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British Columbia Mining Critic.

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

British Columbia Mining Critic.

ISSUED WEEKLY.

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

SATURDAY, NOV. 13, 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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P.O. Box 125.

STILL UNEXPLAINED.

It should, and we may fairly assume, would interest many citizens of Vancouver not a little to learn accurately what position the Vancouver, Victoria and Eastern Railway and Navigation Co. occupies towards the C. P. R. No doubt Mayor Templeton, as a director and leading member of the former syndicate, either knows this, or if he does not know it, is able to form a tolerably accurate advance conclusion thereon, but neither he nor any member of Vancouver's civic deputation to Victoria has vouchsafed to his constituents the slightest explanation on the matter.

Yet the citizens of Vancouver have every right to know the position of the Mayor and his colleagues in the case. Clearly, if the Vancouver, Victoria and Eastern Railway Co., or rather Syndicate, is in opposition to the C. P. R.—as "on the surface" indicated—the City Council of Vancouver is playing rather fast and loose with the great railroad company in the matter, since, whilst professing readiness to meet the C. P. R. at least half way, and in a friendly spirit, as regards concessions asked, they are, as a Council, actively supporting what Sir Wm. Van Horne declared to be a hostile force to the C. P.

R. If, on the other hand, the rights of the Vancouver, Victoria and Eastern combination are again to be "placed on the market," and by the aid of men, who know the C. P. R. well, to be transferred for value to that Company, there is an end to the rather widespread notion, that in supporting the Vancouver, Victoria and Eastern project, there is implied the furtherance of active competition to the C. P. R., and the promotion of a new and direct line between the Coast and South Kootenay, via Boundary Creek. The Mayor and City Council of Vancouver, are, in fact, on the horns of a dilemma. They are either inconsistent in their attitude to the C. P. R., or else inconsistent in their attitude towards those who believe that the Vancouver, Victoria and Eastern Railroad men really mean to establish a new and competitive Coast-Kootenay Railroad route.

Again, therefore, we ask, as regards Mayor Templeton and his colleagues, "Where are they at?" not speaking politically, but as a journal naturally much interested in the facilitation and cheapening of the freight and passenger transport services, between Vancouver, the Boundary Creek country and South Kootenay, which if satisfactorily accomplished, means a large further development of the trade of the Coast cities and Victoria.

Meanwhile we note, that as has been too usual in their case, the men of the Vancouver, Victoria and Eastern Railroad syndicate were unprepared to give to Premier Turner many very necessary details, as to the financial and general status and business policy of their Company. This gave the Hon. Mr. Turner excellent opportunity for a temporising reply, pending doubtless due consideration also of the claims of the C. P. R. and the Heinze group of railroad capitalists. Verily our Premier and his colleagues of the Provincial Ministry have before them no easy nor pleasant task in deciding between or rather among the various claimants for railroad subsidies in respect of services proposed to open up the Boundary Creek country, and to connect it on the one hand with Kootenay smelting points, and on the other with the great trade centres of the Province. Whatever the Ministerial decision, big interests will surely be offended; and feeling offended and aggrieved, manifest their indignation somewhat practically in what will be for them due season, shortly to arrive.

The situation is interestingly com-

licated all round, and as regards the Vancouver City Council, calls for very much further and more detailed explanation, than has yet been given. Whether this will be early vouchsafed seems somewhat doubtful. And still the "Mining Critic" holds, that in the end, the C. P. R. will be found as usual "on top," at the finish, and be the first to get into and connect with the Coast and the Kootenays, the fine copper-gold region of Boundary Creek. This we believe, because we know that the means and methods of the great railroad are far reaching, and that of a certainty. Sir Wm. Van Horne "means business." And when he and his colleagues mean business, either in Eastern or Western Canada, they "do business." These are facts of practical railroad politics, and not mere theoretic suggestions of the platform, which the people of British Columbia ought by now to have learnt to estimate as regards railroads at least, at their full worth—little or nothing. The enthusiast spends his force for naught, the cynic promises much, that he has no intention of performing, "gets there" if he can, and when he has "got there," sits and does nothing to redeem his pledges.

THE RUSH TO CLONDYKE.

The Toronto "Globe" forecasts a rush into Klondike this Spring of some 500,000 gold-seekers, gold camp followers, traders and others. In this we fervently hope, for the sake of human happiness, and indeed we also believe that the "Globe's" estimate will be falsified. We do, however, expect that despite all warnings, some 100,000 people will, early next year, set out for the Yukon country. Of these, very likely 25,000 will start from the United Kingdom, another 25,000 from points in Canada and Australia, and a remaining host of 50,000 from the United States. Needless to say, four-fifths will, at an early period, return disappointed, for even Mr. Ogilvie—whose estimates are those of a somewhat sanguine man albeit an undaunted explorer and officer of proved worth and integrity—only apparently estimates the gold yield of the accessible Yukon at about \$100,000,000, which he also seems to think may be got out in ten years, more or less. There are also quartz formations bearing gold, but those found up to date can scarcely be worked to any profit in so hard, expensive and cold a country as the Yukon, since they are either of low or moderate grade, and run only from

