C. G. F. company stock, when had there been any attempt at fraud, payment might easily have been arranged in cash. There was at least an evidence of faith in the company's future on the part of F. S. Barnard, which is more than can be said for the English stockholders associated with R. M. Horne-Payne. It is currently reported that the first move made by this group of stockholders was the unloading of sufficient stock upon confiding French investors, at double its par value, to indemnify themselves for any possible loss which might come upon them by reason of their own holding. If there has been bad faith in the matter, it was shown by the English stockholders themselves, and not by the British Columbians who organised the company. It is well in these matters to place the blame where it rightly belongs. That R. M. Horne-Payne carefully nursed the boom in the Lillooet Fraser River stocks no one can possibly deny. If the Provincial members of the company are to blame for inducing investment in the company stock at par, how is Horne-Payne absolved from blame for inducing investment at 100 per cent. premium?"

As the general opinion of most B. C. mining men is by no means favorable to the methods adopted by Mr. F. S. Barnard, it is but fair to that gentleman to quote as above, his defence of his position.

A COPPER PROPERTY.

Correspondence from Fairview, B. C., states that the Opulence claim, 12 miles northeast of that place, boasts of an ore shoot 30 to 60 feet on a lead that is traced for 1,000 feet. The ore is a sulphide, showing considerable native copper, which at a depth of 10 feet assays 35 in gold and 85 in copper. Picked specimens have given assays of 150 lb. gold, silver and copper, the latter running as high as 65 per cent. Two adjoining claims assay from three to 18 per cent. in copper.

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,
310 Cambie St., Vancouver, B.C.

Cable address, "Ambrosine." Moring & Neal, Clough's (new and old), Bedford McNeill, and A. B. C. Codes.

A BAD PRACTICE.

Under this caption, the "Financier," of London, England, speaks as follows of the habit which B. C. Ministers of State have lately acquired of lending their names and official status for a consideration to Western Canadian company ventures promoted in the "Old Country":

"We are glad to see the "Times" putting down its foot in regard to the use made of official people's names with a view to attracting money from the public. Apropos of the Dawson City and Dominion Trading Corporation, Limited, whose prospectus has just appeared, it observes in its impression of yesterday: 'We regret to observe the names of the Prime Minister and the President of the Executive Council of British Columbia on the Company's "Advisory Board." Men in their position are establishing a bad precedent when they allow their names to be connected with undertakings of this class, however sound they may be.' This is most sound and legitimate criticism. We confess ourselves astonished at finding these official names associated with a "Trading" undertaking of the kind. The practice is obviously open to abuse and misconstruction."

On the same subject the London "Money Market Review" speaks equally plainly, saying, in reference to the abortive attempt to float the Dawson City (Klondike) & Dominion Trading Corporation, Limited:

The advertisement, or rather placard, ushering this company into existence is a very extraordinary production, the names of the two Canadian Ministers above referred to, being repeated in it a dozen, or possibly a score of times. In fact, the announcement takes just the form that would be given to the puffing of a new soap or a new pill. It may be said, perhaps, that points of this kind are immaterial, but the association of Ministers in office with Joint-Stock Companies is not immaterial, but open to grave censure. And if it be urged that their participation in the undertaking is all the better so far as the shareholders' interests are concerned, the question arises: What will happen if the remonstrances made in London be echoed, as they are very likely to be, in the Dominion and cause the withdrawal from the project of the names in which it trusts so much? We presume in that case the deposits would have to be returned, as an essential condition of the prospectus would fail. These matters are, therefore, not immaterial from any point of view.

The London "Daily Chronicle" also "went for" the same venture—which the "Times" also criticised adversely—in the following scathing terms:

"DAWSON CITY (KLONDIKE) AND DOMINION TRADING CORPORATION, LTD.

"The sooner the Prime Minister of British Columbia retires from politics and devotes himself entirely to finance the better it will be for the colony and the companies in which he is interested. We think the capital of this last concern, viz., £600,000, including 6,000 objectionable deferred shares of £2 each, is absolutely large. We strongly advise investors and speculators to leave this company alone."

