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British Columbia Mining Critic.

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

WEEKLY EDITION.

Vol. I, No. 52.

VANCOUVER, B.C., SATURDAY, APRIL 23, 1898.

PRICE 5 CENTS.

NOTICE.

All communications intended for THE EDITOR should be sent direct to

THE EDITORIAL OFFICES,
319 CAMBIE STREET,
VANCOUVER, B. C.

The British Columbia Mining Critic is published weekly in the interest of Mining, Finance and Commerce, and for the protection of investors.

Subscription, Two Dollars a year, payable in advance.

FRANK S. TAGGART,
Editor and Managing Director.

British Columbia Mining Critic

Printing and Publishing Co., Ltd.

Publishing Offices: 401 and 403 Cordova St., Vancouver, B.C.

EDITORIAL.

THE DUTY OF THE PROVINCE.

If the members of the Provincial government desire to avoid a certain pit-fall at the coming general election they will promptly abandon the proposal to grant a subsidy of \$1,500,000, or thereabouts, to Messrs. Mann & Mackenzie on their proposed Stickine-Teslin Lake & Kitinat railroad, receiving in return a per caput payment of \$1 a passenger and 50 cents a ton on freight carried over the route. The amount of a loan of \$1,500,000, added with the cost of obtaining it to the aggregate of the present indebtedness of the Province, would make our loan obligations altogether too heavy for financial safety. And although for several years the payments made to the Province on passengers and tonnage might and probably would equal and more than equal the amount chargeable for interest and sinking fund, it is extremely likely—nay, almost certain—that at the end of not more than five years from opening, the northern portion of the proposed railroad would be found quite unremunerative to work, the only substantial revenue, and that perhaps not very large, being then derivable from the more southerly portion of the line running from the coast into the nearer and probably well-mineralized part of Cassiar.

Any large capital expenditure in respect of Yukon railroad construction can only be made safely on such a basis of freight earning as to repay principal and interest in a few years. This the latest Mann-Mackenzie proposal would fail to do, so far as it relates to payments proffered in return for a very big Provincial subsidy. In all probability the really rich placer mining of the Yukon will be practically at an end in five years or less, so large being the present inrush of workers. Afterwards, in so bleak and inhospitable a country what mining opportunities are left, will be taken up only by a limited number of very

hardy miners, whose freight and passenger contributions to a railroad would not begin to pay even running expenses. The life of any Yukon railroad will be short, and the line must therefore be made exceptionally quickly productive. Consequently, if state aid be given, it should either be on the principle of partial ownership or based upon very considerable yearly ad valorem duties on freight charges, much larger in fact than the duties offered by Messrs. Mann & Mackenzie, the receipts from such duties being applied towards speedy repayment of capital as well as towards interest.

There is but one partial exception to this rule, that of the Dominion government, which is certain during the period of the Yukon excitement to make a yearly profit revenue of over a million dollars by customs duties, excise levies, miners' licenses, royalties, registration fees and liquor license payments.

Hence the Dominion, which has duties to perform towards the people of its Yukon territory, which we of British Columbia have not, can, as it certainly should, undertake the larger part if not the whole of any state charge involved in northern railroad construction or subsidizing. The Dominion's profit revenue from the Yukon will in very few years reimburse a very considerable capital expenditure, and, after all, under proper and well-considered arrangements, the duty of the Dominion to the Yukon may surely be performed at but moderate cost. In any case the Stickine-Teslin railroad cannot be built, and in running and productive order this season. Hence, pending further action of our national administrators, whose responsibility in the matter is large and undeniable, all that our Provincial authorities should and need do, this being necessary to protect our trade, is to build the best possible wagon road from the Stickine river to Teslin lake without delay. No sensible man should cavil at or oppose such an expenditure in such a situation.

But it would be quite another thing to borrow \$1,600,000, of which in all probability only a comparatively small portion would by any chance be reimbursed to the Province before the end of the Yukon's brief period of exceptional gold production, under the suggestions of the latest proposal of Messrs. Mann & Mackenzie.

BESIDE THE MARK.

It is quite unlikely that the city council of Vancouver will accept the snailer proposition of the Anglo-Continental Public Works Company, Limited, details of which are given elsewhere in this issue. The offer asks in return too much, and is on the face of it a promoters' speculation, out of which intermediaries expect to make big profits. The Daily Province, by the bye, seeks to ridicule the proposal out of existence, but its rallies really miss the mark. Says our contemporary: "Mr. McLean, the mouthpiece of the company, proposes to give the city \$25,000 and get back \$15,000 in the shape of a bonus or subsidy. The

smelter will be thrown in. But would it not be much simpler for him to make the city a present of \$10,000 and be done with it." Which seems very funny, but is unfortunately as inaccurate as it is funny, which rather blunts the point of the satire. The smelter is by means "to be thrown in." To begin with, the company asks the city for a monopoly of smelter aid—surely worth a good deal—next calls for a free site, worth, of course, many thousand dollars; and, thirdly, demands freedom from civic taxation for twenty years, which means an exemption value of at least \$10,000. Then there is the bonus of 50 cents per annum on a maximum aggregate of 30,000 tons of ore, equal to \$15,000 a year. And against all these things, the city is to receive—only, of course, if earned, a preferred stock dividend of ten per cent. on £50,000, debenture interest coming first. Now, if the concern only paid expenses, after meeting six per cent. debenture interest on £50,000, or only yielded a small per centage on its stock, preferred and otherwise, as might indeed happen, there would be no \$25,000 of revenue for the city to set against a yearly payment of \$15,000 for bonus, plus the gift of a costly site and a valuable tax exemption. No, good sir, of the Province, the Anglo-Continental Public Works Company is not, even in seeming, offering to throw in a smelter and also give the city \$10,000 a year. Not so foolish are that company's backers by any means. London promoters usually make keen enough bargains, and such a one they now seek to make, but probably won't succeed in making with the good city of Vancouver.

CONCERNING KLONDIKE.