\$5 to about \$11 a ton in gold. Much the same remark will probably apply to supposed copper deposits, and the coal of the far northern Rockies will only be used as subsidiary to precious metal mining. Hence, practically speaking, those entering the Yukon must depend in the main, on a probable gold output of \$100,000,000, gotten probably in five years at the earliest. This leaves at best a return for the period of \$20,000,000 a year, which divided equally amongst 100,000 immigrants, means but \$200 each, or far less than travelling expenses and a year's maintenance. But supposing—this being, however, an impossibility—\$100,000,000 be got out next year, this only means \$1000 each for the 100,000 toilers and attendants on toilers, which larger sum of \$1,000 even will far less than suffice to pay travelling expenses to and a year's sustenance in a "four dollar a day living" country. This, of course, again assumes an equal division of the purely hypothetical \$100,000,000 of the year's output, and makes no allowance for companies' big interest on capital, and for the fact that the only inducement for most Yukon gold-seekers is the hope of making, not a paltry sum of \$1,000 or less than living wages for a year's work, but a return of at least five times that amount. Hence we opine, that if 100,000 people make the Yukon next year, not one man in ten—and he must usually be "tough and hardy"—will "really do well."

But it seems almost certain, as we have said, that 100,000 people will set out for the Yukon next Spring—at least half of them via B. C.

In view of this certainty, we cannot urge too strongly, that the C. P. R. route by the Stikine River, Glenora and Teslin Lake will be the best, safest, and easiest, and remind our readers that Vancouver will, for this, be not only the terminal of the great railroad by which most of the gold-seekers will enter the Province, but also as being the point of departure of the C. P. R. steamers, prove the best outfitting point for the Yukon. Vancouver traders are already ordering big supplies of Northern necessities, and will prove amply equal and more than equal to the occasion. So in conclusion, we would bid every would-be gold seeker in the Yukon who reads or hears of these notes, always remember, that the C. P. R., which has its great Western terminal in Vancouver, will supply absolutely the best means of communication with the Yukon via Vancouver, which is well renowned for its outfitting opportunities, as the presence of such a world famed wholesale store—for example amongst others—as that of the Hudson Bay Co., well attests. Obviously, therefore, having regard also to Canada's duties on American and other foreign imports, Vancouver is now absolutely the best outfitting

point in the world for a Yukon gold-seeker, Victoria being, as we must admit, nearly equal, and a very good second to the Terminal City, the chief difference in Vancouver's favor being that a journey to Victoria from Vancouver to outfit, means further travel at some small additional cost.

Men "who should know," are ready to Western parlance to "bet their bottom dollar," that Messrs. Ross and Mackenzie, who now hold controlling interests in the Vancouver, Victoria and Eastern Railroad, will in due course transfer their interests to the C. P. R., with which they have long been associated in the past. They are equally ready to aver that the outcome will, for some years to come, be further and C. P. R. connection of the Kootenays and Boundary Creek with Vancouver via Hope, sans any railroad link on the line to connect Vancouver with the south side of the Fraser Valley in general, and Chilliwack in particular. The "competing line" is not even in sight, declare the men of the V. V. and E. syndicate, ever so loudly, and doubtless in some cases, sincerely, to the contrary. They are not strong enough "to buck the C. P. R." and the leading, proved men behind them are naturally, to make a fair deal with Canada's great railroad interest. The C. P. R.'s real fight will, as is generally opined, be with the Heinze combine, and this fight they ought surely to win.

AROUND ROSSLAND.

The meeting of the Josie Company that was to have been held on Monday last at Rossland, to ratify the sale of the mine, was adjourned until the 17th inst., no quorum being present.

The horse that was encountered in the main workings of the Sunset No. 2 has been pierced and a good-sized vein of fine looking ore encountered. The tunnel is being driven to the shaft, which will be reached in about 60 feet more of driving.

Work was resumed on the well-known Deer Park property on Monday.

Work on the East St. Louis has been temporarily suspended.

At the head office of the Le Roi Mining Company in Spokane, the sale of the mine to an English company is denied. One shareholder stated that the story was "pure imagination."

THE NOBLE FIVE.

This mine is in a very bad way owing apparently to wilful mismanagement, which, moreover, may not prove to have been altogether directed with a single eye to the interests of the stockholders. The closing down of the Bank in respect of its overdraft, is

doubtless in part due to this mismanagement, though it may also in part be ascribed to further depreciation in silver. The "Mining Record," however, makes the serious charge that the demand for \$150,000 further capital, and subsequent failure to secure it by harmonious business action of the shareholders and directors without prejudice to the general interests of investors in the mine, point to an attempt of a firm well known in Victoria, to play a cinch game and obtain absolute control of the property by making an advance of \$150,000 on absolutely its own terms, which will not be at all easy. The Noble Five stockholders should certainly insist on the fullest explanation of the position, and take steps to secure, if possible, reconstruction of the Company on generally advantageous lines.