As to these deferred shares, by the bye, the Kamloops "Sentinel" says:

"The deferred shares referred to by the "Chronicle" represent a portion of the consideration received by Premier Turner and President of the Council Pooley for the use of their official titles."

In all which comment, wherewith most British Columbians of average insight will in the main agree, irrespective of party politics, the "Mining Critic" cannot but concur and express a hope that the Hon. Messrs. Turner and Pooley will hereafter "tak a thoct and mend," and having mended, cease to connect themselves with speculative company promotions in London, otherwise we shall have the whole of the London financial world—much of it is indeed already doing this—asking in the language of the turf: "What price British Columbian Cabinet Ministers?" Which query won't do Canada's Pacific Province any good, and may do the Ministers themselves harm, at a not very distant general election, on which their minds are doubtless much bent just now.

THE C. P. R.'S. ROBSON-ROSSLAND MINE.

The Rossland "Miner" speaks of this as follows, as being already almost a fact accomplished:

"The survey of the proposed line has been completed, and construction can commence at any time now. The route chosen runs from Rossland northward around Columbia and Kootenay Mountain, near the milk ranch, to Murphy Creek, and down that stream to the Columbia River. It is believed that traffic arrangements would be made with the C. & W. Railroad for the use of its line from Murphy Creek to Robson. The proposed line affords a grade no steeper or more difficult than that ordinarily found in mountain countries, and Mr. C. E. Perry, the Chief Engineer for the Company in this district, pronounces the route an excellent one. There is some rock work to be done, but not an extraordinary amount. The fact that Winter has set in would make no difference with the railroad company, for the Winter season is the preferred time of the year for the construction of its lines, since

when the Spring comes and the earth thaws out, it is much easier to ballast the roadbed properly. The construction of the line into Rossland would not take more than four or five months, and it is possible that the C. P. R. will be in the City by the 1st of May. The site of the station has already been selected, at Thompson avenue, near Washington street."

CONCENTRATES.

The C. P. R. will run special excursions to the Klondike in the Spring. If the Dominion Government has made things as easy for the C. P. R. in the north, as it did for that corporation in the west, these excursions can be made pleasure trips without any considerable outlay.

Hon. Clifford Sifton assured a Calgary audience that he has changed his mind in several details since visiting the Yukon country. If the change is for the better, the Hamilton "Spectator" will see in the north country a field particularly useful for the improvement of Federal Ministers' minds.

The mineral output of British Columbia jumped from \$2,603,608 to \$7,146,425 in six years. And the country can hardly be said to have started yet.

The Rossland "Miner" estimates that 103,891 tons of ore, which it values at \$97,272,370, have been hauled out of Kootenay in the last six years.

Rossland, Nov. 20.—The ore shipments of the past week were: Le Roi, 1,485 tons; Iron Mask, 90 tons; Poorman, 30 tons; Cliff, 15 tons; Centre Star, 15 tons. Total, 1,635 tons.

Lieutenant-Governor C. H. Mackintosh, of the North West Territories, and British Columbia manager of the British-American Corporation, has purchased the Great Western for \$100,000, and the Algonquin group of 17 claims near Christina Lake, for \$5,000. It is rumored that he is trying to buy the West Le Roi and Josie. This corporation has a barrel of money behind it, and the manager is losing no time in making investments. Work has started on the Deer Park. A large force of men are sinking the shaft deeper.

NO GREAT ACTIVITY YET AWHILE.

The London "Mining Journal," answering a correspondent, speaks as follows of the present attitude of the greatest money market of the world, that of the British metropolis:

"The British Columbian market is very small, and seeing that the Winter is setting in, we do not look for any great activity at present. The country is, however, undoubtedly a coming field for mining."

B. C. is, therefore, "coming," but it has not arrived yet, as our friends, the French would say.

A FIXED AND HONEST PRICE FOR LEAD.

