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British Columbia Mining Critic.

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

Vol. I. No. 24.

VANCOUVER, B. C., THURSDAY, OCT. 7, 1897.

PRICE 5 CENTS.

RAILWAY ROUTE TO CARIBOO.

The construction of a C.P.R. branch line from Ashcroft to Cariboo is probably an event now not very far distant in view of the rapid development of gold mining in that famous region. Some abbreviated extracts from the report to the C.P.R. of Mr. H. P. Bull, its exploratory surveyor, will therefore be interesting as showing that the railroad can be built at moderate cost. Mr. Bull says:

"Calling now the route by the North Thompson river and St. Joseph's Creek No. 1; that by the North Thompson and Clearwater No. 2; and that by the Bonaparte No. 8; and affixing their mileages I estimate their respective cost complete as follows:

Route No. 1.—300 miles,	\$ 9,000,000
" " 2.—344 miles,	10,500,000
" " 3.—283 miles,	7,500,000

"In considering what rolling stock should be included in the estimate, I have added to the number of engines and flat cars necessary to ballast 283 miles in two years time fairly, cars enough of other descriptions to accommodate any proportion that the traffic would be likely to assume during the first year of operation.

"With reference to the southern portion of the line, I may direct attention to the fact that the Bonaparte river possesses an advantage over all other routes as an access to the central plateau of British Columbia, owing simply to the length of its course and the general uniformity of its grade. Taking two points in the same latitude, say 51 deg. and 20 min., one point situate on the Bonaparte and another on the North Thompson river, it will be seen that the point upon the Bonaparte is nearly three times higher above the sea level than the point upon the North Thompson, which shows the inferiority of the latter as an approach to high contiguous points compared with the Bonaparte river. In reference to the question of which of the routes would best meet the requirements of the country, other than mining, it should be remembered that the best portion of the North Thompson valley is already navigable. There is no great object to be gained by further serving that district which is already best served. The interests to be served by the Bonaparte route preponderate over these of the North Thompson district, which outside of the valley of the

al expansion. There are many good summer ranges upon the head waters of the Bonaparte, and between them and the Canim lake, capable of considerable development."

CONCENTRATES.

The death of ex-Mayor Cope, of Vancouver, by drowning near Skagway caused widespread regret amongst a large circle of friends and acquaintances in the City over whose municipal affairs he at one time presided.

A PITHY SAYING.

The London Mining Journal, in discussing a Victoria (Australia) gold field and its prospects, says: "It is only in West Australia or Clondyke that company promoters can hope to mine without money. In Victoria mining is an industry and not a gambling machine." Hard this on some of the Clondyke promoters in London, but largely true nevertheless.

THE CROW'S NEST COAL.

The Crow's Nest Coal Co. is already at work developing its coal measures with a view to active effort and a considerable output next spring. The deposits owned by the company are on Norton, Morrissey, Marshall and Coal Creeks, and work is now proceeding on a 7-foot seam on Coal Creek. A small force of 10 miners is at present engaged in this preliminary opening out of the coal, but the number will shortly be doubled. Before spring far more extensive operations will be well in hand, and the Company then contemplate the erection of 50 coking ovens, with a view to begin to supply some of the increasing smelting fuel requirements for West Kootenay. This should, however, prove but a preliminary instalment of operations to be undertaken at these mines.

PROBABLE SALES.

It is now reported that the Le Roi mine is in offer to an English syndicate for \$2,000,000, not \$5,000,000, as at first reported. The former figures certainly afford a fair margin for a reasonable promoters' profit on the transfer. The famous North Star silver mine in East Kootenay is also reported by the Golden Era as likely to be sold to English inves-

COLUMBIA & WESTERN RY. CO.

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

EASTBOUND.

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

WESTBOUND.

No. 3 passenger (daily except Sunday)	Leaves Trail	8:15 a.m.
	Arrives in Rossland	9:30 a.m.
No. 1 passenger (daily)	Leaves Trail	12:30 p.m.
	Arrives in Rossland	1:20 p.m.
No. 5 passenger (daily except Sunday)	Leaves Trail	3:45 p.m.
	Arrives in Rossland	7:00 p.m.

Connections made with all boats arriving and departing from Trail.

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

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. "Chambers" returning leaves for the 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, Froeck, Texada Island, Lund, Hernando Island, Cortez Island, Reid 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 Naas River—SS. Coquitlam sails on 8th and 22nd of each month and will proceed to any part of the coast should inducements offer.

Moodyville and North Vancouver Ferry—Leaves Moodyville: 8, 9:15, 10:45, 12 noon, 2, 4 and 5:45 p.m. Leaves Vancouver: 8:35, 10, 11:30, 1:15 p.m., 3:15, 5:15 and 6:25. Calling at North Vancouver each way, excepting the noon trip.

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

Tugs and Scows always available for towing and freighting business. Large storage accommodation on company's wharf.

H. DARLING.

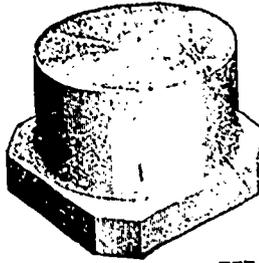
GOL DARNED LUCK.

I am jes' an' ol' prospector, tramp the mountains every day,
 An' it isn't very often that I make a preachin' play,
 But I've heerd these mining experts slingin' scientific stuff,
 Till I'm gittin' sort o' weary o' this highfalutin bluff;
 I hold that books an' science never hit upon a lead,
 Never built two modern wonders sich as Cripple Creek and Creede,
 But that every payin' prospect in the hilly West was struck
 By common sense an' judgement, and by gol darned luck.

Every scientific feller with his double-action jaw,
 Tries to make you think his talkin' is the gospel and the law;
 And he'll pelt yer ears with language so magnificently grand,
 That it's more'n a prospector ever tries to understand.
 He'll talk o' this formation, an' he'll preachify o' that,
 Till you see the words a-smokin' as they shoot out through his hat.
 But he never says a word 'bout what we need; that's royal pluck,
 An' a purty liberal quantity o' gol darned luck.

See that lucky feller Stratton, jes' a tenderfoot that come
 From a rather tame existence back in good ol' Hoosierdom.
 Why, he couldn't tell a pay streak from a piece of Limburg cheese,
 Didn't know, but gold was growin' on the bushes an' the trees,
 But he hit upon the idee thar' was money in the ground
 An' with honest nerve an' muscle went a monkeyin' around
 An' you see the big bonanza that his perseverance struck!
 Was it science? No, 'twas nothing but his gol darned luck.

If he'd had a education o' the scientific kind,
 An' had started with his knowledge to make a payin' find,
 He would yit be found a 'rastling' with the two-bit sort o' hash,
 With a head plumb full o' nonsense and a pocket short on cash,
 But he had some solid judgment an' a lot o' common sense,
 While the scientific roosters sit a crowin' on the fence.
 They kin keep a preachin' science till ol' Gabriel's trumpet talks,
 An' they'll never make a findin' that'll buy 'em shoes and socks;
 An' experience 'll teach 'em that the payin' leads are struck



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 A HOME PRODUCTION.
 Send for Illustrated Circulars.

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 New Companies' Act of 1897.

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Color labels printed, and cut in shape when required.

Give me a call when you want anything in the above lines and you will save money.

Ladies, you can save 50 cents per 100 on your visiting cards.

J. B. GRANT,
 Cambie Street, VANCOUVER, B. C.

By uneducated men with lots of gol darned luck.

As I said at the beginnin', it is seldom that I preach,
 An' I never fool with language out o' ordinary reach,
 But when science gets a-trampin' on the toes o' common sense
 Then it's time to show your hand against the scientific gents.

I may never make a winnin' with the shovel and the pick,
 But you'll always find me tryin' and a keepin' up my hick,
 An' if ever I should happen on the purty yellow truck,
 I will give the bulk o' credit to my gol darned luck.

The C. P. R. is pushing construction on the Crow's Nest extension with all possible energy. At present 4000 men and 1400 horses are engaged in the work, and the chief contractor, Mr. Harvey, declares that by July the line will certainly be finished to Kootenay Lake.

INTERNATIONAL NAVIGATION & TRADING CO. Limited.

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

TIME CARD

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

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

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

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

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

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

New Service on Kootenay Lake.

Leave Nelson for Kaslo, etc., Tues.,

Wed., Thurs., Fri., Sat., 8:30 a. m.

Arrive Kaslo 12:30 p. m.

Leave Kaslo for Nelson, etc., Mon.,

Tues., Wed., Thurs., Fri., 5:00 p. m.

Arrive Nelson 9:00 p. m.

Bonner's Ferry and Kootenay River Service.

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

Leave Kaslo Saturday 9:00 p. m.

Arrive Bonner's Ferry Sunday 6:00 a. m.

Arrive Bonner's Ferry Sunday 11:00 a. m.

Leave Bonner's Ferry Sunday 1:00 p. m.

Arrive Bonner's Ferry Sunday 5:00 p. m.

Arrive Kaslo Sunday 10:00 p. m.

Close connection at Bonner's Ferry with

trains East bound, leaving Spokane 7:40 a. m.

and West bound, arriving Spokane 7:00 p. m.

Kaslo, B. C., 12th July, 1897.

