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British Columbia Mining Critic.

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

Vol. 1. No. 16.

VANCOUVER, B. C., THURSDAY, AUG. 12, 1897.

PRICE 5 CENTS.

A. Boak & Co.,
Real Estate,
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- Eschequer Gold Mining Co., Ltd.

Real Estate in Vancouver is picking up—now is the time to buy—we have some exceptional good bargains and intend to sell—purchasers would do well to call and get particulars from us before buying elsewhere. We have a number of houses for rent.

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 MINING AND MILLING CO.,**
 LIMITED LIABILITY.

Hastings Street,

VANCOUVER, B. C.

Box, 758.

Telephone 133.

HOW TO GO.

The Clondyke enters the Yukon near the 64th parallel of north latitude. It may be reached from two directions. One is by ocean steamer to St. Michael's island in Behring sea, and thence up the Yukon river, the distance up the river being 1,679 miles and navigable for vessel of 400 tons. The other is by crossing over the coast range of mountains to the head waters of the Lewis branch of the Yukon and descending by boat. The shortest route from Vancouver is that via the White pass and is approximately 1,591 miles. This journey is made up as follows:

	Miles.
From Vancouver to Skagway bay, near the head of Lynn canal (ocean steamers).....	1,024
From Skagway bay over the White Pass to Lake Tagish (pack trail).....	36
From Tagish to Clondyke, down river.....	531
Total number of miles	1,591

Another available route to the Lewis river is from Dyea or Tya, at the head of Lynn canal, via the Chilcoot pass. This distance is slightly longer than that via the White pass.

A third route to the Lewis river is via the Stickeen river to Telegraph creek and thence overland by pack train to Lake Teslin. The distance is approximately as follows:

	Miles.
From Vancouver to Fort Wrangel (ocean steamers).....	801
From Fort Wrangel to Telegraph creek (river steamers).....	144
From overland travel to Teslin lake.....	150
" head of Teslin lake to Clondyke.....	584
Total number of miles	1,683

Still another route is from the head of Taku inlet, a little south of Juneau, thence overland by the valley of the Taku river to Lake Teslin. The distance to Lake Teslin by this route is approximately the same as via the Stickeen route. To Clondyke might be somewhat shorter, according to the point at which the trail will strike the lake.

OUTFITS HERE.

As to the possibilities for outfitting in Vancouver for the Clondyke and Yukon gold fields, there need be no fear, as everything in that line can be supplied here and at prices lower than in any other city or town on the coast. Steamers, likewise, sail direct to Dyea and all

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

612 Cordova St., Vancouver, B.C.

**MINING, DEVELOPING,
 PROMOTING AND BRO-
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Free Milling Gold:

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

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Call or write for particulars to Secretary.

We Buy For Cash

Or Work on Bond any Good Mining Proposition.

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32

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

CHAS. MARTIN & CO.,

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

Samuel Gibbs

MINING AND INSURANCE BROKER

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Reports on Mining Claims a Specialty

Henry Benjamin = =

Geologist and = =

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Mines Bought and Sold for Cash.

No. 2 Arcade, Hastings Street.

THE GOLD FIELDS ARE IN CANADA.

The great gold fields of the Yukon are in Canada. The earliest discoveries were in Canada, but subsequently the principal deposits opened up were in the United States territory of Alaska.

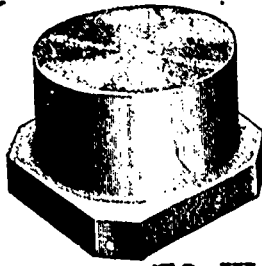
Several steamers ply regularly between the Puget sound ports, Vancouver and Victoria and Dyea and Skagway bay. One Canadian line is that of the Canadian Pacific Navigation Co., having its headquarters at Victoria.

Take the Canadian Pacific railway to Vancouver, and at Vancouver take the Union S. S. & N. Co.'s steamers to Dyea or Skagway bay.

Efforts are being made in the cities of the United States to create the impression that they are the only places to outfit for the Yukon and the only places where steamship accommodation can be got.

Every person intending to go into the Yukon should make Vancouver his starting point.

Goods of all descriptions, either for the outfit of the individual miner or for the trader, no matter how large his order may be, can be supplied at Vancouver cheaper than at any other point on the coast, because this port is the terminus of the Canadian Pacific Railway, and as the goods are destined for Canadian territory. It is a direct advantage to buy them in a Canadian city and thereby save the duties.



The California,

THE CELEBRATED HAMMERED STEEL SHOES & Dies

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J. B. GRANT. LITHOGRAPHER.

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New Notary

Designs Public,

FOR LODGE, AND

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I can supply you with private cheques on any of the Chartered Banks of this city, printed in Black or Tints, without charging you for engraving.