The MINING CRITIC by no means favors Mr. Hanson Boorne's proposal, that either the Provincial government or the cities of Vancouver and Victoria should set up for display at some central point in the city of London, England, a pyramid or other mass of gold from the Klondike. He suggests an outlay of \$150,000 in buying gold for this purpose. Gold representing even so large a sum in cash as \$150,000 would not, after all, make a very big showing for bulk, gold being so heavy a substance. But another and greater objection to the proposal can be adduced. Already quite as much British money and more than enough generally unsuited British gold-seeking emigrants are being attracted to the hard country of the Yukon, and, in our opinion, it were little short of criminal to add to the rush of such unsuitable immigrants and increase the number of Klondike companies, of which there are enough and to spare already. Were Mr. Hanson Boorne's project used to advertise well and forcibly in London the enormously greater mineral resources of British Columbia, where a Briton can live and thrive, it would be worthy of consideration, for the United Kingdom knows sadly little yet, save through company promotions, too often of a doubtful class, of the enormous potentialities of our vast gold and copper fields, our magnificent lead and silver districts, and of coal and iron resources capable of building up in the early future vast manufacturing industries of many kinds in well-favored Pacific Canada. The wealth of the Klondike to be got at and out in a few short years, will not begin to compare with the permanent riches of British Columbia, and this, however much men boom the Klondike, the world will very speedily ascertain. Meanwhile when the river and lake navigations open up North there should some few weeks hence be ample Yukon trade opportunities for the general outfitters of our British Columbia cities, who will, however, if prudent, not stock too much ahead. Assuredly the Yukon boom won't last. Next autumn is its probable limit, though after that date a fair trade may for perhaps a decade be done with a Yukon mining population of

not more than 25,000 or 30,000. It is better commercially to anticipate facts than to see bright visions glowing in momentary, iridescence but rapidly vanishing into thin air.

EDITORIAL NOTES.

Evidently this is to be a busy mining season in East Kootenay, as preparations for extensive development work are being made at many points in that division of our Province most promising precious-metal opportunities revealing themselves moreover at quite new points in East Kootenay, in addition to such already noted producers as the North Star and St. Eugene mines. East Kootenay should in 1898 easily double, likely enough treble its precious metal, lead and copper production of 1897. Yet less than four years ago there was so little profitable mining or prospecting work being done in East Kootenay that almost all the local miners seemed—though still in a majority of cases sanguine enough—quite "dead broke." Now, however, all is eagerly expectant animation in East Kootenay, and there won't this year, as at the period of the last Provincial general election, be there found such a big array of men eagerly pleading for Provincial government work on the roads, if only for a week or two.

The C. P. R. and Molson's Bank are carrying out the adage, "Carry coals to Newcastle," with a vengeance by importing for their respective new buildings in Vancouver stone from far-off Calgary, paying in cash or in kind for a very long railroad haul, instead of obtaining finer stone from Haddington Island or some other British Columbia quarries easily accessible by sea from Vancouver. The explanation is said to be that the bank took over a Calgary quarry for a doubtful debt, and has now made a deal with the C. P. R. as to the sale of part of the stone and conveyance of it to Vancouver. The noble pile of the Provincial Parliament buildings at Victoria shows what fine looking and eminently durable building stone we have along this coast of southern British Columbia, but it is left for the C. P. R. and a newly imported financial institution from the East to make the present practical disparagement of one of our many Provincial resources. Somewhat short-sighted policy surely in either case.

The Vancouver Daily Province now thinks it best for the Mann-Mackenzie arrangement to be declared "wholly off" by the Dominion, proper compensation for work done being duly made, of course, to the greatly disappointed contractors. By all means, says our contemporary, let the Stickline-Teslin railroad be now built as a government undertaking. Not very long ago the Daily Province thought the Mann-Mackenzie deal a case in which "theories should yield to conditions," and for the sake of party abandoned principle; threw overboard the support of the principle of state ownership, and shouted itself hoarse in support of Mr. Sifton's "deal." Our contemporary is now reconverted once more, and "does business at the old stand"—perhaps, however, as before, *pro tempore* only. [Since the above was written our contemporary has already repented of the above noted reconversion and begun to advocate a Provincial arrangement with Messrs. Mann & Mackenzie.—ED.]

If Mr. D. C. Corbin gets his Dominion railroad charter, the Silvertonian states that he will build a big smelter at Grand Forks. But in this case the significant little word "if" means everything, for it would seem that a "chopping and changing" and railroad ridden House of Commons has reversed its previous decision and thrown out Mr. Corbin's Kettle River railroad bill, despite all the

eloquence of Mr. Bostock, M. P., and all the clever lobbying of Mr. Bodwell of Victoria. The C. P. R., as usual, has won with hands down, and, as usual, the Hon. Mr. Blair, Dominion Minister of Railways, has got left. Unfortunately, for himself, the latter backed the Grand Trunk against the Canadian Pacific, and the course which he endorsed was further and fatally jeopardized by its connection with American railroad interests, which do not readily harmonize with Canadian aspirations.

It would appear from comments in the Golden Era and Fort Steele Prospector that there is much indignation still felt in Southeast Kootenay in regard to the few and cursory references to that mining district contained in the annual report of the Ministry of Mines. It was, of course, unfortunate that, probably owing to meagre reports furnished by the Provincial government agents, so little appeared concerning the district in the year's official record, and now it seems that the omission is being unfairly used for political purposes, and to the detriment of the Hon. Col. Baker and the Provincial government.

Mr. E. Blewett and his associates of the Van Anda mine have the machinery already on the way for the erection of a 100-ton smelter, which will be the first to be put up and worked in the Coast district of the Province. It is to be located on Texada Island, the mines and claims of which and adjoining islands will furnish, it is believed, a sufficiency of ore to keep the smelter running full time. There was a chance, if sufficient local encouragement were given, of locating the smelter near Vancouver, but a site on Texada Island now seems fairly certain to be its chosen.

ANOTHER SPECULATIVE SMELTER PROPOSAL.

A concern known as the Anglo-Continental Public Works Company, Limited, of London, England, offers to erect a 350-ton smelter in or near Vancouver, together with a refinery and other accessories, upon condition of certain concessions. They propose that the city shall give the company a free site and free water with an exclusive municipal smelter concession, and also a subsidy of 50 cents per ton up to 30,000 tons per annum for twenty years. The company is in return to give the city £50,000 worth of ten per cent. preference shares out of a total authorized capital of £250,000. The promoters estimate that as a result of this the city would be a gainer during the twenty years period of bonus by the sum of £2,000 a year, assuming that the company pay ten per cent. dividend on the £50,000 of preferred stock, making £5,000 against which £3,000 per annum is to be set off in respect of the smelter bonus on 30,000 tons of ore treated. The finance committee of the city council will consider the matter, but there is no doubt that if the proposal should be taken up in earnest the city will call for very large modifications of the present offer. More probably the municipal authorities of Vancouver will await the expected action of the Vivians of Swansea, who have more than a million sterling at their back.