G. ALEXANDER, General Manager.

The Oriental Hotel,

The Most Prominent Hotel in Vancouver

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GRIEVE & BLANCHFIELD, - Proprietor

VANCOUVER, B. C.

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3. Testimonials from hundreds of prominent business and professional men. 4. A "BOON" to prospectors and miners.

REMIT for handsome leather sample, 4x9 1/2, 50c.; 4x10, 60c.; 5x11, 75c. Cash or stamps.

Name in gold letters, 15c. extra. Goods delivered in U. S. without duty.

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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.

THURSDAY,.....OCT. 7. 1897.

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

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

Views and descriptions of mines and mining locations solicited.

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Advertising rates quoted on application.

British Columbia Mining Critic Co., Publishers.

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INAPT COMPARISON.

When Mr. J. C. McLagan, at the recent Vancouver City Hall meeting, alleged and commented on the allegation, that British smelting enterprise had, as compared with American like effort, proved a failure in British Columbia, he quite overlooked the fact that the Hall Mines smelter, owned and directed by a British Company, is proving an increasingly successful enterprise. He also failed to remember that there were special and not wholly creditable local circumstances which certainly promoted the failure of a premature effort, made by misled English capitalists of but modest resources, to establish a small smelter in Vancouver in the early days of Terminal City history. British Columbian metal mining enterprise was at that time wholly in its infancy, and there was little indeed to warrant the effort then made, though the failure of the attempt was, it is true, facilitated by management not sufficiently skilled as regards the very special requirements of the enterprise. The smelters at Golden and Revelstoke were also more or less premature efforts, made, in at least one case, too largely in connection with townsite booming. And as Mr. Pellew Harvey did well to remind those present,

mous industries, that have literally taught American smelting men most of what they know of ore treatment. There is accordingly no reason to reject a smelter proposal, by virtue merely of its possession of a British origin, if only it be backed by sufficient skill applied on the spot, as it easily can be, and be supported also by sufficient British capital. On the other hand, did a choice lie between a mere London promoters' profit mongering scheme, having behind it no smelting industrialists' note, and the solid offer of well backed American metal men, we should certainly prefer the latter. It is, however, but fair to note that the English proposal now before the Vancouver City Council is stated to be endorsed by a world famous engineering firm in Messrs. Bewicke, Moreing & Co., who have, during long years, successfully connected themselves with many great mining endeavors and industries connected therewith. This circumstance, if correct, certainly puts the London offer on a much more solid foundation than it at first seemed to possess, and the City seems likely shortly to be in a position to choose between very fairly available alternative smelting offers, when each shall have been exactly formulated on the lowest basis open to mutual acceptance.

A LARGE EFFORT.

There seems to be good reason to believe that leading financiers, officially connected with the directorate of the C. P. R., have decided, on mature consideration, with the aid of special transport and other facilities to be afforded by the great railroad, to establish and work at least one large precious metal ore smelter and refinery in the Kootenays, that will probably be located at Robson or some other convenient point thence not far distant. It is thus at least reported by a representative of the Montreal Star, a paper that is usually credited with very friendly and at times intimate connections with the C. P. R. It is, moreover, well known that the great men of the great railroad have in the past,

ada's greatest Bank, been able to finance and conduct with all success big business undertakings needing for their profitable maintenance such freight and other facilities as one of the greatest railroad companies in the world is able to offer. What these railroad magnates have done before they are doubtless well able to repeat, and recent official and semi-official visits and consequent representations lately made to and in the Kootenays all point to some master move—such as the establishment of a big ore smelter and refinery would prove to be—in connection with the C. P. R.

We are therefore inclined, as we have said, to believe the report to be in the main well founded, for as must be evident to all, a big smelting opportunity is offered that should, if backed by shrewd and wealthy men connected with the C. P. R., not only make goodly profits for themselves, but absolutely clinch the big hold which that railroad already has on the Kootenays. They can thus serve two purposes at one time.

If, however, the men of the C. P. R. establish a big smelting industry in the Kootenays, it becomes evident that as regards much of the ore of the upper country, no expectation can be further indulged of its coming to Vancouver for treatment, in which case any smelter here established must be largely—probably mainly—dependent upon supplies of coast and island gotten ores. We shrewdly suspect that some inner knowledge of these facts is a main cause of the attitude of caution adopted by the News-Advertiser in regard to smelter bonussing by Vancouver, and certainly in regard to such action care is essential lest, instead of really facilitating the earlier establishment of a smelting industry in our city, any aid thus afforded be made to serve the purpose only of lining the pockets of promoting middlemen. There should, however, even though supplies of up-country ore be largely diverted to a smelter united by friendly alliance with the C. P. R., be scope for the successful conduct on Burrard Inlet of a smelting industry of moderate dimensions, since there is every prospect of an early sufficient supply of ore from the coast and islands to maintain a Vancouver smelter of fair size. But it is now clear that the effort proposed to be made in this direction should not at first be overambitious, though it may well, as regards site and structure, be so planned as to be capable here-

after of large expansion, should the mining development of New Westminster, Vancouver Island and Gulf Isle districts hereafter call for specially extensive ore treating facilities on Burrard Inlet.

REGARDING RAILS.

Mr. August Heinze, of Trail, is evidently much perturbed by the knowledge that the C. P. R. will shortly invade his own special domain, in order to afford further transport facilities to Rossland, and he is also very uneasy at the thought that the great railroad can and doubtless will, if its directors so choose, extend its operations to the Boundary Creek country. Mr. Heinze has, however, had his opportunity and a good one—still probably in part at least available. If, however, he fail to utilize it, as now seems very likely, his case will not be such as to call for exceptional commiseration.

And as the MINING CRITIC has already observed, the C. P. R. practically controls the western railroad situation at Ottawa, and cannot be effectively thwarted by either Mr. Heinze and his associates or by the men of the Coast-Kootenay railroad. As for the proposed "People's Railroad," highly commendable as is the idea in principle, there does not seem to be the slightest prospect of its early realisation. Long years of jobbery and mismanagement in connection with the Intercolonial Railroad seem to have convinced most Canadians, that with politicians and governments as they are, it is hopeless to expect efficient business management of a railroad by the State. It would be different, of course, were a railroad department run wholly on non-political lines, as it could and should be, but unfortunately no such department is thus run, or is likely for a long period to be run in Canada, appointments even to the Customs, Inland Revenue and Post Office being usually made to oblige political friends and supporters, not made on business grounds. Many good and capable men thus happen to be appointed, but with them also others, whose qualifications are, to say the least, doubtful. Complete civil service reform must anticipate further state ownership of railroads in Canada.

And as regards the chances of obtaining a people's railroad charter from the Provincial Legislature, it is best to admit frankly the

These are virtually nil. Some of the very men who on the platform demand most loudly state railroad ownership, are set on the hunt for extensive railroad charter privileges, and just as eager as any others to sell them to the highest bidder. Hence state railroad ownership must here be regarded as a present chimera, and the utmost that can be obtained is more or less effective governmental supervision of the rates and traffic conditions of chartered railroad undertakings. This can easily be had on the lines of British railroad legislation, if the people of Canada call for such control. We are however, speaking generally, at present inert in our attitude on this question, though aroused too easily at times by party clap-trap scares that have little that is practical about them.

STAGING TO CARIBOO.

Under this caption, we shall endeavor to take the reader in imagination through over the route from Ashcroft station on the C.P.R. to Barkerville on Williams Creek, Cariboo. Starting from Ashcroft at the early hour of four in the morning, we are with others hurried aboard the B.C. Express Co.'s commodious stage coach, drawn by six spirited horses, the ribbons in the hands of Fred Tingley, an expert frontier driver. One crack of his whip, and off we started at a gallop. Our travelling companions, ten in all, were not yet fully awake, but the keen and bracing air of early morn will quicken start circulation and put an end to somnolence. Although fully half a ton of small matter and quite as much freight were stored up on the stage, we make excellent headway, arriving at Hall Creek about six. Here, some 11 miles from Ashcroft, we break fast, and with a change of horses continue our journey to Clinton, 23 miles further, where we partake of the hospitality of Mr. Jcs. Smith, whose genial smile augurs well for the early prospect of a good dinner. Smith's hotel is in point of comfort and liberality of comestible supplies, replete, and so good has been this summer's trade that our host is, for the better accommodation of the travelling public, adding a handsome addition to his hotel, which contains among other accommodations a large dining room and twelve bedrooms. From Hat Creek to Clinton we follow the Bonaparte river, along the shore of which considerable mining is in progress. Here the B.C. Development Co., of Vancouver, is in particular actively engaged in prospecting a number of properties with very encouraging results. On one of the claims a lead has been uncovered showing eight inches of galena, which is said to assay in gold, silver, copper and lead worth \$400 to the ton. A band of Cornish miners is here also working a property on the wagon road; they have

a tunnel in 300 feet and expect soon to strike the main ledge. Their expectations run high, and, if realised, we may look for much solid prosperity in and around Bonaparte camp.