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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.

(Nuggets continued).

The Le Roi has paid in dividends 40 cents a share since June 3rd.

The Cripple Creek district has for the first half of this year produced over \$6,000,000 of gold, and it is estimated that the year's output will have a refined value of fully \$14,000,000.

The 3,935 tons smelted at the Hall smelter, Nelson, yielded 313 tons of matte, containing, approximately, 144 tons of copper, 81,360 ounces of silver and 84 ounces of gold.

A rich strike of base ore is reported immediate neighborhood of Blow Out mountain, some miles up the North Fork. The samples which were recently assayed ran \$62 in gold and copper from the surface.

The Arlington, on Whisky creek, made a trial shipment of 1,140 pounds of ore and got a return of \$49.40 per ton. Gold only one ounce to two ounces silver.

INTERNATIONAL NAVIGATION & TRADING Limited.

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

TIME CARD

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

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

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

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

New Service on Kootenay Lake.

Leave Nelson for Kaslo, etc., Tues., Wed., Thurs., Fri., Sat. Arrive Kaslo for Nelson, etc., Mon., Tues., Wed., Thurs., Fri. Arrive Nelson.

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

Leave Kaslo Saturday. Arrive Boundary, Sunday. Arrive Bonner's Ferry, Sunday. Leave Bonner's Ferry, Sunday. Arrive Boundary, Sunday. Arrive Kaslo, Sunday.

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

G. ALEXANDER, General Manager

The Oriental Hotel,

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

RAND BROS.

STOCK AND MINING BROKERS. Real Estate Agents

CAMBIE STREET, - - Vancouver, - B. C.

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Patented United States, Canada, England. SOME OF THE REASONS FOR ITS POPULARITY IT IS: 1. A mere fraction of the weight of old styles. 2. Radically different and new in form; pleases ALL. 3. Testimonials from hundreds of prominent business and professional men. "HONOR" to prospectors and miners. REMIT for handsome leather sun plaques. 50c.; 4 1/2 x 10, 60c.; 5 x 11, 75c. Cash or

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British Columbia Mining Critic.

ISSUED WEEKLY.

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

THURSDAY, AUG. 12. 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.

FRANK S. TAGGART, Business and Editorial Offices :
Managing Editor. 319 - Ambie St., Vancouver, B.C., P. O. Box 125.

THE B. C. EXPRESS.

Since 35 years ago the journey from the coast to Cariboo has changed considerably. To shoulder a burden of some hundred pounds and trudge heroically 500 miles over rough trails was then the easiest method. Now it is only necessary to order supplies put on the C. P. R. and shipped to Ashcroft, and from there conveyed on wagons to Barkerville, while the miner himself is whirled to his destination on the well equipped stage. All the hardship has been obviated, and where once none but men strong in constitution and inured to hardship ventured to go, now delicately nurtured ladies travel for pleasure. This change has been brought about partly by construction of a wagon road from Ashcroft to Barkerville, but chiefly by the B. C. Express Company. The headquarters of the B. C. Express is at Ashcroft. There Steve Tingley, general manager, and J. J. Mackay, secretary of the company, reside. Mr. Tingley is one of the old timers, who has risen to his responsible position by thrift and good management. He is now the sole survivor of the original company. Mr. Mackay, by his painstaking care and thoughtful kindness, has won the esteem of all. To the combined efforts of these two is due the unqualified success of the B. C. Express. This company, under the

care and enterprise of the shrewd and thoroughly competent manager, Mr. Tingley, ably seconded by J. J. Mackay, has been thoroughly equipped with every convenience that can make a stage journey surely swift and enjoyable. From Ashcroft to Barkerville at the various stages is afforded accommodation for rest and refreshment. These hostleries are chiefly maintained by the company for the benefit of the passengers. Starting from Ashcroft, the stage immediately crosses the Thompson on a magnificent bridge, lately constructed, and winds among the hills to Clinton, the first stopping place, where the genial proprietor, Mr. J. Smith, of the Clinton hotel, has an abundance of good things to appease well-whetted appetites. Clinton, an attractive little place, about 3000 feet above the sea level, is the gateway into Lillooet. After leaving Clinton the 70-mile post, where J. Boyd has a large dairy farm, is reached, and about evening the 83-mile house comes into view. Here, too, everything is prepared for the traveler's comfort, and, as the south-bound stage passes at this place, opportunity for sending back mail is afforded. The 134-mile post is known as the big stables. Fresh horses—these being put on about every 20 or 25 miles—having again been attached, the 150-mile house is soon reached, where refreshments are partaken and the journey continued to the 158-mile house. Next morning Soda Creek, 20 mile further on, is reached. Here the mail for Chilcote is assorted. Here, too, is the home of the well-known pioneer, "Bob" McLeese. Having changed horses again at Moffat's, Quesnelle is reached in the evening. Here are two well known characters, Senator Reid and Mrs. McNaughton. Hon. James Reid, Senator, Dominion of Canada, than who no one has "roughed it" more bravely between Yale and Barkerville in early days, resides here, enjoying the well-earned confidence of all who know him. He has here a large trading store, stocked with everything necessary for prospector's outfits. Mrs. McNaughton, in her "Overland to Cariboo," has acquired well-merited renown. Quesnelle is the very centre of mining, within 13 miles of the mouth of the Quesnelle. The