CANADIAN CHAMBER OF MINES.

An institution under this title has just been established in London, England, and taken offices at No. 64 Gresham street, where a comfortable reading-room has been fitted up for the members in which government publications, as well as the leading mining and financial papers of London and the Colonies are kept on file. Other features of equal importance are the files of mining companies, prospectuses, and a register of Canadian and Australian mining engineers and managers, which the Chamber is now compiling. The Chamber has an influential and energetic list of officers.

It is proposed to ask the Marquis of Dufferin to act as president, and Lord Strathcona and the Earl of Warwick as vice-presidents. On the council British Columbia interests are well represented in Mr. H. Seton-Karr, M. P., (chairman), Mr. E. Grant-Govan (vice-chairman), and Mr. F. Faithfull Begg, M. P., Hon. Forbes G. Vernon (Agent-General of British Columbia), and Messrs. C. A. Duff-Miller, Louis Campbell-Johnston, T. Mills, E. Pope, and Ross Robinson. The secretary is Mr. E. Jerome Dyer, F. R. G. S., the author of a work on Canada's mineral resources. Mr. Wm. Ogilvie has been elected an honorary member of the Chamber, and he will, it is stated, shortly address the members on his own subject of "The Klondike and its Gold Fields."

A "BOOM" SUGGESTION.

Mr. W. Hanson Boorne, writing to the Vancouver News-Advertiser, says: "I would suggest that British Columbia should take a leaf out of Australia's book and advertise in London by means of that most potent and convincing of all advertisements—gold. There never was a more favorable time or opportunity for Canada than now, when public opinion is wavering and all eyes are directed to toward us, and I would suggest that the Province of British Columbia—or failing, the Provincial government—that the city of Vancouver, possibly Vancouver and Victoria combined, assisted perhaps by one or more of the banks which are showing themselves so keenly interested in the welfare of the Province, should buy up a quantity of Klondike gold—as much as possible, certainly not less than \$150,000—and ship it to England along with as complete an exhibit of local ores and minerals as possible, in charge of competent officials. It should then be placed on exhibition in London—in the city—as near the Royal Exchange and Bank as possible—King William street would be a good position. Offices should be hired, windows fitted up with bars and gratings and appearance of great strength, and some Army-reserve men in uniform placed to guard at the doors, and the gold and minerals exhibited and well advertised. The gold would draw, and in less than a month all London would have seen it, and, if enough of it were there, half Great Britain and half Europe, too, would be talking about it. Then some results from Canada would be visible to the naked eye, and capital for our mines and industries would flow in.

A NEW FINANCIAL INSTITUTION.

The B. C. Permanent Loan and Savings Company has been established, with headquarters in the Mackinnon building, Vancouver. It is the only permanent loan and savings company with headquarters in this Province, and the directors are determined to make it a good institution. Their plans combine the latest improvements with the greatest security. This company will take investments of from one dollar per month upwards, which will give every person a chance to take stock. The directors of the company are: Thos. T. Langlois, Esq., president; D. H. Wilson, Esq., M. D., vice-president; George J. Telfer, Esq., secretary-treasurer; W. H. Malkin, Esq., director; D. Spencer, Esq., Victoria, director; Harris & Bull, solicitors; W. T. Stein, Esq., secretary Board of Trade, Auditor.

FAVORS A PROVINCIAL SUBSIDY.

The New Westminster Board of Trade approves a Provincial grant up to \$4,000 a mile in favor of the proposed Teslin Lake railroad. A resolution in favor of this was passed under strong pressure from representatives of the Vancouver and Victoria boards, who attended the New Westminster board meeting.

Current Mining News.

Contributions from any part of British Columbia and the mining districts of a reliable nature will be published in these columns, and we request that mining men write us about the progress of the mines of their district. We desire to publish all mining news.

THE NORTH STAR MINE.

It is stated at this noted East Kootenay silver mine that the main ledge has now been struck at a depth of 100 feet. The grade of the ore is found to be greatly improved at this depth. The North Star is again to be a big shipper this spring season.

THE LILY MAY.

This Rosland mine has been sold on option terms to a London, England, syndicate, which is to be capitalized in £400,000. It is stated that the sale involves a cash payment of \$50,000 and 10 per cent. of fully paid up shares in the new company. If so, the present owners of the Lily May will do remarkably well.

WORK ON TOBY CREEK.

The British Pacific Gold Property Company of Victoria means this season to expend \$1,000 in developing the Wellington and Old Dominion claims on Toby creek, East Kootenay. The ore on the claims is galena and copper enclosed by shale and granite walls. The expenditure proposed is small, but sufficient. It is thought by the mining company to show up the ground fairly.

THE WAR EAGLE.

A force of 125 men is now at work at this Rosland mine operating ten drills. When, however, the new plant is installed the working staff will be doubled. Early shipments of 100 tons a day will be made to the Trail smelter, this amount being likely to be increased shortly to 200 tons. The mine has now been opened to a depth of 625 feet, of which 375 feet lying below the 250 foot level is virgin ground, and the only ore removed has been that taken out in drifting. Of the ore lying above the 250-foot level, not more than half has been stoped, yet this half produced about \$350,000 gross values.

GOOD NEWS FOR BUGABOO CREEK.

It is stated as regards this East Kootenay creek, that T. McNaught, formerly of Golden and Fort Steele, has succeeded in floating in Scotland a company to work the Golden and Fort Steele Company's mine on the Bugaboo. If the work goes ahead as anticipated, Bugaboo will become an important camp. The English company which purchased the property there in which Dr. Langis of Vancouver was interested also intends to work, and this season should thus see the opening of regular shipments of ore down the Columbia river from Bugaboo. The navigation company intends to make liberal provision to encourage this trade and development of the mines by building ore scows as soon as trade warrants it, and by carrying the ore to Golden at from \$1 to \$1.50 per ton. Arrangements will also be made to save handling by the transfer of the ore over the lumber company's tramway to Golden station. It is added that this same Scottish company which is to work the Bugaboo creek claims will also take up several at Kinbasket lake, also in East Kootenay.

THE LE ROI.