Leaving Clinton behind, our journey to the 83-Mile House, where the B. C. Express Co. has provided excellent accommodation for passengers, the meals being wholesome and the beds comfortable and scrupulously clean. Here we remain over night, making an early start next morning. We are next driven rapidly over a rolling country, gradually ascending to a higher altitude, and passing through fair and fertile meadows and grazing lands until we reach 150-Mile house, having in two days traversed some 135 miles. Between 83 and 150-Mile house prosperous ranches are seen, and in and about them several thousand head of cattle. The climate here is healthful and favors a great variety of agricultural products. Its soil is alluvial deposit and includes the sands and clays peculiar to such a formation. The salt meadows of this region are particularly rich in the elements of fertility as is evidenced by the crops of grass they produce, whilst in the mountain region beyond are great cattle ranges—lands where in abundance grass grows naturally so soon as the trees are cleared away and the brightest of sunlight admitted freely. The rich meadow pasturages are here well met for dairying, whilst along the streams the wide reaches of grain land with fields where in abundance grow the finest of roots stretching up the slopes and along the plateaus. Every kind of domestic animal that is reared in a temperate climate here finds congenial habitation, and horses, mules, milch kine, oxen, beef cattle, sheep, swine and poultry live and thrive in continually increasing number. These facts have been amply proven by Messrs. Veith and Borland, the well-to-do proprietors of the 150-Mile house, its stores, hotel and ranch. These gentlemen are old timers and have grown rich by trading with prospectors and miners, raising cattle, horses and grain, and extending hospitality with a hearty welcome to the travelling public. Their bar is stocked with the choicest wines, liquors and cigars, and their cuisine is excellent. Our wants are here carefully attended, and through the kindness of Mr. Borland a double-seated spring wagon is placed at our disposal. This enables our party to leave the trunk road and drive to Harper's Camp on the Horseshy River, some forty miles from the main road. Here is a typical frontier camp. On the bank of Horseshy stands Alex. Mee's hotel and as we draw rein the door of this hostelry flies open and the guests rally forth to greet us. The ensemble is a picturesque scene right worthy reproduction by brush or camera. The group includes miners, characteristically attired, so too trappers, Indians, Chinamen, and of course also dogs. After scrutiniz-

ing carefully they shout in chorus, "Alex." The shout at once summons "Mine Host," a big, strapping fellow bearing, it is true, a wooden leg, yet withal full of energy and as seen at a glance a thorough good soul. We feel that the best at his command will be ours and in this we are not mistaken. Our horses are quickly stabled, and ourselves made comfortable in the quaintest hostel imaginable—a long shack some 10 feet wide and 30 feet long, partitioned off. The front fills the requirements of a bar, general store, office, barber shop, card room, and general living room. Yet in this far away spot with such restricted facilities, Alex. Mee provides us with comfortable quarters and an excellent table, the food abundant and good and also well cooked and served. This pioneer house of Alex. Mee's is destined to be the nucleus of a busy and prosperous settlement of possibly several thousand people, if the indications of mineral riches form any apt criterion. At Harper's Camp, on the "American Horseshy," an immense area is now leased from the government for alluvial gold mining. A brief mention of the operations of several companies in this camp will give an idea of the magnitude of their undertakings. Senator R. H. Campbell, of San Francisco, is in charge of the management of his company, the Mioceno Gravel Mining Co., of Cariboo, Limited, an incorporation with a capital stock of \$30,000, controlled by Senator Campbell, Mr. D. Drysdale, of San Francisco, Mr. Fred Conlthard and two other gentlemen of New Westminster. It is a close corporation and there is no stock for sale. This company owns 12 leases and 4 claims, in all 1300 acres of placer ground, situated on the supposed old channel of the Horseshy river. To ascertain if this be so or no, extensive prospecting is being actively pushed by the Senator in a miner-like manner and if proper engineering and skilled mining can insure success, Senator Campbell has a sturdy under grip upon it. The shaft which he has sunk a depth 250 feet and drifted on the rim of some 60 feet, is model work, and affords indications that bed-rock will be reached very shortly. The gravel coming from the drift resembles that of the rich gold bearing creeks of Cariboo in the sixties, and colors are beginning to show in the pan. The Company possesses its own saw mill for cutting the lumber required in its operations, whilst the shaft is fitted with two pumps, with a first-class steam engine to work them. This hoists the buckets. Work proceeds by day and night with three shifts, and evidence of good management is seen everywhere about the works. Located on the present Horseshy Creek and adjoining the "Mioceno" is the Ward's claim, owned by the Horseshy Gold Mining Co., Limited, capitalization \$100,000. The claim comprises 360 acres, and is a hydraulic

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	\$ 0 8
B. C. Gold King.....	1,000,000	1.00	10
B. C. Gold Fields.....	2,500,000	2.00	11
Beaver.....	750,000	1.00	10
Big Chief.....	1,000,000	1.00	10
Big Three.....	3,500,000	1.00	10
Bluebird.....	500,000	1.00	10
Bruce.....	1,000,000	1.00	10
Buxite.....	1,000,000	1.00	11½
Californian Con.....	500,000	1.00	05½
California.....	2,500,000	1.00	8
C. & C.....	500,000	1.00	10
Celtic Queen.....	750,000	1.00	7½
Centre Star.....	500,000	1.00	10
Colonna.....	1,000,000	1.00	18
Commander.....	500,000	1.00	18
Crown Point.....	1,000,000	1.00	10
Deer Park.....	1,000,000	1.00	10
Delta Colla.....	1,000,000	1.00	2
Delaware.....	1,500,000	1.00	12
Eastern Star.....	500,000	1.00	20
Enterprise.....	1,000,000	1.00	20
Eric.....	1,000,000	1.00	04
Evening Star.....	1,000,000	1.00	11
Georgia.....	1,000,000	1.00	10½
Gertrude.....	500,000	1.00	10½
Golden Drip.....	500,000	1.00	11
Golden Queen.....	1,000,000	1.00	10
Great Western.....	1,000,000	1.00	10
Hattie Brown.....	1,000,000	1.00	8
Helen.....	500,000	1.00	04
High Ore.....	500,000	1.00	4½
Homestake.....	1,000,000	1.00	8
Imperial.....	500,000	1.00	05
Independent.....	1,000,000	1.00	06
Iron Horse.....	1,000,000	1.00	15
Iron Mask.....	500,000	1.00	31
I. X. L.....	1,000,000	1.00	10
Josie.....	700,000	1.00	36
Jumbo.....	500,000	1.00	70
Knizat-Templar.....	500,000	1.00	04
Koten London.....	1,000,000	1.00	10
Le Roi.....	500,000	5.00	9 00
Lily May.....	1,000,000	1.00	13
Mayflower.....	1,000,000	1.00	12
Munara.....	700,000	1.00	29
Monte.....	750,000	1.00	19½
Monte Cristo.....	1,000,000	1.00	07½
Morning Star.....	1,000,000	1.00	3½
Nest Egg.....	500,000	1.00	10
Northern Belle.....	1,000,000	1.00	06½
Northern.....	1,000,000	1.00	10
O. K.....	1,000,000	1.00	5
Palo Alto.....	1,000,000	1.00	11
Phoenix.....	500,000	1.00	11
Poorman.....	500,000	1.00	12½
R. E. Lee.....	1,000,000	1.00	7
Red Mountain View.....	1,000,000	1.00	10
Red Point.....	500,000	1.00	10
Rochester.....	1,000,000	1.00	15
Rosland Star.....	1,000,000	1.00	22
Rosland, Red M'tn.....	1,000,000	1.00	05
St. Elmo.....	1,000,000	1.00	8
St. Paul.....	1,000,000	1.00	8 3½
Silverine.....	500,000	1.00	20
Southern C. & W. C.....	500,000	1.00	10
Sultana.....	1,000,000	1.00	100 00
Trail Mining Co.....	250,000	1.00	11
Union.....	500,000	1.00	10
Virginia.....	500,000	1.00	21
War Eagle Con.....	2,000,000	1.00	11
West Le Roi.....	500,000	1.00	11
White Bear.....	2,000,000	1.00	06
Young British Am.....	1,000,000	1.00	10
AINSWORTH.			
Dellie.....	700,000	1.00	12
Ellen.....	1,000,000	1.00	07½
BOUNDARY			
Old Ironsides.....	1,000,000	1.00	8
McKINNEY			
Cariboo.....	800,000	1.00	54
CAMP FAIR VIEW.			
Occidental.....	600,000	1.00	3
NELSON.			
Exchequer.....	1,000,000	1.00	10
Hall Mines.....	3 0,000	£1.00	
NORTHPORT.			
Red Top.....	1,000,000	\$1.00	10
SLOCAN.			
Athabasca.....	1,000,000	1	32
Alamo.....	500,000	1.00	1 00
Bon Diablo.....	75,000	1.00	
Bondholder.....	1,000,000	1.00	25
Buffalo.....	150,000	25	25
Cumberland.....	500,000	10 00	
Dardenelles.....	1,000,000	1.00	15
Grey Eagle.....	750,000	1.00	
Idler.....	1,000,000	1.00	10