This is a desideratum naturally of great importance to British Columbia's silver-lead mining, which suffers not a little from unfair deductions now made from the true market price of lead, as it rules from time to time in the great purchase centre of New York. An attempt is now being made to obtain fair terms for Western silver-lead miners, a meeting of the managers of the American smelters having been held in Denver, Colorado, with the view of promoting the interests of the smelting and mining industries.

There appears, as a result, to be a unanimous determination, says the Denver Republican, to devise some means, if possible, to obtain a true market price for their products, instead of the doctored and insufficient quotations now furnished by certain New York jobbers in the case of lead. For instance, there is no good reason why the market price in New York should not be quoted daily at \$4.25 instead of \$3.75, and it is believed that through a concerted action on the part of all the lead smelters justice can soon be obtained in this important matter. The same is true of silver.

It is said that smelters from Texas to British Columbia were represented at this important conference.

NEW DENVER VS. KLONDIKE.

Under the caption of "The Mad Rush," the New Denver "Ledge" speaks plainly, yet wisely, of the coming exodus to Klondike:

"The mad rush of the century will commence in January and end about eight months later. It will be up the Yukon River, and will be principally directed towards Dawson City and surrounding country. Most of the crowd will be tenderfoot, and many of them will curse their God for ever allowing them to hear of Klondike, a few will make a stake, and they will bless the name of such magic charm. The Kootenay country will receive an immense benefit later on from this great influx of gold hunters, Thousands of them will turn back from the frost-laden north to Kootenay, a country richer than a dozen Klondikes, and with a climate that will suit most any kind of a sane individual."

THE HALL MINES DIVIDEND.

The first dividend that is about to be paid on the Hall Mines Limited's ordinary stock, will be a very respectable one of 5 per cent. Meanwhile the big blast furnace at the smelter has recommenced work after closing down for about a fortnight. The new roaster and reverberatory furnaces are being rapidly completed, and the lead furnace is also nearly ready for operation.

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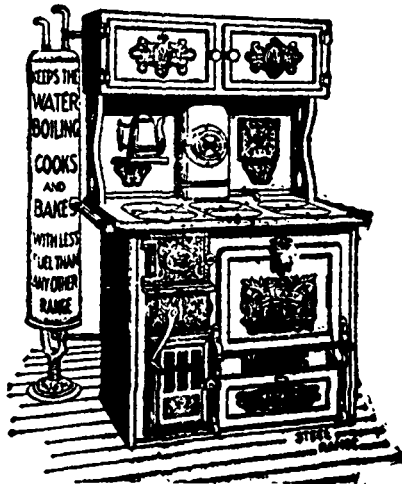
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CHARGE OF DARGAI RIDGE.

Richard Mansfield Thrills the Men of
New York With Some Stirring
Lines.

Richard Mansfield, who is playing at the Fifth Avenue theatre in New York, the part of an American who sets the British soldier at defiance, evidently appreciates the British soldier at his best, none the less. The following verses written by him concerning the storming of Dargai Ridge on October 20th, appeared in a late issue of the "Tribune":

DARGAI CAP.

Bulldogs, hark! Did your courage fail?
Bulldogs, hark! Did your glory pale?
What of the slander that says "De-
cayed

And gone to the dogs" since the Light
Brigade?
For the blood and bone that humbled
Nap,

'Twas there again, boys, in Dargai Cap.
Did ye hear the swish of the flying
shot,

The roll of the drum and the rattle
pot?

The music that rose clear o'er that yell,
And thrilled thro' the ranks and stir-
red up hell?

Come, Highland laddie—head up—and
step forth

A crown of glory—"cock o' the North!"

You cock o' the North, aye, pipe away.
With both stumps gone and you won
the day!

You may lean your back against com-
rades now,

They'll moisten your lips and they'll
kiss your brow;

For they fought like men, and a man
may weep

When he lays a man to his last long
sleep.

Bulldogs, who sleep on the Dargai
Ridge,

Fall in, quick march, and over the
bridge,

The pipers ahead, and the same old air
To pipe you to heaven and veterans
there;

And you'll tell the bullies who humbled
Nap

The glorious story of Dargai Cap.

CARIBOO HYDRAULIC COMPANY.