The British America Corporation has reopened negotiations with a view to securing this great Rosland mine. Colonel J. N. Peyton, the late manager of the mine, has been entrusted with the negotiations, and is now in London. Meanwhile the Rosland Miner describes the present state of the mine as follows:

"Drifting to the west is now in progress in the 700-foot level of the Le Roi, and at that point the showing is the finest that has ever been encountered in the mine. The ore shows a considerable increase in values, and an average of about 4 per cent. copper is being obtained, while good values run as high as \$150. The paystreak in which the high-grade ore is found is about six feet wide, but the width of the vein has not been ascertained. The fault that was met with at the 600-foot level has disappeared. The west drift at the 600-foot level is 455 feet, and the ore body continues very fine. The winze to connect the Black Bear tunnel is down 45 feet. The shipments continue steadily at the rate of 200 tons per day, and the Le Roi smelter at Northport, under the skillful management of James Breen, is moving without a hitch. At present only one blast is being used, but the second will shortly be started, and the quantity of ore that has accumulated in the roast heaps at the smelter will be treated. The task will keep both blasts running for about a month. The ore from the mine is now being shipped in three grades—the first class running from three to four ounces in gold, while the second grade carries about an ounce and a half. The third grade comprises the lowest class of ore treated under the present conditions, and runs in the neighborhood of \$15.

THE TANGIER AND WAVERLEY MINES.

Mr. Otto Abeling, the engineer of the Tangier and Waverley mines, has returned to British Columbia from London. He will act for the season as consulting engineer and superintendent of construction for the Tangier Mine, Limited, of Albert Canyon, Illicillewaet. Hoisting and pumping works are to be erected on the former, and a concentrating mill and tramway on the latter. A narrow gauge railway will connect the mines with the C. P. R. at Albert Canyon. Operations are to begin as soon as the season opens. Tenders are out for machinery and supplies, and contracts will be placed in a few days.

AT OTTERTAIL.

Mr. T. Hebsen has all winter been tunneling on his claims, the Hercules and the Phoebe. The claims are nine miles distant from the Ottertail station of the C. P. R., and assays of selected specimens show remarkably well. Their chief contents are silver and copper with some gold, and the owner and worker believes that he has a very valuable high-grade proposition. Hitherto Ottertail has not been a precious-metal producing district, but it may soon now become one. The East Kootenay Miners' Association pays a high eulogy to Mr. Hebsen's persevering work at Ottertail.

COAST DISTRICT MINING.

Excellent reports come from the Dorothy Morton, progress on which is being very satisfactorily made on behalf of the English company which owns it. The Ajax also promises well. On the other hand local experts have little that is good to say of the properties held in this district by the Gold Fields of British Columbia, Limited. They are in general deemed very much under the local average, and it remains to be seen whether in the main they will prove profitably workable.

THE BRITISH AMERICA CORPORATION.

It is stated that the British America Corporation will work the Great Western steadily. The shaft has reached the 100-foot level, and the ledge continues to show a good body of ore, with satisfactory values. The shaft is of double compartment, and Superintendent Moynahan is now at work steadily sinking and timbering. Since the British America Corporation took charge, the shaft, besides being thoroughly repaired, has been sunk practically thirty feet. The drawback at present is the lack of power for drills. At present the drills are being operated by steam, but the boiler capacity is hardly more than enough to work the pump and the hoist, so that the drills are hampered for motive power. Now that the British America Corporation has secured the Columbia and Kootenay mine, more properties are to be worked in the vicinity. Arrangements are being made to commence operations at once on the Royal George, on the east side of the Columbia and Kootenay mountain, about half way between the milk ranch and the Columbia and Kootenay. For the present work will be confined to stripping the claim by surface sluicing, a method but little used heretofore in this camp. Milk creek will be dammed and its waters diverted so as to flow over the claim, and by washing away the surface soil, expose the mineral formation. There is a promising lead of copper ore on the Royal George, and as soon as the property has been prospected in this manner a shaft will be started to open the ledge.

ELECTRIC POWER FOR ROSSLAND MINES.

On the 12th instant a meeting of the West Kootenay Electric Power & Light Company was held at Rossland, when Mr. Oliver Durant was elected President; Mr. W. M. Donell, vice-president; Mr. J. B. McArthur, secretary; Mr. J. M. Smith, treasurer. The directors include Sir Charles Ross, Bart., and Mr. C. R. Hosmer, the latter the well-known man of the C. P. R. The plant of the company at Bonnington Falls is now complete and in shape to generate electricity. All that remains before the company delivers power to the mines of the Rossland camp, is the completion of the local sub-station and the finishing of the line. Unless extraordinarily severe weather sets in this will be done inside of thirty days, and the company is confident that it will be operating by May 15th. Contracts for supplying power have already been closed with the War Eagle Company and the British Columbia Bullion Extracting Company, while negotiations are pending for furnishing motive force for four other properties.

THE CHANNE MINING COMPANY.

This company is now busily developing its copper properties on Hansen island. On these there is a well-defined lead. A few weeks' work has already been done, and sinking on the ore chute is proceeding. Some five tons of ore are being shipped at once to the Vivians' smelter at Swansea, South Wales, whither it is expected shortly to make regular fortnightly shipments averaging over twenty tons. The lead is stated to be five feet wide, cutting through a good slate formation. The Channe Company is, as a result of past mine claim sale transactions, the possessor of £25,000 of stock in the Gold Fields of B. C., Limited. These will in due course be realized, and if, as expected either, at par, or possibly at moderate premiums, the amount thus secured will be utilized in part to pay a substantial first dividend to the Channe Company stockholders. The authorized capital of the company now stands at \$250,000.

THE SCOTTISH CORPORATION OF BRITISH COLUMBIA.

This new British company has asked the investing public for £50,000, out of a total capital of £100,000. The directors include no well-known prominent men, the local board of British Columbia being composed of Major J. M. Armstrong, Mr. W. J. C. Wakefield and Mr. J. L. M. Fraser, all of Rossland. The two first-named are connected with the Le Roi. Mr. Fraser is also consulting engineer of the company.

The prospectus says that the properties acquired by the company have similar indications to the ledge in the Le Roi and War Eagle mines, which enables the proprietors modestly to declare that the properties secured are "of the very choicest of mineral land." These boomed properties are the Queen Victoria group, about ten miles from Rossland; the Pisa and Lorenza, about a mile east of Rossland; the Rabbits' Nest, four and a half miles north of Rossland; and the Ram's Horn in the same vicinity. The vendor is Mr. Charles Bachman, and he has fixed the price at the very big sum of £40,000, payable in shares or cash, at the option of the directors. It is stated that 50,000 shares are to be held in reserve and issued as required. Clearly a better concern for promoters than stockholders.

THE CARIBOO HYDRAULIC.