Quesnelle River Hydraulic Gold Mining Co. operates with very satisfactory results. At Quesnelle Forks the Cariboo Hydraulic Gold Mines are situated. There are also many working along the river with rockers, making good pay. Several quartz mines are also being worked with profit. Nor may Mosquito creek and Willow river properties be left unmentioned. From Quesnelle the passenger is in the very midst of gold. Lightning creek is soon reached, where the first discovery gave 1700 oz. in three days' washing above VanWinkle, and still better pay at Stanley and vicinity. Changing horses at Stanley, Williams creek, another with gilded name, comes into view, and soon Barkerville is reached, after a pleasant journey of nearly 300 miles, occupying four days.

Throughout all Cariboo there is confidence among the inhabitants that the country is still rich. That this is so cannot be doubted, for even with rockers many individuals are quietly working out wages on claims long ago discovered. What lies in the vast region between Lightning creek and Clondyke remains to be discovered. But whatever it may be, it can scarcely exceed the riches obtained near Stanley and Barkerville.

At Barkerville is another old-timer, who is well known all over the province, T. A. Rogers, noted in provincial government, and a general merchant at Barkerville. Mr. Rogers packed his blankets to Barkerville in 1861, witnessed the boom, and has since remained steadfastly confident in the world's recognizing a second time that Cariboo is its richest gold-bearing district.

Along the entire trip from Ashcroft to Barkerville the B. C. X. service is admirable. The stages come and go with the regularity of clock-work. There are no hitches nor vexatious delays. One knows where he will be at such and such a time and can lay his plans accordingly. The frequent relays of fresh horses allow fast driving and make it the quickest and, therefore, the cheapest method of traveling, either in Lillooet or Cariboo. Those wishing to make the trip either through Lillooet or Cariboo will make a grievous mistake if they hire specials, unless the specials belong to the B. C. X. The reason of this is obvious. The majority of the stables along the routes are owned by the company and have horses merely for stage accommodation. The spare horses being kept for any specials belonging to the stage, cannot be hired

must necessarily be slow and tedious as compared with those of the company. Considering, therefore, the cost of living and other accommodations, it will easily be seen that the expense will, in the end, probably be greater by private special than by stage, while the greater time consumed will be a loss and at the same time cause of irregular meals, inconvenient sleeping accommodation, and a general source of dissatisfaction. Having had experience, we would advise all, therefore, to avoid these inconveniences by traveling through Lillooet or Cariboo on the well-equipped stages of the B. C. Express Co., which are much more satisfactory, quicker and cheaper.

A COMPARISON.

Comparisons are said to be odious. They are, nevertheless, sometimes instructive, and if those intending to reach the gold fields to the north will consider for a moment a brief comparison it may be the means of saving many from unnecessary hardship and disappointment. All who are intending to go prospecting in the northern gold fields must, of necessity, mean seeking new strikes. No one is going to prospect Clondyke, for that has been discovered more than a year ago and all the claims taken up. No one intends to prospect Stewart creek, for that, too, will be staked off and the vicinity prospected long before intending prospectors can arrive. It will be necessary, therefore, to seek new fields for fortunes, and to find these it will be essential to enter the unexplored. It remains, therefore, necessary to decide where to go. There are two ways of reaching the vast unexplored region in the northern portion of this province between Clondyke and Barkerville. One way is to go via Yukon or Juneau to Clondyke and travel southward, the other is to start via the C. P. R. and B. C. X. to Barkerville and explore in a northward direction. There can be no preference made in favor of the Alaskan route in regard to which side of the unexplored is best to enter. Both sides have yielded gold enough to cause world-wide stampedes to their respective gold discoveries. The northern side having the Alaskan gold fields climaxed by Clondyke riches, the southern having Lillooet, Cassiar, Cariboo and Peace river districts with a series of rich claims surpassing anything yet discovered.