The Season's Yield Restricted by a
Shortage in the Water Supply.

Advices received from Mr. J. B. Hobson, manager of the Cariboo Hydraulic Mining Company, under date of the 11th inst., have been suspended for the season, and the final clean-up made. Winter set in very early this year in Cariboo, and the temperature fell rapidly, so that the final clean-up was made hurriedly, in case the flumes should become frozen over. There was also a great scarcity of water this season, in fact, for some time past, the monitors could only work two hours daily, and a comparison of the water records of this and last year shows that the amount of water was only about half that of 1896. The result of this season's operations is thus far short of the estimate given in the last annual report, \$300,000, but is \$12,000 more than obtained in 1896, and considering the scarcity of water, and the much shorter time hydraulic mining was carried on, the result is satisfactory.

The final clean-up amounted to 332 ounces, of the estimated value of \$5,707. The gold brick was shipped from the mine on the 12th inst., and is now en route to San Francisco. The total yield of the season just closed amounted to close on \$139,000.

It is proposed to construct a new ditch—the Moorhead ditch—of a length of 7 3/4 miles, in time for next season's operations, and then no difficulty regarding water will be experienced. A considerable amount of preliminary work in connection with its construction has already been done, and, during the Winter, a force of men will be employed in getting out lumber and doing other work, in preparation for the re-opening of operations next Spring.

The Horsefly Hydraulic Company's works were closed down for the season about four or five weeks ago.

THE BRITISH PACIFIC.

The British Pacific Railway scheme is not yet dead as notice appears in last issue of the Canada Gazette that application will be made to the Parliament of Canada, during its next session, for an act to incorporate the British Pacific Railway Company, with power to construct a railway from Victoria, British Columbia, to Winnipeg, Manitoba, via Bute Inlet, Cariboo, Edmonton and Prince Albert, with a branch line running through the Cassiar and Yukon district, and a branch down the valleys of the Canoe, Columbia and Kootenay Rivers to the 49th parallel of latitude, with power to purchase, lease, amalgamate or make running arrangements with existing lines or companies on the line of the proposed railway or connecting therewith. But with the C.P.R. in the field against the scheme and the sturdy opposition of sound financiers almost everywhere, the British Pacific will long remain only a "paper railway."



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FOOLS AND THEIR FOLLY.

The East Kootenay "Miner" speaks very plainly of a body of mountebank sol-disant prospectors, who recently started north from Calgary. Most were probably remittance men from England, of a type which Western Canada knows too well. The "Miner" thus describes the pack of fools:

A mining outfit consisting of twelve members, arrayed in garments wonderfully made, and composed of whitened curduroy to match the snow, has just started out from Calgary. It is reported a Chicago syndicate has advanced \$1,500 to provide each outfit. If this be so, it is another exemplification of an old proverb. The outfit have been buying cayuses and exercising them on the streets to accustom them to the bustle and noises of strange towns, and taking them down to the station to familiarise them with the sound of the railway locomotive. It is well to be accustomed to all contingencies, particularly as the party intends to get as far as Edmonton anyhow, where an occasional locomotive may be heard. Their destination is the sources of the Peel River, to search for gold. It is not expected that all the members of the outfit, which is a miscellaneous collection of jacks of all trades, will ever get there, but the age of miracles is not yet past.

FORT STEELE.

Work on the Cornucopia is being hindered by the illness of Harry Amme, who is down with rheumatism. They will put in a 75-foot tunnel this Winter to crosscut the lead.

Capt. White-Fraser, late Inspector of the North West Mounted Police, has joined Robins Brothers, of Wardner, in a Stage Line Company to be known as the White-Fraser Stage Company. The headquarters will be at Wardner for the present, and stables will be maintained at Fort Steele and other places. Stages will be regularly run between Fort Steele and Wardner, Cranbrook, and Moyle. A number of first class horses and rigs for hire, and teams and vehicles for freighting purposes will always be obtainable at their stables—in short a general livery business will be done.

A PROMISING SICAMOUS CLAIM.