Work at this mine will be resumed in about a fortnight. Many of the employes of previous seasons are already at the mine, and the manager, Mr. J. B. Hobson, will be there also a few days before the end of the month. Much of the early work of the present season will consist of further ditch making, involving many miles of additional water-course construction with a view to increase greatly the hydraulic working of the mine and probably double the number of gold-gravel working days in ordinary seasons. Ere the season of 1898 closes this, the most important hydraulic gold mine of British Columbia, should be provided with an ample supply of water for all possible requirements. It is to be hoped, too, that as a result of the coming season's work a first dividend of fair amount may reward the patience and good work of those interested in a very solid undertaking, backed by some of the strongest financiers and shrewdest business men of Canada.

THE ATHABASCA.

This Nelson gold mining property is in course of transfer to a strong English syndicate, the purchase money being in part payable in shares of the new company. It is expected, as a result, that the stockholders of the Athabasca will realize a profit on their stock in addition to the shares in the new company transferred to their credit. It is also stated that the new organization will provide further development capital to the extent of \$100,000. A ten-stamp mill will be erected at the mines without delay, to treat such part of the ore as is capable of free milling.

THE DONALD.

Operations have been going on all winter on the Donald claim, on Flat creek, seven and a half miles from Illicillo-waet. The property is in under bond from the original owners, D. Wolsley and W. H. Caldwell, to a Vancouver company. Seven men are now at work, who are running a tunnel to strike the shaft, which has been sunk eighty feet on the vein. The proposition is low grade, but a very large ore body has been exposed during development, and there is every indication that this property will turn out a very valuable one.—Revolstoke Herald.

GROSSLY DELUSIVE ASSAY QUOTATIONS.

Under this heading the London (England) Mining Journal prints the following communication from its representative in this Province:

"British Columbians note with regret the frequent quotations of delusive assay reports in the prospectuses of recently organized companies in London, dealing with mining properties in the Province. Thus in one such prospectus, chokeful of glittering generalities—that of the British Columbian Mineral Properties, Limited—it is stated, as instancing the value of a property to be acquired by the company, that the Jubilee mine in the same creek 'has shown over \$1,400 in gold per ton, whilst a strike was made on the Summit mine, situated on Wild Horse creek, running \$3,700 in gold to the ton.' Now, every mining investor should know that these assays are most assuredly made of small samples of specially rich ore, and undoubtedly represent very many times the utmost average value of the deposits in each case. The only trustworthy tests are a series of assays vouched as representing a goodly mass of ore, and showing a likely profit-earning average of yield. In all probability the assays quoted in the prospectus to which your correspondent alludes represent forty to fifty times the average gold-bearing of the ores on the properties indicated. There is not a mine in the whole of British Columbia, nor is there likely to be one discovered, in which a general value even remotely approaching half of such a figure as \$1,400 in gold per ton can be found as representing any extensive deposit. In another prospectus of a recently registered London company, dealing with mine claims at Fairview, British Columbia, a free-milling gold mine—the Smuggler—which, though fairly promising, is yet in its first stage, and has not up to date earned an initial dividend, is styled one of the most famous mines in America, whilst the keeper of a rough-and-ready local general store, and postmaster of a mining village, is described not only as a 'merchant,' but also made to figure as a great mining expert. Yet another recently attempted London venture—that of the Klondike Hydraulic, Limited—owns its chief claims nowhere in the Klondike, but at a point distant from any proven rich placer ground, and situate on the wrong, and far less productive, side of the international boundary. No part of the Klondike is in the United States territory of Alaska.

A NELSON VIEW OF THE KLONDIKE.

There is much truth, leavened naturally enough, by a little pardonable local prejudice in favor of mining nearer home, in a recent criticism of the Nelson Economist on the Victoria Colonist's attitude in regard to the Yukon railroad question. There is not the slightest doubt, as the MINING CRITIC has always maintained, that the solid permanent advantage to British Columbia to accrue from the exploitation of gold fields of the far and frozen northland will not equal a tithe of what will be gained by our Province as a result of the development of far more permanent, more easily accessible, and in the aggregate enormously richer gold, silver, copper, lead, coal, iron and other mineral deposits of the Kootenays, Cariboo, Lillooet, Cassiar, and our Coast and Island districts. Nor is there any doubt that where one man succeeds in the Yukon country, five at least—may be even ten—will come to grief, and when they return, as many unfortunately won't, will in grief return? The following is what the Nelson Economist has to say on the subject:

"The Colonist devotes two and a half columns of its editorial page in Saturday's edition, to show 'that the people of this city, in common with those of the whole coast

region of British Columbia, are face to face with a crisis of the gravest possible kind.' There has been a perceptible falling off in the Yukon travel, and hundreds of gold-seekers going north are favoring some of the overland routes. The question is put: 'Shall the trade of the Yukon be controlled for the time being by United States cities and later be carried directly to Eastern Canada, or shall British Columbia secure it now and keep it?' The question, as our contemporary puts it, is one of 'transcendent importance,' but not to 'the people of British Columbia.' To secure the trade of the northern gold fields is no doubt a very important consideration for Victoria and the Continent, but we fail to see on what grounds the people of the Kootenays should join in the effort being made by the cities of the coast to divert attention from the mineral wealth of the interior of the Province that the traders and newspapers of the capital may grow rich. If the Colonist and the other newspapers of the coast devoted a fractional part of the energy they put forth to boom the Klondike to sounding the substantial merits of the Kootenays, the 'flood of capital and immigration would be flowing in this direction instead of to the frozen north, and the maledictions of thousands of unfortunates, enthused to rashness by the exaggerated stories of Klondike wealth as told by the aforesaid Colonist, would not now be showered on the interested boomsters. 'The merchants in the cities,' we read, 'have experienced a foretaste of the great business which they will do with the North when the full tide of development has set in, provided they can secure the necessary channels of communication. If the traffic of the North can be secured for the Coast cities, the advantage to owners of real estate will be very great, for these cities would double in wealth and population in a short time. We would enjoy on the Coast a boom which would assume great proportions, and would permanently enhance the value of property of every kind.' We would like to see the boom continue on the Coast, and the Yukon trade secured for cities of the Coast; at the same time it would be a greater advantage to the Province generally if the men going north would be advised to turn in this direction. The mistaken policy of booming the Yukon country instead of honestly presenting the solid advantages of the Kootenays, is now being felt at Victoria, and in this critical moment those responsible for the deed have our sympathy."

THE PROPOSED TRUCK LEGISLATION.