COMPANIES.	No. OF SHARES.	PAR VALUE.	PRICE
Noble Five Con.....	1,200,000	1.00	22
Rambler Con.....	1,000,000	1.00	48
Reco.....	1,000,000	1.00	1 70
Slocan Star.....	1,000,000	1.00	3 40
Sunshine.....	500,000	10.00	
Washington.....	1,000,000	1.00	25
Wonderful.....	1,000,000	1.00	6
TEXADA ISLAND			
Texada Proprietary	1,000,000	\$ 25	\$ 0 25
Van Anda.....	5,000,000	1.00	5
Victoria-Texada.....	600,000	25	25
ALBERNI DIST.			
Alberni M'tn Roso.....	250,000	1.00	05½
Alberni Con.....	1,000,000	1.00	19
Mineral Creek.....	500,000	1.00	05½
Mineral Hill.....	750,000	1.00	05
Quadra.....	500,000	1.00	10
CARIBOO			
Cariboo Gold Fields	250,000		
Cariboo Hydraulic	300,000	5.00	10 50
Columbia & Cariboo	1,000,000	1.00	15
Horseshy Hydraulic	200,000		
Horseshy Gold M. Co	1,000,000	10.00	1 50
Slough Creek.....	500,000	1.00	50
LILLOET DIST.			
Golden Cache.....	500,000	1.00	1 75
Lillooet Gold Reefs	300,000	25	25
Dom'n Development	10,000	25	
Alpha Bell.....	500,000	1.00	70
Cayoosh Creek Mines	500,000	1.00	50
B. C. Mining Prospector's Exchange	1,000,000	25	25
Excelsior.....	500,000	1.00	30

Dividends paid to date are as follows: Le Roi, \$25,000; War Eagle (Old Company), \$217,500; Rambler-Cariboo, \$40,000; Reco, \$150,000; Slocan Star, \$350,000; Cariboo, \$150,000.

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

Payne.....	\$250,000	Goodenough.....	\$15,000
Idaho.....	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 Boy.....	25,000	Last Chance.....	50,000

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proposition, proven beyond doubt to very rich. We here wash several tons of dirt taken from the bank of Trail Creek, and in every pan get rich prospects, but owing to mismanagement the success of the undertaking has been temporarily delayed. A large sum has been expended on this property in putting in the hydraulic gravel cleaning system, the water being brought from lake 16 miles distant to the claim by means of a ditch and five miles of inch piping. Unfortunately in laying these pipes no provision was made for the effect of varying temperatures, and in consequence contraction and expansion have caused great leakages at the joints, with the result that as the season approaches, low water loss by leakage leave insufficient pressure to keep the pumps going. In the pits that have been washed fill with water, and the sluice boxes are immersed, before a clean-up can be made. It is estimated that at least \$30,000 is required to repair the boxes, but until the pipes are repaired and the plant put in good working order, that gold must remain where it is. However, the investment, with experienced management of a few thousand dollars, should overcome the difficulty and place the Horseshy Gold Mining Co., Limited, among the large dividend payers of the district. In the camp many leases are held by individual miners, and systematically worked tunnelling for bed rock, wherever formation of the land admits of it. This work is progressing quietly, and should eventually place the Horseshy Hydraulic Co's property at Harper's camp. This mine is under the management of Mr. J. B. Hobson, a man of many years' experience and a gentleman of the old school. Our desires are anticipated by Mr. Hobson, and with thought of the trouble we cause him provides for our comfort and extends the freedom of the camp. Our business visit does not allow the careful examination such an undertaking as the Horseshy Hydraulic warrants. The water is perfectly constructed, and in addition the hydraulic system for recovering gold in the banks, Mr. Hobson has in operation a 10-stamp mill, in which crushes the cement clay that cannot be broken by the water. By this method 100 tons of clay gravel are crushed daily averaging \$5 per ton. The supply seems inexhaustible and the gross cost of working does not exceed \$20 per diem. Hence the margin for dividend is handsome. From Horseshy Camp rode round Antoine Lake to the Lake, then across country to Star Camp, taking the ditch trail into the Camp, the centre of operations of the Cariboo Hydraulic Gold Mining Co.

much success, largely due to the able management of Mr. J. B. Hobe, backed by the necessary capital. The property owned by this Company, to recover the gold on which such large sums of money have been expended and with elaborate preparations made, is situated on the old South Forks channel of the Quesnelle River, and consists of 1000 acres and one mile of the channel. The Company was originally incorporated for \$100,000, afterwards increased to \$500,000, then to \$800,000, and now it is proposed to make the capital stock five millions. The great problem of hydraulicking in Cariboo is how to get a sufficient head of water, with which to work the monitors. This accomplished, the difficulties are over. To ensure an adequate supply of water the Cariboo Hydraulic Company has found it necessary to dam Boot Jack Lake as to its waters to flow into Polley's Lake, whence, by means of a ditch, the Company takes its water. The ditch, or, more properly speaking, miniature canal, is 7 feet wide, but 17 miles long. It is built at a cost of \$100,000. It is well graded and carries the water at 5 miles per hour. At given distances locks and waste gates are set up to procure control of the water at all times. In addition to this immense water supply the Company is providing more by constructing another ditch 11 miles long, to tap Moorehead Lake. With the additional force of water the Company would be able to work the whole season, as its ground is one vast treasure trove that should yield yearly several hundred thousands in gold, at a nominal cost. The returns to the fortunate shareholders are expected to be very large. At present the Company employs 75 men, including those in charge of the train of 75 horses, by which all supplies for the camp are brought in. The initial stage of operations the Cariboo Company has extracted from its pits during the season of 1895, No. 1 pit, 795 ozs., valued at \$13,674; No. 3 pit, \$46,532.65; and during 1896, \$127,000. And in one run that season of 25½ days they washed out in gold, \$5,497. The output so far this season, 1897, totals \$140,600, and it is expected that the clean-up this month will exceed in value \$30,000. During operations of the season the first run in the Cariboo pit moved of ice and frozen gravel 1,000 cubic yards, top gravel 182,633 cubic yards, making a total of 229,757 cubic yards; and from No. 2 pit, top gravel 37,768 cubic yards, gravel and sand 45,537 cubic yards, making a total of 83,305 cubic yards. Thus in a run of 16 days, 16 hours of 24 hours, 413,062 cubic yards of clay and gravel were moved and deposited on the dump. The run yielded in gold \$71,414. The work at present is known as the Leech Bar, which paid the individual miner in 1862 handsomely, and the work so far is only surface,

there being 85 feet of rich paying clay and gravel to bed rock. The Company's camp is a busy settlement, permanent buildings being erected for the accommodation of men and officers. There are also a large powder magazine, a melting and retorting factory, saw mill, two store houses, pipe shop, blacksmith shop, and commodious offices, with a telephone system, giving connection with the station houses along the ditch and at the lakes.

Other companies are developing their claims in the vicinity of the Cariboo. The largest undertakings are the Victoria Consolidated Hydraulic Co., under the management of Mr. W. T. Hughes; the California Claim, worked by a local syndicate, and the mammoth undertaking of the Golden River Quesnelle, Limited, better known as "Dupont's Dam," which involves a proposition to dam up the waters of Quesnelle Lake, a body of water 30 miles long, and thus drain the Quesnelle River bed, which has been prospected and proved immensely rich in gold, the diver plying off the bed of the river nuggets valued at \$4, \$6 and \$8, and the average worth of each bucket of earth, taken up by means of a diver, running 9½ cents. If the Company should be successful in controlling entirely the waters of the Lake, and preventing gushes of water through the pool or "pot" holes in the bed of the river, the yield of gold cannot be otherwise than rich. The proposition is, however, as yet considered problematical. No difficulty is anticipated in damming the waters of the Lake during the low water season, but until it is accomplished there are no means of determining with what the Company will have to contend on the bed of the Creek through subterranean supplies of water. As a piece of engineering work the dam is wonderful.

From the head waters of the Quesnelle Forks, we journey down stream to the Forks of Quesnelle, an old settlement established in the "sixties." Then following the North Forks of the Quesnelle and making across country, we reach Keithley, a trading station and ranch owned by Veith & Borland. Here some 20 miners are working, each for himself, on placer claims, their wants being supplied by Veith & Borland. On Snow Shoe Creek the Squall Mining Co., a Seattle outfit, is working a small hydraulic plant. At Keithley we meet an old-time miner, Mr. Mathers, once a dry goods merchant in Toronto, but since '59 a prospector and gold worker in Cariboo. He is now 67, and for the past 18 years has been working his claim. Mathers' hydraulic is up on the north bank of the North Fork of Quesnelle River, about 2000 feet below Spanish Creek and 11 miles from Quesnelle Forks. It is a half mile claim, 1000 feet wide. Single handed he has run in a tunnel 250 feet and sunk a shaft 150 feet, and drifted out a considerable dis-

tance. The claim prospects 2½ ounces to the set. Mr. Mathers is now broken in health, though fresh in hope and courage still. In fact hope is about all he has left, yet to such sterling men we are indebted for practically all our knowledge of the wonderful richness of the Cariboo gold fields.