withstanding the Clondyke excitement, that the southern side has the stronger claim in comparison of rich strikes. But there are other considerations also to be weighed. Vancouver, as being nearest to the locations and being in Canadian territory—thereby avoiding duty—must be made headquarters for obtaining supplies. Hence the miner necessarily estimates his journey from Vancouver. To reach the Yukon alone the ticket costs \$150 and many days travel. You are then only as far on, comparatively speaking, as if you had reached the Fraser, which costs about 50c and half an hour's travel. It takes many days to ascend the Yukon, or if going via Juneau there are about 30 miles packing to reach the lakes, while you arrive by train at Ashcroft at a cost of \$10 and 12 hours. Having arrived at Juneau you must endure terrible toil and suffering and contend with disease; you must pack—carrying—your 100-pound bundles through marsh and over steep mountains (and all the while roughing trials inconceivable to one inexperienced). But by the southern route teams or pack mules will convey your supplies while you, seated in B. C. N. stages, may whirl along good roads, chat with lively companions, stop at the various stages and eat as comfortably as in our own homes, till you reach Barkerville. At Barkerville you find yourself on the verge of a vast region as big with promise of rich strikes as is that same region entered into from the north. You have reached Barkerville (fresh and vigorous, with abundance of supplies) in five days at a cost of less than half a hundred dollars; those who went north will have spent \$150 for passage and about \$500 a ton for freight, will have wasted months in travel, and, if they have survived the terrible hardships, will be in poor condition after reaching Clondyke to learn that they, too, must face the unexplored as if they had gone no farther forward than Barkerville, which, in truth, they have not. The question, therefore, remains, is it better to start prospecting from Clondyke or from Barkerville? An almost insane excitement seems to cry out for Clondyke, but many, we think, will be guided by common sense.

VERY MUCH TO THE POINT.

The following editorial, which appeared in the Western Mining World of August 7th, was doubtless intended to serve a double purpose, and not only prevent a dangerous present migration of world-be gold seekers from the United States in general to the Yukon's far north, but also in particular retain in Montana, for the benefit of that great mining state, many skilled workers who are at present tempted to leave it for fresh and farther fields. This is doubt-

to the point as also urgently needed, for in the Pacific states and adjoining mining territories the Yukon gold fever seems to have excited to a delirium whole populations. These are sending forth in thousands men and women who have, in a majority of cases, scarce the slightest appreciation of the dangers they cannot but encounter, and in contradiction exaggerate a hundredfold their individual chances of success in a field whither many will resort in quest of sudden fortune, and only a sadly slender minority achieve even fair wage-earning success:

"Although no one was discovered in the bullrushes competent to lead the exodus to the Clondyke gold fields, as in the days of the Pharaohs, a veritable stampede is in progress that lacks even the cohesive qualities of a well organized mob. The telegraphic reports indicate that an army of men have left for the frozen northland, and that from all points of the compass recruits are hastening to the coast as fast as the overland trains can carry them. If Aladdin had rubbed his lamp over every square foot of territory into which these argonauts are hastening the sober-minded onlooker would still be forced to the conclusion that the exodus is being veredone.

"Literally thousands of intelligent American citizens are rushing into a country where in a few weeks the thermometer will range from thirty to sixty degrees below zero, and on special occasions freeze the mercury by way of entertainment, to suffer and starve through a long tedious winter and then be turned back from the promised land by the red-coated minions of Her Majesty's domains. It is folly to suppose that the British government will permit Americans to usurp the Clondyke country if it is as rich as the boom has pictured it; and if it is not that rich then, alas, what will become of the stranded millionaires whose dreams of wealth have turned into the riderless nightmares of the glacier-befreckled highways of the continent? A dilemma, with two horns upon it as forbidding as those of the Texas maverick, confronts the pilgrim to the Eldorado of the north. That he will seize one of them goes without saying, but, like the Irishman who seized the time-honored Irish bull by the horns, he will congratulate himself that he indulged his hilarity before that event took place.

"The babes in the woods, coffin'd by the sparrows and embalmed in story, never exercised more simplicity than the hordes of men who are now plunging pell mell into the Alaskan interior. It is true, the mounted police of the Canadian government will turn back from the borders of Clondyke those who are not provisioned for a year. But what does the return trip mean to those who are thus

KASLO & SLOCAN RAILWAY.
TIME CARD.

Trains Run on Pacific Standard Time.

Going west	Daily	Going east
Lv 8:00 a.m.	Kaslo	Ar 3:50 p.m.
" 8:30 "	South Fork	" 3:15 "
" 9:30 "	Sprule's	" 2:15 "
" 9:51 "	Whitewater	" 2:00 "
" 10:03 "	Bear Lake	" 1:18 "
" 10:18 "	McGulgan	" 1:31 "
" 10:38 "	Junction	" 1:12 "
Ar 10:50	.....Sandon	.....Lv 1:00 "

SANDON AND CODY.