It is to be hoped that, as a result of careful scrutiny and amendment in committee of Mr. J. M. Vellie's Truck bill, there may result a workable measure, preventing miners and railroaders being compelled to take provisions or other goods or accept board generally on exorbitant terms, that mean nothing less than the confiscation of a large portion of men's fair earnings. No miner or railroader should be legally compelled, even under contracts, which are often made practically under duress, to accept board or goods, in part payment of his wages, where local conditions are such that he wishes and is able to procure the necessaries and comforts of life for himself or for himself and family, sufficiently near at hand. There are, however, cases for which the bill should and doubtless will provide, where men are engaged in mines or on railroads in remote places, or at points where it is advantageous and even necessary for them to board in houses belonging to their employers and accept such board as part of the remuneration of their work. In such cases, where it can be shown that fair value is given for necessary accommodation truck legislation should not apply. The difficulty in enacting such legislation in a thinly peopled country like this with

so many working points that are far removed from centres of supply, is not to establish a general principle in restraint of "trucking," but to meet by well drawn special provisions many exceptional cases, in which payment in kind is almost of necessity afforded to men willing to receive it and under conditions fair all round.

GOLD MINING IN SIBERIA.

The London Daily Mail's correspondent at Odessa sends some notes of a conversation with a veteran Siberian gold digger of great wealth from Tomsk, the chief centre of a gold-producing district very like Klondike.

He predicts a great future for gold mining in Siberia, as the surface has so far only been scratched. Towns are springing up like mushrooms and the population increasing by leaps and bounds.

The government stipulates that all gold gathered be assayed at their offices and that 10 per cent. of the net proceeds go to the Crown. Otherwise every one, including foreigners, has absolute freedom to work his claim as it pleases him.

Up to the present only primitive methods have been employed by the majority of prospectors, but now, thanks to the energetic action of the Russian government, a new gold mining era has begun.

In South Siberia gold digging is carried on under most favorable conditions. The climate, as compared with the northern provinces, is mild, and operations may be pursued all the year round.

On the other hand, in northern Siberia it is customary to light big bonfires and thaw the ground in winter. The work is very laborious with the antiquated implements at the disposal of the miners. Only when spring comes are the great heaps of earth which have accumulated during the winter's operations washed, and the precious metal extracted.

"Foreigners," said my friend, "as a rule succeed better than the Russians, because they bring technical knowledge to bear upon their work, whereas the Russian is ignorant of the most elementary principles of gold mining, and is at a great disadvantage compared with the Belgians and Germans here, who do their work thoroughly with most encouraging results."

FROM NELSON.

The annual meeting of the shareholders of the Bright Prospects Gold Mining and Development Company, Limited, was held at Nelson on April 14th, when it was resolved to register under the specially limited liability clauses of the Companies' Act and reduce the capital stock from \$1,000,000 to \$500,000. This action was deemed advisable as the decreased capitalization is sufficient to develop and operate the mines now in hand, namely: the Northern Light, Northern Light Extension, Northern Light Fraction and Turk, all situated at Forty-Mile Creek. The above named mines are in a satisfactory condition. Directors were elected as follows: Messrs. H. M. Vincent, James Lawrence, S. S. Taylor, Robert Reister, all of Nelson, and Duncan Sinclair, of Winnipeg. The directors are making arrangements to actively carry on the work of development. One tunnel and one shaft have been run; the shaft is down to a depth of 70 feet and over 70 tons of good shipping ore is on the dump. The lode is about 40 inches in width at the bottom of the shaft and carries gold and copper.

Mr. Perry Leake, C. E., is now engaged with a party of road workers at the Albert Canyon, preparing the surveys for building a short line of mine railroad from the canyon to Downie creek.

Mining Stock Quotations

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

COMPANY	NO OF SHARES	PAR VALUE	PRICE
TRAIL CREEK			
Butte	1,000,000	\$ 1 00	\$ 01½
Caledonia Con	1,000,000	1 00	04½
Colonna	1,000,000	1 00	20½
Commander	500,000	1 00	13½
Dear Park	1,000,000	1 00	13½
Enterprise	1,000,000	1 00	18
Eureka Consolidated	500,000	1 00	06
Evening Star	1,000,000	1 00	00
Georgia	1,000,000	1 00	09
Gertrude	500,000	1 00	07
Good Hope	500,000	1 00	09½
Grand Prize	1,000,000	1 00	04
Great Western	1,000,000	1 00	09½
Hattie Brown	1,000,000	1 00	02½
High Ore	500,000	1 00	01
Iron Mask	500,000	1 00	42
Iron Colt	1,000,000	1 00	10
Josie	700,000	1 00	28
Josie Mae	600,000	1 00	—
Jumbo	500,000	1 01	50
Le Roi	500,000	5 00	7 25
Lily May	2,000,000	1 00	20½
Mayflower	1,000,000	1 01	08
Monita	750,000	1 00	17
Monte Cristo	1,000,000	1 00	20
Mugwump	1,000,000	1 00	06
Novelty	1,000,000	1 00	03
Phoenix	500,000	1 00	08
Poorman	700,000	1 00	19½
Red Mountain View	1,000,000	1 00	03
Rosland Homestake	1,000,000	1 00	05
Rosland, Red M'n	1,000,000	1 00	21
Silverline	500,000	1 00	05
Silver Bell	1,000,000	1 00	02½
St. Elmo	1,000,000	1 00	05
Virginia	500,000	1 00	22
War Eagle Con	2,000,000	1 00	1 40
West Le Roi Josie	500,000	1 00	27
White Bear	500,000	1 00	08
AINSWORTH, NELSON & SLOCAN			
American Boy	1,000,000	1 00	14
Athabasca	1,000,000	1 00	34
Arlington Con	1,000,000	1 00	08½
Dundee	1,000,000	1 00	55
Dardanelles	1,000,000	1 00	10
Delle	750,000	1 00	12
Elise	1,000,000	1 00	—
Gibson	650,000	1 50	17
Hall Mines	300,000	21	—
Idler	1,000,000	1 00	11
London Hill	600,000	05	25
Kaslo Montezuma	1,250,000	1 00	17
Noble Five Co.	1,200,000	1 00	17
Phoenix Consolidated	750,000	1 00	05
Rambler Con	1,000,000	1 00	28
Reco	1,000,000	1 00	1 40
Slocan Star	500,000	50	2 00
St. Keverno	1,000,000	1 00	03
Two Friends	240,000	30	10
Wonderful	1,000,000	1 00	04½
Washington	1,000,000	1 00	15
Columbia-Cariboo	1,000,000	1 00	15
MISCELLANEOUS.			
Alpha Bell	500,000	1 00	48
Cariboo (Camp McK.)	800,000	1 00	55
Cariboo Hydraulic Con.	5,000,000	5 00	82
Chanoo	100,000	25	13
Fern G. M. Co.	200,000	25	74
Golden Cacho	500,000	1 00	75
Occidental M. & M. Co.	600,000	1 00	01½
Old Ironsides	1,000,000	1 00	18
Smuggler	1,000,000	1 00	18
Tin Horn	200,000	25	21
Van Ande	5,000,000	1 00	03½
Winches'er	250,000	25	25
Fire Mountain	1,000,000	1 00	35
B. C. Mining Prospectors' Ex. Ltd.	250,000	25	25

DIVIDENDS.