We then follow Keithley Creek and up Snow Shoe Creek, across Snow Shoe valley, then making up Antler Creek and Grouse Creek until we reach Barkerville, the extreme limit of the gold mining operations of 1860. To-day we here see the individual miner stepping aside, and the capitalist coming in. But three years ago less than 30 mining leases were issued by the Gold Commissioner at Barkerville; to-day over 450 are granted and a number of locations recorded, netting the Government a revenue of over \$60,000 per annum. On Williams Creek the Cariboo Gold Fields, Limited, illustrates what capital and invention under skilled management can accomplish. It is due to the capable management of Mr. L. A. Bonner and Mr. Jas. Champion that so soon as the season opens next spring this Company will be in full operation, and the gold embedded in the Creek beds and banks yield to the pressure of water and thus be conveyed to the Company's treasury. The ground controlled by this Company comprises 2½ square miles of leases and real estate. It is intended to work the ground by means of the Campbell duplex hydraulic elevator system. A ditch 15 miles long has been completed, taking water from Lightning, Jack of Clubs and Williams Creeks, and with the head of water thus obtained it is expected to raise the pay dirt 90 feet. The capitalization of the Cariboo Gold Fields, Limited is £100,000, the stock being all subscribed and held by English capitalists. This property was prospected by means of a series of shafts up the Creek to an average depth of 35 feet, results showing an average of 50 cents per yard from the tailings of the old wash on Williams Creek. This undertaking well illustrates the master spirit of invention.

Around Barkerville much work is progressing. Mr. Laird, on Willow Creek, is prospecting for the old channel. When running his drift from the bed rock shaft gravel and water were struck, and a four-plunger pump was put in, which handled the water easily. A slight breakage of the discharge pipe then delayed work a short time, but now all runs smoothly, and if Mr. Laird be fortunate enough to strike the bed rock of the old channel, he should be richly rewarded. The Pinkerton claim on Lowhee Creek has been bonded to English capitalists, represented by Mr. Rathbone, for \$45,000, \$1000 being paid down. The next payment is due this month, and as this is a very rich prospect it is believed the bond will be taken up, and the purchase consummated. Mr. John Hopps is prospecting a valuable property

on Slough Creek. He has run in a drain 3,300 feet to strike the rim rock. When this is reached a bed rock shaft will be sunk. The depth of the channel is here 287 feet, Mr. Hopps expects to "strike good pay" at any time. The prospect shows 12 ounces, and the expenditure to date is about \$100,000. Mr. Jno. Batts, on Stoot's Gulch, has taken out this season with a small hydraulic plant 400 ounces.

An American outfit under the management of Mr. Sawyer is operating on Cunningham Creek. The most important part of this work has been accomplished, viz: the running of ditches, laying of 16 in. pipes, flumes, etc., and everything is ready to commence working next season. The amount expended to date is about \$35,000.

The French Syndicate has done considerable work on a quartz proposition on the divide near Lowhee Creek. Here a stamp mill is erected and about \$30,000 have been invested. The assays are satisfactory and it is stated that work will shortly be resumed. The ground on Lightning Creek has been taken up on leases consolidated by special act of legislature and a proposition is now under consideration for opening up the Creek on a very large scale. Lovett Creek, a tributary of Lightning Creek situate about three miles below Beaver Pass, is virgin ground, its discovery being of recent date as a result of the Gulch being heavily timbered. It is owned by a private company composed of Mr. Thos. Rablin, of Yale, W. Williams, Lovett Creek, B. Douglas, New Westminster, John McQuillan, of Vancouver, and A. W. Hager, of Chicago. It is known as the Rablin Placer Claim, the lease includes one and a half miles of the creek and old channel, and the work is in charge of Mr. W. Williams, the original locator, a practical miner whose faith in Cariboo has kept him in the district since 1858. Few men of this generation have done more than "Billy Williams" to prove the value of the alluvial deposits of Cariboo. On Williams Creek, Willow River, Lightning, Harvey, Keithly, Lowhee, Grouse, Antler and many other creeks, he has struck his pick, encouraged his comrades, and at many times helped the unfortunate. Mr. Williams is a sterling and well proved miner and one of God's noblemen. For three years he has toiled on Lovett Creek, doing this for months in the depth of winter in absolute solitude, having faith in the creek. No obstacle has proved too great for him to overcome. With very little assistance he has run a tunnel 600 feet up the creek and is now down to a depth of 180 feet, and likely to be rewarded at any time by cutting into bed rock, when he expects to clean up a well deserved home stake.

"Brave men are they who push and climb
Beyond old Formulas away,
While the plodding tanks who serve old Time
Pull back for Time's old bay;

On the outposts of the new,
Till the world has to their stature grown
And seen the false was true.

Leaving our friends at Lovett Creek, we again make connection with the B.C. Express Co's. stage coach and are driven to Quesnelle Mouth. Here Senator Reid's steamer speeds us down the Fraser River, a distance of 60 miles, to Soda Creek, where again the stage takes us aboard and enables a speedy trip to Ashcroft.

In the course of this our tour we are profoundly impressed and return convinced that mining prosperity is in Cariboo in course of renewal ten-fold. Cariboo will assuredly in the near future take her place as the leading mining district of the Province. The district's mines of gold, silver, copper, lead, and many other useful minerals, are vast in extent. Cariboo's first industry was, as all the world knows, mining for what is known as placer gold by a simple process then well understood. But times and methods both have changed indeed. The majority of the Cariboo mines are in deep channels, and new processes have been discovered by which they can now be worked. Gold is being discovered in every part of the district, and the new processes and new appliances now used are attracting the attention of the whole money world. Activity, hope and enterprise are now manifest everywhere in Cariboo. Gold mine possibilities once passed unnoticed are now being prospected by the new processes and either already yielding or about to yield rich rewards. Cariboo's fertile meadows are again becoming desirable and the future of the region as a great mining settlement is assured. The developing of the mineral resources will make valuable all the agricultural land and provide a market that will enable farm settlers to live.

A few words in conclusion, lest the reader think us rash in an assertion that Cariboo will yield other minerals than gold and in addition to gold. In proof of this we bring home with us a sample of galena from the head of Clear Water Lake that assays over \$60 to the ton, and there are undoubtedly other like opportunities in Cariboo.

GOLD MINING AT ITS WORST.

The Clondyke is a hard country for the would-be gold winner, but its hardships and dangers are small indeed by comparison with those of tropical New Guinea. This is how an Adelaide correspondent describes the latter region in the Mining Journal:

"Some months ago a syndicate called the British New Guinea Gold Fields Association was formed in Adelaide, and Mr. M. P. Cosgrove was dispatched in charge of a party to prospect for gold. The expedition, which was splendidly equipped, has ended in a complete failure. The leader returned to Adelaide a

interview said: "Alluvial-mining will never make New Guinea. I never saw a reef all the time I was there; from the mouth of the Vanapa to the foot of Mount Knutsford, but only a few bluish stringers in basalt and slate in the creeks. Ninety per cent. of the men who went up with me got the fever and a large percentage died. It was pitiful to see the poor wretches, stricken with this terrible scourge, trying to crawl back to the coast. I wish I may never see such a sight again. The strongest men, too, are the ones who suffer most. Then, as to gold, I could go up to Mount Pleasant in your colony, and get more gold in 24 hours than the whole of the prospectors could get in six months in New Guinea. And the climate there, well, it is impossible to describe it. There are thorny creepers which tear your clothes and skin, and drag you back—long, trailing, 'lawyer' vines, with hundreds of strong spikes on their creeping branches, strong enough to pull a man back if they once catch him. The natives, too, are thievish and treacherous and cannibalism is rife. The fever is a horrible scourge, and there is another loathsome disease—the scrub itch where masses of little red parasites fasten on the body, and eat through the flesh right to the bone. Numbers of men have been killed by them. The expense of prospecting in such a land are exceedingly high—£40 or £50 is no use at all; the natives refuse to act as carriers unless paid in money, and many won't do the work for any consideration; and, added to this, there is practically no gold to go for. I want to strongly warn miners against attempting the journey."

A large number of miners went over from South Australia, thinking that as long as they landed in New Guinea with £5 or £10 in their pockets they would have no trouble in reaching rich fields. Some of these men passed Mr. Cosgrove's party with 30 or 40 pounds weight on their backs and very confident, but a few weeks later many of them has to be assisted down to the coast in a terrible state of emaciation as a result of malarial fever.

TRAIL REJOICING.

There is much rejoicing in the mining and smelting town of Trail on the completion and opening for freight service of the 21 mile line between Benson and Trail. A regular passenger service with Nelson will be inaugurated shortly, so soon as the C. P. R. affords the necessary connections, when the journey between the towns should be made over an easy grade in some minutes.

Dr. Langis, of Vancouver is acquiring valuable mine interests in East Kootenay, having obtained from Mr. P. W. Telet transfers of the Surprise, Chance, Magda, Agnes, France and

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MISSING

B.C. STOCKS IN LONDON.

The B.C. Review of the 18th ult. states: "Almost without exception the changes in British Columbian shares during the past account were in the downward direction, Vancouver syndicates being in the van with a fall of £1 10s., and Lillooet and Fraser River second with a loss of 7s. 6d. per share. The rest of the losses were as follows: Big Creek—very nearly a derelict—6d.; British Columbia Development Association, 1-16; British Columbia Financial Trust (Founders), ½ Galena, 2s. 6d.; London and British Columbia Gold Fields, 1-16 London; and British Columbia Gold Fields Deferred, £2. This does not comprise the whole of the shares quoted in the "House," but deals only with the representative properties. It is quite sufficient, however, to show that the decline has been general. One of the features of strength was British Columbia Developments on the success attending the flotation of the Fairview Company. It is not surprising that the price of the former is maintained when one remembers that the price to be paid to the parent company for the property acquired is £70,000, and that as the capital of the latter is only £35,000 a very handsome dividend seems assured. Fairviews, which are thought well of in the market, have maintained their premium with ease, even during the spasm of weakness witnessed during the past few days, due to particular and not general causes."