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

R. W. BRYAN,
Superintendent.

COLUMBIA & WESTERN RY. CO.

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

EASTBOUND.

No. 2 passenger (daily except Sunday)	Leaves Rossland	..... 3:00 p.m.
	Arrives at Trail	..... 3:50 p.m.
No. 1 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	..... 7:55 a.m.

WESTBOUND.

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

Connections made with all boats arriving and departing from Trail.

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

FOR PUGET SOUND POINTS



SS. ROSALIE

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

Passengers may, if desired, remain on board at Seattle for breakfast as steamers 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,
21-7-9761 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, Froelch, Foxada Island, Lund, Hernando Island, Cortez Island, Read Island, Valdez Island Shoal Bay, Phillips Arm, Frederic 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 6:24. 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 Barges always available for towing and freighting business. Large storage accommodation on company's wharf.

descend the frozen waters of the Yukon? Already the bones of more than 2000 pilgrims lie shroudless upon Alaskan soil. If such were the sorrows and deprivations of the vanguard, what will become of the ill-accounted mob that is now pouring into the country? Verily, the tale of the century has not been told. History will drap in black the great crusade to the Clondyke."

NUGGETS.

George Goldsmith and Angus McKinnon, while prospecting about 10 miles up Fish creek discovered a strong lead 12 feet wide, carrying 3 feet of fine looking carbonates and grey copper.

A gang of men doing development work on the Silver Bow group, which belongs to Pool and Kincaide, struck a large body of solid fine looking ore. They report the whole face of the tunnel sparkling like diamonds.

Ninety-six locations were recorded at the Lardeau recording office during July.

G. B. Benton reached Seattle last Saturday with over \$1,000 worth of gold nuggets, the result of 10 days' work on the Williams' creek placer claim in Swank district, Kittitas county. He has been working the claim since January and taken out \$5,000. One old man who owns a claim there has been working quietly for six years, during which time he made about \$50,000.

A discovery of rich lead is reported up the North Fork, a little past the Horn ledge, 9 miles from Ferguson. The properties were located by Jack Cummings and others of Sandon, and were named the Blue Silver and Copper Queen. The assay returns give \$392 gold and 171 ounces silver.

Another discovery of beautiful grey copper, which will assay high, has been made on Pass creek, 9 miles from Ferguson, by Messrs. Courright, Dancer and others. There are five claims staked on the lead, which is 16 inches wide.

Messrs. Thomas Dunn and William Farrell returned on Thursday from a hurried trip to Kootenay. They brought back with them several rich specimens of quartz from the Silver Cup and other properties.

On the Delaware, just above the Jump, belonging to Chester and David Glass, a ledge over 90 feet wide has been opened up.

The foreign shipments from the Wellington colliery for the month of July were 6,895 tons.

Trail smelter is treating 225 tons daily. Most of the ore comes from the Le Rol. Shipments are also received from the Center Star, Iron Mask, Columbia and Kootenay and Evening Star. It employs about 200 men, and the pay roll is \$500

STOCK QUOTATIONS.
Corrected Weekly by Percy W. Charleson, Mining Brok., 417 Hastings St., Vancouver.