Dividends paid to date are as follows: Le Roi, \$75,000; War Eagle (Old Company), \$217,500; Rambler-Cariboo, \$40,000; Reco, \$250,000; Slocan Star, \$350,000; Cariboo, \$189,000; Dominion Developing, \$158,158. The Hall Mines, Limited, has also paid dividends on preferred and ordinary stock.

ESTIMATED PROFITS.

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

Payno	\$400,000	Goodenough	35,000
Idaho	240,000	Noble Five	50,000
Poorman	50,000	Northern Belle	30,000
Ruth	210,000	Antoine	10,000
Whitewater (old entry)	191,000	Surprise	20,000
Washington	20,000	Monitor	15,000
Slocan Boy	25,000	Last Chance	50,000
		Fern	10,000

LONDON LETTER.

[From our own Correspondent.]

April 2, 1898.

Next week brings Easter, and we are already experiencing in anticipation the dullness which usually characterizes these business breaks. War scares have been keeping our nerves agog, and what, with the chivying of China and the row over Cuba, the wonder is that markets have not been even more disorganized. As it is, we are trying to winnow the grain from the chaff, a by no means easy task 'n these fin de siecle days of journalistic bluff and bluster. So far as the mining market is concerned, the tone has been a little better this week, and the British Columbia market has distinctly strengthened. Prices it is true reveal no big advances, but the tendency has been firmer, and from the inquiries I have instituted in the market there has been more activity, and a great disposition to deal. Of course prices dipped a little during the past account, but then with this daily deluge of startling war telegrams from all parts of the world, is this surprising? To me it is only surprising that prices have stood the shock so well.

One of the features of the week has been the publication (or rather distribution among the shareholders) of a long letter about the British America Corporation, its delings, and its programme. If this was meant to keep the price up it has failed, for the shares have been down to 19s or 18s 3d this week. The shareholders would probably like to hear Mackintosh's views, but he is still as silent as the sphinx. What does it all mean?

Hall Mines shareholders do not seem to have appreciated the changes in the articles of association, for they are no better than 1½. Another company which is holding a meeting to alter its articles of association is the Lillooet, Fraser River & Cariboo Gold Fields, Horne-Payne's company. This company—one of the foremost British Columbia concerns—has so far been a distinct failure.

The Dawson City group are not attracting much attention. By the way, Mr. Turner was very quickly taken down by our Statist for his references to that journal in his place in the legislative assembly.

The Tupper companies are also very quiet, but I understand that when things mend—politically, I mean—this group will bring out another bantling. Whitowaters have been bought by those who believe in the second offspring of the London & British Columbia Gold Fields Company (the Vivian Gray coterie). Alaska Gold Fields gave way a little on realizations, but the company which runs the White Pass route into the Klondike (the British Columbia Development Association) is thought a little more of, judging by a small rise in the price of its shares. Big Valley Creek (one of Dupont's companies) is being reconstructed, and the shares "carried over" last account at 6d, which is of course equivalent to no price at all. Poor Dupont! Fairviews are steady, and Waverleys quiet but fairly firm. Among local shares Athabascas have been in demand, Dundees quiet at last price, Le Roi and Golden Cache unmentioned, and War Eagles a little more wanted owing to the latest developments at Rossland. The price of the latter as I write is 5s to 5s 6d. Klondike concerns are quiet, pending further developments, and owing to recent warnings there are at present more sellers than buyers of claims about in this city.

In my last I promised some particulars about books and publications affecting Canadian mines. Of course the Canadian Pacific Railway has issued an enormous amount of literature—useful literature, too. But I have not concerned myself either with this huge output or with the productions of the shipping companies' advertising agents. These are

mere advertisements, and must be classed as such, however good they may be of their class, and useful to the intending voyageur. The following list just gives sufficient details to keep your readers posted on the class of literature that is being issued to satisfy the craving for more information about Canada and its mining potentialities. Like Oliver, those who have subscribed for ten or twenty shares in a British Columbia or Klondike company are always eagerly asking for more of this mental stuffing, and those who have the welfare of British Columbia at heart are pleased to find such a number of people ready to minister to her wants. Their information may be neither as reliable nor erudite as that furnished by Ogilvie, Dawson or Carlyle, but it is garbed tastefully, and being less technical is probably more acceptable. One of the first books issued was Ironmonger Sola's "Klondike: Truths and Facts of the New Eldorado." To a large extent this was a diary of Sola's adventures, and was bare of those ornate efforts which distinguish the more finished literary efforts. It will probably be found useful to many who intend going out to Klondike. "Klondike and Fortune," by "one who has struck it," was a recital as experiences of a miner who acquired a fortune in the Yukon valley. "The Klondike Official Guide," compiled by Ogilvie, is a reliable addition to our literature upon the far northern gold fields. Copies have just arrived in this country. "The Routes and Mineral Resources of Northwestern Canada" has been got together by Mr. Dyer, who is the secretary of the Incorporated London Chamber of Mines, an institution formed with the object of collecting statistics, etc., about various mining regions, including British Columbia. This book is published by Phillips & Son. "British Columbia for Settlers," Chapman & Hall. Written by a Miss McNab, and interesting from some points of view, especially when we remember that every book like this helps to attract attention to the country in which we are all so much interested. "Klondike: Hints to Future Prospectors." By H. E. Mitton. London (Deacon's), has not achieved a very big circulation, but deserves mentioning. Undoubtedly, however, the most useful book which has yet been presented to us is Gosnell's "Yearbook of British Columbia." Mr. Gosnell has kindly forwarded me a copy for my use, and I am delighted with the wealth of information it contains. It is an encyclopædia upon British Columbia matters, and will be most useful at the present juncture, especially to English investors, whose education upon Provincial matters has been limited to generalities in our leading journals and to the efforts of the pamphleteers, some of whose works are sketched out in the foregoing particulars. Ogilvie, Carlyle and Dawson have done good work in helping to educate the home investor, but Mr. Gosnell's book will find a ready welcome, and a niche in the library of many a man whose knowledge about the Province is far more limited than is his interest. The maps are a most useful addition to this timely work of reference.