Mr. W. T. Newman, of Kamloops, reports that assays of specimens submitted to him from the Blue Bird claim at Sicamous, run between \$600 and \$700 in gold with 10 to 17 per cent. of copper. The specimens were surface ones, and though doubtless selected, seem to augur good possibilities for a place very new to B. C. precious metal mining.

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Going west	Daily	Going east
Lv 8.00 a.m.	Kaslo	Ar 3.50 p.m.
" 8.36 "	South Fork	" 3.15 "
" 9.24 "	Sproule's	" 2.15 "
" 9.51 "	Whitewater	" 2.09 "
" 10.03 "	Bear Lake	" 1.48 "
" 10.18 "	McGuigan	" 1.33 "
" 10.38 "	Junction	" 1.12 "
Ar 10.50 "	"	Lv 1.00 "

SANDON AND CODY.

Lv 11.00 a.m.	Sandon	Ar 11.45 a.m.
Ar 11.20 "	Cody	Lv 11.35 a.m.

R. W. BRYAN,
Superintendent.

Telegraphic Address: Cods: Moving & News.
Bed-rock.

THE FERN MINE'S CLEAN-UP.

On Monday, 18th November, Messrs. F. C. Innes and J. A. Veatch brought to Nelson from the Fern mine on Morning mountain, five bricks of gold bullion as the result of the first mill run of the mine. The bricks were deposited in the Bank of Montreal, and the value placed at \$11,325.

Mr. Innes furnishes the following report of the 38 days' run to November 13th: Bullion shipped, \$11,325; bullion on hand, \$670; concentrates shipped, 20 tons; net smelter returns, \$1,500; six tons of concentrates on hand, \$350; total product of the mill, \$13,945; ore shipped, 20 tons; net returns, \$1,200; making a total of the mine and mill for the 38 days, of \$15,145. The total number of tons milled was 965, or an average of 25.4 tons per day. The segregation of values recovered is as follows: The first five days, 30 tons per day, making 150 tons at \$8 per ton, \$1,200; succeeding 10 days, 25 tons per day, 250 tons at \$9 per ton, \$2,250; the next 10 days, 24 tons per day, 240 tons at \$14 per ton, \$3,360; the next 13 days, 25 tons per day, 325 tons at \$21.55, \$7,135. The average duty per stamp in 24 hours was \$12.43. The average value of concentrates per ton milled was \$2.02. The estimated cost of mining and milling per ton was \$4.50. At the latter figure the total cost of mining and milling for the 38 days amounted to \$1,342.50, leaving a balance to the credit of the mine of \$10,802.50.

The bricks left at the bank run in value from \$16.05 to \$17.01 per ounce. The brick designated as No. 1 was a fair sample of the others, weighing 198.44, and valued at \$16.39 per ounce. The percentages of metal contained were as follows: Gold, 788.8; silver, 162.2; base, 19.

It is the intention of the company to at once construct a cyanide plant to work the tailings, and it will probably be in operation early in December. Ten extra stamps have been ordered and they will be in operation soon after their arrival, as everything is in readiness for them. An electric plant is being added, and everything is being done that will tend toward the rapid and economical handling of the ore. At present 28 men are on the regular force, and 14 on construction. This number will be largely increased when the extra stamps and cyanide process are established. A large amount of ore has been blocked out, and the outlook for a long and successful run is very bright.

NELSON'S EXPORTS.

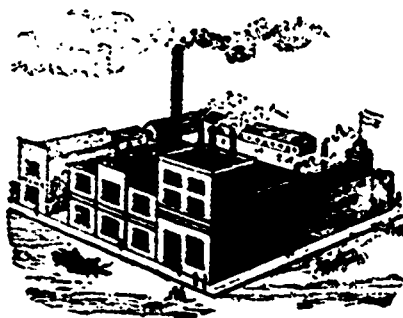
The ore and matte exports of Nelson and its suburbs for the first thirteen days of the present month, amounted in value to \$382,570, or nearly \$30,000 a day, an excellent average showing that will doubtless, however, be exceeded ere the end of 1897, and far surpassed by the records of 1898.

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