COMPANIES	No. OF SHARES	PAR VALUE	PRICE
TRAIL CREEK			
Alberta.....	1,000,000	\$ 1.00	\$ 0 10
B. C. Gold King.....	1,000,000	1 00	10
B. C. Gold Fields.....	500,000	2 00	11
Beaver.....	750,000	1 00	10
Big Chief.....	1,000,000	1 00	
Big Three.....	3,500,000	1 00	10
Bluebird.....	600,000	1 00	10
Bruce.....	1,000,000	1 00	10
Burtis.....	1,000,000	1 00	02
Calladonian Con.....	500,000	1 00	05 1/2
California.....	2,500,000	1 00	8
C. & C.....	500,000	1 00	
Castle Queen.....	750,000	1 00	7 1/2
Centric Star.....	500,000	1 00	
Colonia.....	1,000,000	1 00	23
Commander.....	500,000	1 00	18
Crown Point.....	1,000,000	1 00	50
Deer Park.....	1,000,000	1 00	14
Della Colla.....	1,000,000	1 00	2
Delaware.....	1,000,000	1 00	12
Eastern Star.....	500,000	1 00	20
Enterprise.....	1,000,000	1 00	20
Eric.....	1,000,000	1 00	01
Evening Star.....	1,000,000	1 00	13
Georgia.....	1,000,000	1 00	10
Gertrude.....	500,000	1 00	10
Golden Drip.....	500,000	1 00	11
Golden Queen.....	1,000,000	1 00	
Great Western.....	1,000,000	1 00	11
Hattie Brown.....	1,000,000	1 00	8
Helen.....	600,000	1 00	04
High Ore.....	500,000	1 00	04 1/2
Homestake.....	1,011,000	1 00	10
Idaho.....	500,000	1 00	
Imperial.....	1,000,000	1 00	05
Independent.....	1,000,000	1 00	06
Iron Horse.....	1,000,000	1 00	15
Iron Mask.....	500,000	1 00	40
I. X. L.....	1,000,000	1 00	10
Josie.....	700,000	1 00	31
Junbo.....	500,000	1 00	55
Kilgus-Templar.....	500,000	1 00	01
Kootenay-London.....	1,000,000	1 00	7 1/2
Le Rol.....	500,000	5 00	7 50
Lily May.....	1,000,000	1 00	18
Mayflower.....	1,000,000	1 00	14
Monarch.....	750,000	1 00	
Monita.....	750,000	1 00	19
Monte Cristo.....	1,000,000	1 00	14
Morning Star.....	1,000,000	1 00	07 1/2
Nest Egg.....	500,000	1 00	35
Northern Belle.....	1,000,000	1 00	10
Northern.....	1,000,000	1 00	06 1/2
O. K.....	1,000,000	1 00	14
Palo Alto.....	1,000,000	1 00	05
Phoenix.....	500,000	1 00	12
Poorman.....	500,000	1 00	08
R. E. Lee.....	2,000,000	1 00	12 1/2
Red Mountain View.....	1,000,000	1 00	9
Red Point.....	1,000,000	1 00	10
Rochester.....	500,000	1 00	
Rossland Star.....	1,000,000	1 00	15
Rossland, Red M'U'n.....	1,000,000	1 00	25
St. Elmo.....	1,000,000	1 00	06
St. Paul.....	1,000,000	1 00	8
Silverline.....	500,000	1 00	05
Southern C. & W. O.....	500,000	1 00	20
Sultana.....	1,000,000	1 00	10
Trail Mining Co.....	250,000	100 00	
Union.....	600,000	1 00	
Virginia.....	500,000	1 00	12
War Eagle Con.....	2,000,000	1 00	17
West Le Rol.....	500,000	1 00	18
White Bear.....	2,000,000	1 00	15
Young British Am.....	1,000,000	1 00	06
AINSWORTH.			
Belle.....	700,000	1 00	13
Ellen.....	1,000,000	1 00	07 1/2
BOUNDARY			
Old Ironsides.....	1,000,000	1 00	05
CAMP MCKINNEY			
Caribou.....	800,000	1 00	50
CAMP FAIR VIEW.			
Occidental.....	600,000	1 00	4
NELSON.			
Exchequer.....	1,000,000	1 00	10
Hall Mines.....	2 000,000	£1 00	8 50
NORTHPORT.			
Red Top.....	1,000,000	\$1 00	~
SLOGAN.			
Athabasca.....	1,000,000	1	25
Alamo.....	500,000	1 00	
Bon Diablo.....	75,000	1 00	1 00
Bondholder.....	1,000,000	1 00	04
Buffalo.....	150,000	25	25
Cumberland.....	500,000	10 00	
Dardennes.....	1,000,000	1 00	18
Grey Eagle.....	750,000	1 00	
Idler.....	1,000,000	1 00	10
Kootenay-Columbia.....	400	100 00	
Noble Five Con.....	1,200,000	1 00	47

COMPANIES.	No. OF SHARES	PAR VALUE	PRICE
Reco.....	1,000,000	1 00	1 50
Slocan Star.....	1,000,000	1 50	2 33
Sunshine.....	500,000	10 00	
Washington.....	1,000,000	1 00	25
Wonderful.....	1,000,000	1 00	10
TEXADA ISLAND			
Texada Proprietary.....	1,000,000	\$ 25	\$ 0 25
Van Anda.....	5,000,000	1 00	08 1/2
Victoria-Texada.....	600,000	25	25
ALBERNI DIST.			
Alberni M'U'n Rose.....	250,000	1 00	05
Alberni Con.....	1,000,000	1 00	20
Mineral Creek.....	500,000	1 00	05 1/2
Mineral Hill.....	750,000	1 00	10
Quadra.....	500,000	1 00	10
CARIBOO			
Cariboo Gold Fields.....	£300,000		
Cariboo Hydraulic.....	300,000		
Columbia & Cariboo.....	1,000,000	1 00	15
Horseshoe Hydraulic.....	200,000		
Horseshoe Gold M. Co.....	1,000,000	10 00	1 50
Slough Creek.....	500,000	1 00	50
LILLOOET DIST.			
Golden Cache.....	500,000	1 00	1 02
Lillooet Gold Reefs.....	200,000	25	25
Dom'nn Development.....	25,000	25	1 45
Alpha Bell.....	500,000	1 00	50
Cayoosh Creek Mines.....	500,000	1 00	50
B. C. Mining Pros- pectors' Exchange.....	1,000,000	25	25