This has been a dull week—no meetings, no reports, and only one new company, the Scottish Columbia Corporation. The prospectus of this Scotch British Columbia company is being issued in Edinburgh today. Its capital is £100,000, and it takes general powers. It is really the creation of a Spokane man, who, disgusted at his luck in London, went up north to see what he could do there.

I understand that Ogilvie is going up to Scotland to tell the canny Scots all about Klondike. They are very keen on the new gold field up "Glasgie way," and his visit will probably attract a big crowd. After that, I believe, he is to be asked to address a city audience here in one of our big halls, so that the poor man is not to be allowed much rest.

I saw Rathbone in the offices of the C. P. R. the other

day. Yesterday an old Rosslander called on me, Captain W. Godfrey Kelly, M. E., who has recently arrived here.

Today I have seen the last of Mr. A. N. C. Tredgold, a gentleman representing capital, who leaves for Canada forthwith with the intention of visiting the gold fields of the Rainy River district, thence to British Columbia and perhaps Klondike.

When the news comes down from the Klondike we expect a good deal of booming of the Yukon-Klondike companies, and although British Columbia may be outshone by the newer field, it will benefit from the keen interest displayed by all classes in the mysterious northern region. Newspaper men are constantly starting for the Canadian mining regions, and tomorrow a gentleman associated with the British Columbia Review of London will leave England in the interests of that go-ahead journal.

We are sorry to see the senate has thrown out the Mackenzie-Mann bill; that is, unless there is a better scheme in reserve. Because here, as in British Columbia, we recognize the imperative necessity of transport facilities.

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The entire Government Expeditions were equipped with these bags.

The best houses on the coast handle this bag, every one of which is labelled with our name. If your dealer has not got them in stock and refuses to get one, send us money order for \$24.50 and we will see that one reaches you promptly without any further charge.

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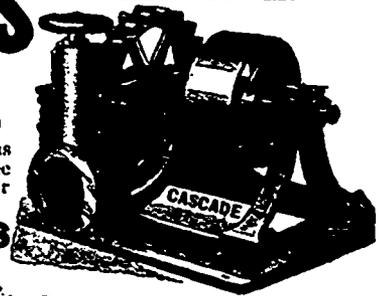
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Steamers, "INTERNATIONAL" & "ALBERTA"
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In Effect 12 July, 1897. Subject to Change Without Notice.

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.

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.
" 8:36 "	South Fork	" 3:15 "
" 9:36 "	Sproule's	" 2:15 "
" 9:51 "	Whitewater	" 2:00 "
" 10:03 "	Bear Lake	" 1:45 "
" 10:18 "	McGuigan	" 1:30 "
" 10:38 "	Junction	" 1:12 "
Ar 10:50 "	Sandon	Lv 1:00 "

SANDON AND CODY.

Lv 11:00 a.m.	Sandon	Ar 11:45 a.m.
Ar 11:20 "	Cody	Lv 11:25 a.m.

Telegraphic Address, "Bed-rock." B. W. BRYAN, Superintendent.
Code, Moring & Neals

COLUMBIA & WESTERN RAILWAY CO.

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

EASTBOUND.

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

WESTBOUND.

No. 3 passenger (daily except Sunday)	8:15 a.m.
Leaves Trail	9:30 a.m.
Arrives in Rossland	
No. 1 passenger (daily)	12:30 p.m.
Leaves Trail	1:30 p.m.
Arrives in Rossland	
No. 5 passenger (daily except Sunday)	5:45 p.m.
Leaves Trail	7:00 p.m.
Arrives in Rossland	

Connections made with all boats arriving and departing from Trail.

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

UNION STEAMSHIP CO., OF B. C., LTD.

Head Office and Wharf, Vancouver, B. C.

Northern Settlements—SS. Comox sails from Company's Wharf every Tuesday at 9 a.m. for Bowen Island, Howe Sound, Sechart, Jervis Inlet, Froeck, Texada Island, Lund, Hernandez 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., 3:15, 5:15 and 6:2, calling at North Vancouver each way excepting the noon trip.

Freight Steamers—SS. Capilano and S. S. Coquitlam, capacity 300 tons, D.W.

Tugs and Bows always available for towing and freighting business. Large storage accommodation on company's wharf Telephone 94. X. DARLING, Manager.

C. P. NAVIGATION CO., LTD

TIME TABLE NO. 32

Takes effect January 4th, 1898.

VANCOUVER ROUTE.

VICTORIA TO VANCOUVER—Daily (except Monday) at 1 o'clock.

VANCOUVER TO VICTORIA—Daily (except Monday), at 13:15 o'clock, or on arrival of C. P. R. No. 1 train.

NEW WESTMINSTER ROUTE.

LEAVE VICTORIA FOR NEW WESTMINSTER, LADNER'S LANDING AND LULU ISLAND—Sunday at 23 o'clock; Wednesdays and Fridays at 7 o'clock. Sunday's steamer to New Westminster connects with C. P. R. train No. 2 going east Monday.

FOR PLUMPER PASS—Wednesdays and Fridays at 7 o'clock. FOR MORESBY AND PENDER ISLANDS—Friday at 7 o'clock.

LEAVE NEW WESTMINSTER FOR VICTORIA—Monday at 13:15 o'clock; Thursday and Saturday at 7 o'clock.

FOR PLUMPER PASS—Thursday and Saturday at 7 o'clock. FOR PENDER AND MORESBY ISLANDS—Thursday at 7 o'clock.

NORTHERN ROUTE.

Steamships of this Company will leave for Fort Simpson and intermediate ports, via Vancouver, the 1st and 15th of each month at 8 o'clock. And for Skidegate on the 1st of each month.

BARCLAY SOUND ROUTE.

Steamer Tees leaves Victoria for Alberni and Sound ports the 15th and 30th of each month.

KLONDIKE ROUTE.

Steamers leave weekly for Wrangel, Juneau, Dyea and Skagway.

The Company reserves the right of changing this Time Table at any time without notification.

JOHN IRVING, Manager.

G. A. CARLETON, General Agent. Victoria.

Mines and 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.

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219 Cambie St., Vancouver, B. C.

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

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