The price paid for the Fairview property was undoubtedly high, but the district is a good one and the venture may "come out all right." Meanwhile intermediaries made very large profits on the transfer of the property to the British investor. We are not surprised to learn that Galena Mines stock again fell. It is probably almost, if not quite, the worst B. C. mining investment in the British market, having regard to its monstrous overcapitalisation, backed in the first instance by prospectus statements, most of which have been utterly refuted by facts, and shown to be at best wild exaggerations.

THE RAMBLER-CARIBOO.

The annual meeting of this Company was recently held in Spokane, Mr. J. B. McArthur being elected President. It was reported that a steam plant and other machinery had lately been got in and erected and a wagon road built to McGuigan siding on the Kaslo & Slocan Railroad. Bunk and store houses are being built. A cross cut tunnel now being run is also expected to strike the lead at a vertical depth of 400 feet and big further shipments of ore are expected this fall. The Rambler-Cariboo has during the past year paid \$40,000 in dividends and Mr. Shea, the manager, declares that further ores may be expected this winter.

HEADING FOR KASLO.

It is now very generally believed that unless, as some expect, the C.P.R. acquiesces and uses the Kaslo & Slocan railroad, the great transcontinental line will itself ere long make direct connection with Kaslo.

CLIMAX, T & B AND DUCHESS.

Those Slocan gold and silver claims are stated to be bonded to a London, England, syndicate for whom T. J. E. Scoones acts. The Climax group apparently contains more gold than silver and some recent assays are stated to show as high as \$92 to the ton in gold.

A SLOCAN ESTIMATE.

Says the Slocan City News: "A Slocan mine manager estimates that a ton of Slocan ore is worth \$50 for silver at 50 cents and \$25 for lead at \$2.20 or a total of \$75. The cost of freight and ore treatment is \$20 a ton, leaving a margin of \$55 for mining and putting on cars.

MUCH IMPRESSED.

The members of the British Association who lately visited Roseland were apparently much impressed by the Le Roi and the Centre Star mines, as to the prospects of the latter of which several of them have in interviews with representatives of the Eastern Canadian press, spoken in most eulogistic terms.

SATISFACTORY.

That very dubious scheme, the Harris Fraser River Dredging Co., Limited, failed, as THE MINING CRITIC notes with pleasure, to secure subscriptions to the stock it offered. Numbers thus escape the loss of their money. The scheme was emphatically one of a very doubtful class and the statements made in the preliminary prospectus were outrageously misleading.

MR. OGILVIE'S CLONDYKE ESTIMATE.

Mr. Ogilvie, D.L.S., reckons that out of the principal creeks of the frozen Yukon territory there will be taken \$60,000,000 in gold. This may be so, but the process will extend over many years and prove so gradual that, as in the Cariboo placers of old, a few hundreds will do well, the majority barely earn a hard living. Even \$60,000,000, spread probably over at least a dozen years of yield, won't make a big average return for the work of at least 15,000—some even predict 50,000—miners. As between Cariboo and the Clondyke comparisons are all in the former's favor, and it took 20 years to get \$55,000,000 of placer gold out of Cariboo.

ABOUT LYTTON.

Lytton mining men claim that in addition to smelting ore of the Trail district type, there is also about Lytton free milling gold quartz of great value. Little comparatively is being done in the district yet, but it may have a great future. The Lilly May and Faith mine are, however, being quietly developed by Mr. John Francis and his son for their gold and copper. These and other Lytton smelting ore claims greatly need smelting facilities on the coast.

ALLEGED FIND OF AMBER.

An Englishman named H. E. Chapman hailing from Whitby, in Yorkshire, informs the St. Paul Pioneer Press that he has acquired several acres on Jervis Inlet, on which are valuable and extensive amber deposits. THE MINING CRITIC is, however, rather sceptical as the news reaches Vancouver via St. Paul, and were the find authentic, being a notable one, news would more likely reach Vancouver first, Jervis Inlet being thence so easily accessible.

AN EMPHATIC UTTERANCE.

The mine camp tough from the other side had better keep out of Judge Forin's clutches, for that functionary means to maintain law and order in West Kootenay by severe punishment of offenders. The Judge recently stated at Revelstoke that he had been accused of undue severity. He replied that he had no sympathy with any maudlin feeling towards criminals. The criminal class would have either to behave themselves or be punished or leave the country. The Judge is quite right. B. C. mining camps must be kept orderly, as in general they are, and not suffered to become little hells on earth, as is so frequently their case across the border.

MINERS' GRIEVANCES.

Miners in the Cariboo and others complain bitterly of the charges of 25 cents per cord of wood and 50 cents per thousand on timber, which are now being enforced by the provincial collectors. It is claimed that the prospector should be exempt from such assessments until he has proved whether his property be of value or not. There is also much grumbling against the water tax on minor's inches and it is claimed that this law was never intended to operate against the miner. It would certainly in the end profit the Provincial Government as well as the Province, were legislation so drafted as to make as easy as possible the lot of the toiling mine prospector. Such legislation at present too usually benefits unduly the large investor, who as a result of persistent lobbying secures exemptions and privileges of many kinds with little difficulty.

A BOOM CITY'S RESPONSIBILITY.

This is what the Western Mining World, of Butte, truly says of Seattle's scandalous misrepresentation of Yukon possibilities:

"Local loyalty is at all times a commendable sentiment, but when it is carried to a point when it becomes an assault upon the lives of innocent people it ceases to bubble over with virtue. Seattle has a right to secure as much as possible of the outfitting trade for the Clondyke, but the systematic misrepresentations through which she has persuaded, cajoled and seduced men to hasten to Clondyke on the verge of winter, is a monument to her disgrace. It men perish of starvation at Dawson City, Seattle is large responsible for the crime. Her press has done all within its power to cover up the prospective horrors of the Alaskan trip. And by every argument that might possibly induce some poor devil to buy his supplies in Seattle urged fortune hunters to the front.

Having overloaded Dawson City with starving wretches, necessitating federal interference, the press of Seattle have now laid the last straw on the camel's back by earnestly advising all who wish to visit the Clondyke in the spring to spend the winter in the Puget Sound metropolis in order to take the first boat out, stating, with malicious aforethought that those who do not do this are likely to find themselves snow bound in the Rocky mountains in the spring and unable to reach Seattle in time to avoid the rush! This is one way to increase the population of the town and load up with a lot of suckers who will permit themselves to be robbed. Of course, every well informed man knows that any time of the year he can cross the Rocky mountains with safety and comfort. With such the bunco steering of the Seattle people will excite disgust, but no doubt thousands of chumps will hasten to that city this fall so as to be in time for the first boat that leaves for Dawson City."

OF GOOD OMEN FOR CASSIAR.

The goodness of the general prospects of the Cassiar Central railroad is well attested by present results of placer mining in the Cassiar county, which indicate that with more extensive and scientifically organized and monetarily supported mining effort much gold should therefore be gotten and ample opportunity afforded for a joint transport trading and mining enterprise. The B. C. Mining Journal, which is published at Ashcroft, a noted point of departure for and return from Cassiar, has this to say of what is at present proceeding in and about that region:

Quite a number of men have prospected in the Omenica this season with various results. With the large number of men who will go into

this and adjoining districts a mining country of unknown wealth will be opened up to the world which will outdo the much talked of Clondyke. Men who have spent some time on the different streams of the Omenica, Peace and Findlay rivers and Cassiar districts are all of the same opinion that the crowd of miners will gradually drift from the Yukon down to these districts. Good pay has been found on nearly all the streams, and the climate is such that men can work with ease, compared with the Clondyke. These districts will see such a revival this year that will no doubt equal the rush in early days to the Fraser river. Ashcroft is the distributing point for all these northern districts, and a good wagon road for 220 miles, then a good trail lead prospectors to the various streams that he may wish to prospect.

AN OVERLAND ROUTE TO CLONDYKE

Leaving the C.P.R. at Ashcroft, the B.C. Express Co's. stages run over the trunk road to Quesnelle Mouth, communication is made then by steamer up the Fraser to Cottonwood camp. The prospector's next course should be to take Telegraph trail to Blackwater, raft the same and swim horses. He must next push on to Nechaco river, crossing it by raft and swimming horses. He will then continue his journey until he reaches Fort Fraser. Thence he will follow the north branch of the Nechaco river by old telegraph trail to Hazelton, the trail taking the traveler over the ranges. He will next follow the north branch of the Skeena to Babine River, and there again make his horses swim the north branch of the Skeena, after which he will pass over to the Naas river and Konigees river on the old Cassiar cattle trail. Both streams are fordable.

It would be well to arrange with the Hudson's Bay Co. to supply all provisions at Hazelton and again at Telegraph creek. This would lighten the pack considerably. Thence following the old Cassiar cattle trail, one reaches the Stickeen river, which is required to be swum and rafted. From the Stickeen river to Teslin lake is a distance of 150 miles over a high tableland, but there is no serious difficulties with which to contend.