Dividends paid to date are as follows: Le Rol, \$475,000; War Eagle, \$17,500; 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.....	\$50,000	Goodenough.....	\$5,000
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

**BRITISH COLUMBIA
Mines & Mining Stocks**

A thorough knowledge of the Mining Regulations of British Columbia enables me to furnish competent and reliable information. No mines listed for sale unless endorsed by some reputable mining engineer. Connections in principal cities of Canada, United States and Europe. Correspondence solicited. Address

FRANK S. TAGGART,
319 Cambie St., Vancouver, B.C.

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THE WAVERLEY MINE.

Mr. Ole Sandberg, the original locator of the Waverley mine in the Illeciltwaot, has under general if not verbal inspiration, issued a challenge to the MINING CRITIC in connection with the recent visit of Mr. E. Grant Govan, the promoter of the company owning the claim, the property in which was recently transferred to the Waverley Mine, Limited, on terms highly profitable to a parent organization, widely known as the Gold Fields of British Columbia, Limited. Mr. Sandberg offers to submit the present showing in the Waverley mine to the arbitrament of an accredited mining engineer to be appointed by the MINING CRITIC, and three umpires, one to be chosen by ourselves, one by himself, and a third by the other umpires. A wager of \$500 and payment of all expenses of the investigation are to be contingent on the umpire's final decision in verification or otherwise of a broad statement made by Mr. Sandberg, to the effect that the Waverley's present showing is one of the largest and most valuable mineral deposits yet discovered in British Columbia.

Our reply is that the MINING CRITIC has no intention to inflate a costly policy of making its carefully considered and honestly uttered opinions matters of wagering, far less of a wager in which the issue is based on such a very vague general submission to arbitration as that offered by Mr. Sandberg. The Waverley mine may even now show, on workings that have not gone far by any means, one of the largest mineral deposits in British Columbia, and yet wholly fail to justify the flotation of the company subject to such an amount of purchase money as that embodied in the terms of the Waverley claim's transfer for £35,000 in cash plus £25,000 in fully paid shares. Even now the Waverley mine is but a promising claim, which may, as others equally promising have done in B. C., fail to bear out external indications on full and deep working. And when the Waverley Mine Company was first floated, there was little more than a minimum of work done, whilst the estimates of the claim were made on the authority of a noted boom valuer in one instance and in others by gentlemen who indulged in the broadest generalities after, of course, either making or getting made the usual assays of choice specimens of ore.

Mr. John Grant also endorsed the experts' favorable view of the value of the claim, so, too, did Mr. J. M. Kelle, M. P.; but without wishing unfairly to disparage the accuracy of these gentlemen's judgment, the MINING CRITIC can certainly say that each of them is by nature of a very sanguine disposition and prone to rate extremely high the worth of properties or undertakings with which he happens to be connected.

of its comment: "The Waverley may, perhaps, prove a profitable mine for the British investor, but on the terms asked they are certainly required to give about thrice what the average B. C. mining man would consider its fullest market value as a claim of promise with just a little tunneling work upon it." This we repeat.

The Waverley mine claim when floated was, as practical mining men of the province well knew, just such a claim as would be reckoned well sold at about \$50,000 in cash and other \$50,000 in fully paid shares, instead of £35,000 in cash and £25,000 in fully paid shares. We were, as we then stated, by no means alone in our opinion of the sweeping generalities of the claim's valuations, and since then one of the most noted of well established mining journals has gone far further than ever did the MINING CRITIC, by speaking out boldly as follows: "The nature of the vein is not described in a very practical way; you only have to dip your hand in the lucky bag and you get gray copper, galena or horn silver, as rich as you want it. Apparently they all occur together in the same vein, for all the assay certificates show gold, silver, lead and copper. If all this is true, Mr. John Grant, the original vendor and developer, would have got more by developing the property locally than he is ever likely to get from the Gold Fields of British Columbia, Limited."

This is far plainer and stronger speaking than the words of the MINING CRITIC, but Mr. Sandberg doubtless thinks it safest—backed by well capitalized British company promoters—to call upon the MINING CRITIC to take up a costly challenge, the issue of which is to depend upon vague matter of opinion as to what are still little more than surface showings. Mr. Grant Govan says that the Waverley mine is a property "as good as any in the country, and all we ask you and the country to do is to judge as to what we do." That the MINING CRITIC promises and it will act fairly towards the undertaking. But we nevertheless stand by our original opinion, that the Waverley claim, when floated as a subsidiary company by the Gold Fields of British Columbia, Limited, was sold on cash terms far above the British Columbia market value—terms which, while amply securing goodly profits for the transferors, left unduly large risks for the far away transferees amongst the British investing public.

ROSSLAND'S SHIPMENTS.

Rosslund's ore shipments for the week ending 7th August amounted to 1750 tons, contributed by five mines. The reduction from average recent weekly shipments was mainly due to the closing for several days of the Le Rol mine for the purpose of shaft improvements.

CONCENTRATES.

Clondyke is a corruption of Thron-dluck, an Indian name. It means "plenty of fish."

Capt. Hall, of the Le Rol, states that the mine is now turning out 250 tons daily and that in a short time this will be increased to 350 tons. He said, at a conservative estimate the Le Rol has in sight 100,000 tons.

There are 22 men employed at the Waverley mine, who, besides running the main tunnel, are building, houses, ore dumps, magazines, etc. The tunnel is now in 200 feet and the showings of ore are excellent.

The August number of the Kootenay Guide is just to hand from the press. In addition to the miscellaneous information hitherto contained, which has been carefully revised and corrected, there is a complete list of post offices in B. C. and mining companies. The Guide is a most serviceable pamphlet, which no person interested in Kootenay can afford to be without.

Kootenay, Yale, Lillooet, Cariboo and other sections of British Columbia will in all be even richer than the Clondyke, but as "distant fields are green," so those who are bound to go north see in the Clondyke region the best mining district on the earth. Many people will go to the icy north no matter how much they are cautioned against it and no matter how immense the wealth they leave behind in the more accessible portions of this province. For many experienced miners, however, these are good enough.

The Union S. S. Company's steamer Capilano is back from the north, having arrived in port from Pyramid harbor, near Dyea, about 9 o'clock on Friday night. The cattle and horses were safely got on shore, but had to swim for it. All are destined for the Clondyke and are now well on their way. The trip throughout was a fine one and no accident was met with. On the return six vessels were met making their way north. The vessel reports that Juncan is deserted; that the town is short of provisions, and that miners can obtain no supplies there. The stores are entirely without bacon, while there is little flour to be had. It is thought that all those at Dyea, with the provisions, will get into Dawson City before winter.

The Alaska Miner says that it will not be safe to leave Juncan later than September 5th and expect to reach Dawson before the river closes.

The rails for the Trail-Robson railway will be laid and the road in operation within 30 days.

Several parties of miners, who are en route to Clondyke, are stopping at the Oriental. They intend outfitting at Vancouver, so as to avoid paying duty when

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(LIMITED.)

Incorporated Under the Laws of British Columbia.

CAPITAL, \$1,000,000.00

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

TREASURY:

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

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E. A. K. HACKETT,	Vice-President.,	Fort Wayne, Ind.
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GEO. TIGHE,		Trail, B. C.
H. W. TREAT,		Chicago, Ill.

AUDITOR:

FRANK HUNT,	Rossland, B. C.
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BANKERS:

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

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

COWAN, TIGHE & WILT,	Trail, B. C.
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**EVERGREEN MINE,
SALMON RIVER DISTRICT.**

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

"The country is chiefly diorite and granite at different places on the surface. Prospecting holes have been sunk showing a remarkably strong body of mineral bearing quartz within two permanent walls, the quartz body being 20 feet in width where it is cut by four feet of intrusive porphyry, then occurs another 15 feet of mineralized quartz. The vein is plainly traceable the full length of the claim a distance of 1500 feet. The quartz on the surface is a decomposed rose color. In some places native gold is plainly seen. On trying it with a pan I found considerable free gold, it also showed quite rich in sulphurets but as depth is attained the gold is found in a pyritic form, increasing in value very rapidly, assaying from \$17.00 to \$220. One assay running as high as \$350.00, but this was taken from a place showing a thoroughly decomposed mass and was more or less concentrated. The course of the vein is northeast by southwest and from the work at present done appears nearly vertical. I believe this to be a true fissure vein, cutting as it does, the formation at an angle of 45 degrees and would recommend that a shaft be sunk on the foot wall for a distance of 300 feet and the ledge cross-cut at each 100 feet in depth when enormous quantities of good paying ore will be opened up which, with the facilities for shipping, will make this property a good dividend-payer. I find plenty of good timber and water in abundance for mining purposes, with the close proximity of the great water power of the Kootenay falls, making this a desirable place for the erection of large smelting works. In conclusion, I am glad to state that during my experience in mining, I have met with few properties that show such strong indications of a brilliant future."

J. W. HAMILTON, M. E.

FRANK S. TAGGART,

OFFICIAL BROKER,

319 CAMBIE ST., VANCOUVER, B. C.

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