The distance from Quesnelle Mouth to the Forks of the Skeena is 450 miles and it will take six weeks for a pack train to get in. Again, from the Forks of the Skeena to Telegraph creek is a course of 800 miles and from Telegraph Creek to Teslin lake one of 450 miles.

THE GAINER CREEK GOLD CLAIMS.

These exceptionally promising claims will not now be worked before next summer, snow having fallen deeply and prevented the erection of necessary mine buildings and plant.

THE DEER PARK.

Work at this Rosland mine will shortly recommence under a scheme of reorganization.

REVELSTOKE SHIPMENTS.

These shipments, representing North Kootenay and Slovan ores, amounted in Sept. to 734 tons, valued at \$100,572.

ANOTHER DIVIDEND.

The Le Roi mine company has just declared another dividend of \$50,000, making in all \$625,000 in dividends to date.

AT VERNON.

Mining development is here proceeding slowly, though a little development is being done on the Blue Jay. Denzy and Silver Queen claims. A stamp mill is moreover now being put in on the Morning Glory but little is being done on the Bon Diable.

THE GOLDEN CACHE.

It is expected that as the stamp mill has for days been well at work a clean-up may be made at the mine this week. The Mining Critic therefore sincerely hopes to record a good result in its next issue, as so much depends upon the results of Golden Cache gold production, it being the typical free milling mine of its part of Lillooet.

AT FAIRVIEW.

Here the Tin Horn mill of eight two-stamp batteries will be at work within the next ten days, after which the manager expects a steady run. Development work is also progressing on the Comstock, Mammoth and Shamrock, and the Fairview Consolidated Gold mines will shortly, it is stated, erect a 50 stamp mill in order to treat the ore.

A QUERY.

Quoth the B. C. Review, of London, England:

"Can any of our readers give us any explanation of, or reason for, the heavy fall in Lillooet and Fraser River shares? It seems a pity that this should happen in the case of such a prominent company at the present juncture; and especially after Mr. Horne Payne's very optimistic utterances at the meeting last year. Was Mr. Horne Payne a little too optimistic?"

An answer to this query will shortly be forthcoming, no doubt, as a result of the memorial investigation of the Company's mining methods and general management that is understood to be proceeding. Mr. Horne Payne, Q.C., is not in this Province.

A LARGE ADMISSION.

British monometallists—or as our friends on the other side prefer to call them “gold bugs”—have made a big admission. Justifying much of the bimetallic position. Gold men have hitherto held the depreciation of silver to be due to excessive increase of supply of the white metal and a natural result of the operation of the laws of supply and demand in prices. They would not concede that much of the depreciation was due to the closing to silver of some of the world's great national mints.

Yet, as the “Bimetallist” shrewdly notes, these same gold men admit that the demonetisation of gold by little Japan has sufficed to cause a big fall in silver. We quote the “Bimetallist's” words on the subject, since they put the case pithily and well, and B. C. is greatly, though happily not vitally concerned in the settlement of the “silver question,” and would undoubtedly benefit vastly in mining, agriculture and general industry were international bimetallicism again the rule.

Quoth the “Bimetallist”: Bimetallists may congratulate themselves after 24 years' preaching the fact that an open mint creates a demand for the metal to which it is open, and the closing of a mint to a certain metal seriously affects the demand for it, that the newspapers, one and all, have referred to the closing of the Japanese mints to silver as the main cause of the recent fall in that metal. Yet these same papers for four-and-twenty years have dismissed with ridicule the idea that the fall in the gold price of silver was due to any but what they were pleased to call “natural causes.” We confess to having regarded with some attention the amazing progress of Japan, and we have often been accused of overrating her development. But our opponents have gone one better. They freely and frankly acknowledge that the closing of the Japanese mint to the white metal has been the main cause of a fall of 20 per cent. in the gold price of silver, a potency which they have all along denied to the closing of thirteen European mints between 1873 and 1875:

THE VANCOUVER GAS WORKS.

The purchase of a controlling interest in the Vancouver Gas Works by Mr. Wm. Mackenzie, of Toronto, on behalf of a strong syndicate, is of interest and importance to our Province's mining, in view of the necessarily close connection between successful gas production with coal mining. The purchase means doubtless, at the head of the buyers is a shrewd and capable man of energy and means, a man of extension of a gas undertaking that has for several years been going far too slow and fallen wholly behind the times. It is true that certain Vancouver Aldermen believe that there is no future for

gas, and think it wholly “knocked out,” or in course of a “knock out,” by electricity, but such a censor knows little of the enormous and increasingly profitable use made of gas by some big municipalities of the United Kingdom, notably Manchester, where for machine motors, furnaces and stoves, as well as for private and public lighting, gas is used more and more, although side by side with gas the same civic corporation is mightily extending its electric light and power and hydraulic supply works, all run at lowest rates, yet at goodly profits, used in reduction of local taxation. It is in fact in the great manufacturing centres of the “Old World” believed by experts that for big furnaces and many other uses a cheap and not too finely purified gas may be used with the best economic results and also be made to prevent an enormous amount of present air pollution. Then too for domestic stove purposes, gas is in the United Kingdom gaining an enormous hold. So there are many millions sterling of profit yearly made in gas in Great Britain and Ireland, by municipal bodies and joint stock companies, dividend returns of between 5 and 10 per cent. being quite usual after paying interest on big debenture capitals. And despite an ever increasing use of electricity, gas still holds its own and finds new fields of work, so that the profits of the manufacturer remain at as high an average as of yore. Hence the Mining Critic quite anticipates that in its capable new hands, the Vancouver gas undertaking will at lower rates find a far larger and more profitable field than ever it had before and benefit alike greatly the producer and consumer, whilst also taking from our Province's collieries a yearly increasing supply of coal.

A RAILROAD CHARTER SALE.

The charter of the Coast-Kootenay or Vancouver, Victoria and Eastern Railway and Navigation Co. has been sold to a strong Eastern Canadian syndicate, represented by Messrs. Wm. Mackenzie and D. D. Mann, for a value in cash and stock approximating \$75,000, and as a result a big and probably successful effort will be made to obtain the Provincial subsidy and build the proposed railroad between Penticton and Boundary. It will probably also be extended to Robson. Possibly—though this is much less certain for many reasons—the new organization will also, after ascertaining the feasibility by survey of the route, extend the railroad to the coast. The new line will evidently be run in partial connection with the Shuswap and Okanagan, and benefit greatly that undertaking, which is worked by the C. P. R. It will thus no doubt increase considerably the yearly return towards the interest guarantee charge, a deficit in respect of which the Province has yearly to meet in connection with the Shuswap and

Okanagan. The working of the new line will thus lessen one standing liability of the Government of British Columbia. Another thing now certain is that the transfer means business, whilst, in view of past contract associations of the leading purchaser, the transaction in all probability ensures friendly relations with the C. P. R. Hence it seems practically certain that the new men will within a very early period obtain the Provincial aid they need and build a much required line to the Boundary Creek country. All things considered, however, we do not rate very highly the chance of the transfer resulting at any very early date in the completion of a Coast-Kootenay link of railroad, the construction of which depends, as it did before the present transaction was consummated, upon the view taken of the opportunity by the C. P. R. If aught else were needed to assure the local public that the relations between the great Canadian road and the purchasers of the Vancouver, Victoria and Eastern Railroad charter are likely to be friendly, this is afforded by the beneficent editorial attitude of the News-Advertiser, which is usually fairly well in touch with C. P. R. sentiment. Some interesting comment is now in order from Mr. Heinze's journalistic mouthpiece, the Rossland Miner, and in expecting this at an early date we shall probably not be disappointed.

FIFTEEN IN ALL.

It seems that in all 15 companies have recently been floated in London, as a direct result of the Clondyke boom, nearly the whole of them being associated with the Yukon, though some, including the one which obtained the services of Col. Domville, M.P., also embrace B. C. in their operations. Most of the fifteen are taking very doubtful chances, as the British investors seem to have realised, since they only subscribed rather over £1,137,000 out of £2,200,000 asked. The fifteen companies which have thus gone to allotment are stated to be survivals amongst many still more unfit, that died still born. It is regrettable, however, to note that amongst the 15 floated was the crazy scheme which included in its sphere of operations the sale of cycles and candles in the Yukon, and suggested the use of Ramsgate fishing smacks for transport. Fools and their money will in this case soon be parted to the full extent of the stock issued.

The recent advance of copper at Liverpool to \$245 a ton should prove of great service in expediting the development of B. C.'s many rich copper-gold mines. The United States output is temporarily decreasing somewhat, the world's demand for copper ever rising, which facts explain the recent increase of copper values.

WEALTH ACQUIRED FROM MINING VENTURES.

A. S. Bigelow, president of the Boston and Montana, has made \$5,000,000 in mining.

Herbert L. Terrell, of 80 Broadway, has made over \$3,000,000 in mines in Cachuahua.

Phelp, Dodge & Co., one of the largest Metal houses in the world, have made \$10,000,000 mining in the last few years.

A. Foster Higgins, of New York, president of the Mexican Northern Railway, has made \$1,000,000 out of mines in Mexico.

W. S. Garnee, one of the first mayors of Chicago, but who now lives in this city, has made \$500,000 in the last five years mining in Colorado and Montana.

John I. Blair, who is sometimes called the fourth richest man in the United States, has made \$10,000,000 mining in Candelaria, Nevada, and in Montana and Idaho.

Theodore Berdell, one of the early pioneers of Leadville, with N. Witherell, made \$750,000. He now lives at Summit, N.J., and does business down town at 100 Broadway.

The New York World recently published the following article, which gives some idea of the money made in mining in the States, and demonstrates the fact that legitimate mining pays:

John E. Searles is another sugar king who does not confine himself to sugar. He has a son-in-law in Colorado. He showed Mr. Searles a good thing. It was. It cost Mr. Searles \$2,000,000.

It is not generally known that W. F. Havemeyer is a silver baron as well as a sugar king, but such is a fact. He estimates his fortune from the Cimarron mine at Telluride, Colorado, to be \$1,000,000.

Oliver H. Payne, son of the late Senator Payne, deals in other things besides gas and oil. He has made fully \$3,000,000 in Eulalia and Colhuahua, Mexico, where he owns two of the largest mines in that country.

Anton Eilers, president of the Colorado Smelting Co., who lives in Brooklyn, has made out of the Smuggler Union in Colorado and out of other mines in Colorado, Idaho and Montana at least \$500,000 in the last few years.

Ogden Mills is directly indebted to mining for the great fortune with which he entertains so royally. He was a 49er and made at the lowest estimate \$15,000,000 from the gold fields. Mr. Mills owns the controlling interest in the Alaska Treadwell—the gold mine which has the stamp mill with the largest number of stamps in the world, 208; the mine which pays \$25,000 dividends, and the ore of which can be treated for \$1 a ton.

Lewisohn Brothers, of 81 Fulton street, the largest handlers of copper in the world, out of their mine in Arizona, the Old Dominion, and the Boston and Montana and Butte and Montana, in Montana, have made \$2,500,000.

James Shields, father-in-law of Marcus Daly, who spends half of his time in New York, was a shift boss, and Marcus Daly a mine laborer when Daly married his daughter. He has made \$500,000 in mines, while Daly has made several millions.

W. M. Harriman, the vice president of the Illinois Central, who lives in New York—a though many of his most intimate friends do not know that he owns mines—has made \$1,000,000 mining, principally out of the Golden Reward mine in South Dakota.

W. A. Clark, of Montana lately, but now of this city, has made \$10,000,000 out of mining, principally out of Colusa and connecting mines in Montana, and out of United Verde, in Arizona, which by several experts is called the greatest mine in North America. Last year it paid out \$1,500,000 in dividends. Mr. Clark's latest venture was buying the Mayflower in Arizona. In the first sixty feet he took \$100,000 more than he paid for the mine.

S. B. Haggart, whose offices are in the Mills building, has made \$60,000,000 in mining, principally out of the Homestake and associated mines, which have paid millions and millions in dividends; the Anaconda, in Montana, which paid \$3,000,000 in dividend last year, on a capitalization of \$30,000,000, with the stock at a premium of 20 per cent.; the Ontario, of Montana, which paid \$13,000,000 is still paying monthly dividends, and the Dally, of Montana, which has paid \$3,000,000 in dividends. He is the principal owner of the El Oro, of Mexico, and the Guanacavi, of Mexico; the former pays \$30,000 monthly. Mr. Haggart is also a heavy stockholder in the Highland, of South Dakota, which has paid \$3,000,000 in dividends.

BRITISH COLUMBIA STAGES.

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

Ashcroft Station to Hat Creek, Cache Creek and Clinton, Monday, Wednesday and Friday at 5.30 a.m.; \$3 Mile House, 108 Mile House, Lac La Hache, 150 Mile House, Soda Creek, Quesnelle, Alexandria, Monday and Friday at 5.30 a.m.; to Barkerville, Van Winkle, Cottonwood to Quesnelle Forks and Keithly Creek, alternate Mondays at 5.30 a.m.; Horsefly, Chilcotin, Monday at 5.30 a.m.; to Lillooet and Pavilion, Monday, 5.30 a.m. Clinton to Lillooet and Pavilion, Thursday, 5 a.m.

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

Golden to Galena, Columbia Valley, Windermere, Wild Horse, Thunder Hill.

Fort Steele, Fairmont Springs and St. Eugene Mission every Tuesday.

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

Lower Nicola to Granite Creek and Princeton, Friday a. m., on arrival of stage from Spence's Bridge.

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

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

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

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

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

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

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

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

KASLO SHIPMENTS.

The September ore shipments from Kaslo amounted to 7,651,000 pounds of silver lead ores, valued at \$293,377.

THE JOSIE.

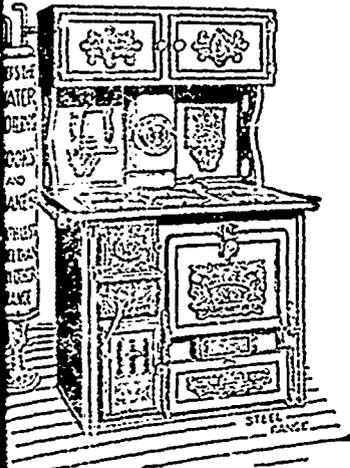
The Dominion Explorers Co., Limited, of London, England, have, it is stated, arranged to purchase this noted Rosland mine. Present stockholders are to receive \$50,000 in cash and 40 per cent. of the stock of the new company to be formed in England. \$200,000 in cash are also to be provided by the new company for mine development. The English Company is to be capitalised is £250,000.

THE TWO FRIENDS.

Remarkable news comes from Slova City as to the present results at this mine, so recently abandoned by its former Vancouver owners. The Slova City correspondent of the Mining Record, Mr. B. Lyell, states that this mine, "which received such a black eye last winter through mismanagement on the part of Vancouver's company promoters, is being worked by the original owners and is shipping steadily from Slova City. The last carload gave returns of \$240 a ton." The figure above quoted is presumably authentic, the comment is of course Mr. Lyell's and apparently represents the local opinion of his district.

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Trains Run on Pacific Standard Time.

Going west	Daily	Going east
Lv 8:00 a.m.	Kaslo.....	Ar 3:50 p.m.
" 8:35 "	South Fork.....	" 3:15 "
" 9:25 "	Sprule's.....	" 2:45 "
" 9:51 "	Whitewater.....	" 2:40 "
" 10:03 "	Bear Lake.....	" 1:48 "
" 10:18 "	McGulgan.....	" 1:44 "
" 10:38 "	Junction.....	" 1:12 "
Ar 10:50 "	Slocan.....	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.

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Superintendent.

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lines of stages. Hunting and fishing in the vicinity.

MARSHALL & SMITH, PROPS.

LILLOOET.

Bridge River, Cayuse Creek, Fraser River.

YALE.

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

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

Kettle River—Steamer from Okanagan Landing to Penticton, thence by stage.

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

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

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

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

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

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

FORT STEELE'S PROGRESS.

This East Kootenay town is making great headway. New buildings to a value of \$57,000 have recently been erected.

THINK WELL OF CARIBOO.

Professor Carlyle, the Provincial Mineralogist, has returned from an official visit to Cariboo. He thinks most highly of the country and thinks that a future brighter even than that of "old time" is in store for the region. Meanwhile Capt. John Irving and others associated with him are preparing to establish a river navigation service for Cariboo.

ROSSLAND'S ORE SHIPMENTS.

Rosslund shipped last week 1315 tons, a small output, for 1215 of which the Le Roi mine was responsible. There will clearly be no big increase in Rosslund's shipments until the promised reductions of freight and treatment charges are brought about, as a direct result of C. P. R. railroad extensions.

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

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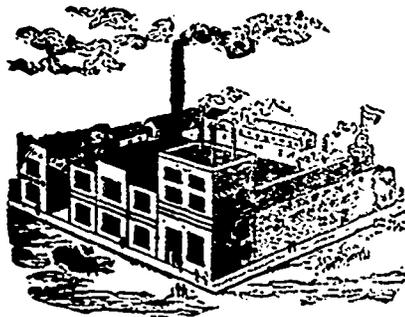
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ALBERNI.

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

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

CARIBOO.

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

Big Bar—Stage from Ashcroft.

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

Fort George—Nearest station, Quesnelle

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

Lae La Hiche—One hundred miles from Ashcroft; on stage line from Ashcroft to Barkerville.

Lilloot—Weekly stage from Ashcroft.

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

One Hundred Mile House—Stage from Ashcroft.

One Hundred and Fifty Mile House—Stage from Ashcroft.

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

Quesnelle Forks—Stage from Ashcroft.

Soda Creek—Stage from Ashcroft.

Stanley—Stage from Ashcroft.

Slough Creek—Stage from Ashcroft.

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

Willow River—Stage from Ashcroft.

Williams Creek—At Barkerville.

CASSIAR.

Dease Creek—

McDame Creek—

COAL CENTRES.

Crow's Nest Pass—

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

Union—

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

EAST KOOTENAY.

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

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

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

Galbraith Ferry—Steamer from Golden. Stage in winter.

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

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




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