GOLD AND SILVER.

A writer in the London "Mining Journal" avers, giving reason for his averment, that the real price of gold should be far nearer £10 an ounce than its mint value in London or Paris, which is, of course, much less than half that amount. Too little notice is taken of the fact, that whilst some gold miners and gold mining companies make large and others fair profit, yet taking the world's gold mining as a whole, there is more loss than gain, thus making each ounce of gold gotten in the world represent an average cost in cash or equivalent labor, of nearly £10 an ounce, according to the opinion of the specialist, whose views we quote. The same writer avers, that ere long the result of so large a proportion of profitless gold mining, of which the Yukon will shortly afford a further host of examples, will be that investors will largely turn from gold mining, as such, to copper, silver, lead and other metallic mining. The world's gold output will then grow steadily and rapidly smaller, the demand for it as specie as steadily increasing, despite all aid given to paper and other substitutes by governments and banks. The early ultimate outcome of this state of things will then be a general re-adoption of silver as currency by the nations of the world. There is certainly much evidence to support this seemingly bold conjecture.

ANOTHER LE ROI DIVIDEND.

The Le Roi Mining Company, the one great working mine of Rossland at the present time, has declared another dividend of \$50,000, making a total distribution of \$675,000 to date. B. C. needs a few more Le Roi mines and less company flotations in England of the wrong type. Our Province would then progress rapidly enough for everybody.

HALL MINES SMELTER.

Will Probably Shut Down To-night for Repairs.

It is expected that the Hall Mines smelter will shut down to-night so as to allow a new foundation to be built under the engines, the one now in use being worn and faulty. The shut down will give the company an opportunity to repair the blast furnace, should it be found that any repairs are needed. The tramway is ahead of the mine, and the stop will allow the latter to get a quantity of ore on hand. The quantity of ore coming down lately has been very fine, and a correspondingly large amount of matte has been produced.

A large amount of custom ore is on hand, particularly from the War Eagle at Rossland. Last week a shipment of about 30 tons was received from Evening Star No. 8 on Dayton Creek, but this will probably be used when the blast furnace is blown in. The Athabasca, on Toad mountain, has just shipped about 100 tons, which will be used in the calcining furnace as soon as it starts up. The new roaster and reverberatory furnaces are progressing favorably and will probably be ready to blow in by Christmas.

FORT STEELE.

F. B. Smith, of Union, went through on Monday to Coal Creek to take charge of the Coal Company's workings there. Mr. Smith has been in the employ of the Dunsmuir's on Vancouver Island for a long time, as superintendent, and will fill a similar position here. Mrs. Smith came in with him, and will remain at Fort Steele during the Winter.

Ross Mackenzie, who enjoys the reputation of being the finest lacrosse player that ever handled a "stick," and who occupies a position on the Crow's Nest Railway, under M. J. Haney, was in town this week. He left here for Moyle, where he will probably be located during the Winter.—"The Prospector."

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NELSON.

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to the Iron Mask ground. An appeal will be made before the Full Court on November 22nd.

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Nelson to-day received an intimation that Winter is very near, the first snow of the season falling. It was of short duration, only staying on the ground a few hours. The snow on the hills has gradually crept down, until now they are pretty well covered.

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Only such good citizens as have paid their taxes can vote at the next municipal election. The voters' list is now open at the City Hall.

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WONDERFUL LEDGES.

They are Situated Twenty Five Miles East of Argenta.

During the week some ore was brought into Nelson from the East Kootenay district that established beyond all doubt the fact that there is some very high grade ore there. For divers reasons the name of the party making the discovery is withheld.

It appears that the prospector made his way up the old Government trail from Argenta for a distance of about 25 miles to the now famous Jumbo and

Mineral claims on Toby Creek. Going a short distance northward he ran across surface showings that were greater than anything he had ever seen before. The ledges cropped out fifty feet wide in places, and laid on the ground in great boulders weighing about two and three tons. He made three locations under the names of Iron Horse, Elk Horn and Matterhorn. Going over the divide, he again found enormous croppings, and located three more claims under the names of King Solomon Island. Assays on the samples brought in ran as high as 78 ounces in silver, 58 per cent. copper, and 16 in gold.

The ore makes a handsome appearance, and a large portion of it looks like matte from the smelter. It also contains copper pyrites and peacock copper. The vast extent of the ledges guarantee that they will be developed into mines before many seasons. It is now too late to get into the district, as the ground is completely covered with snow, and stories of fearful violence are able to be heard at any hour. The outlook is that there will be a rush into that district next season. The new finds are about 16 miles west of Winderman Lake.

DEAL SAID TO BE CLOSED.

The Le Roi Mine Sold to an English Syndicate.

That the deal for the sale of the Le Roi mine to a London syndicate for a price between \$5,000,000 and \$6,500,000, has been practically closed is the information that has come in a private cablegram from London.

Particulars are not obtainable, and the report is not entirely authenticated, but those who claim to have information say there is no doubt as to the reliability of the news.

It is announced that the private cable brings information that Rathburn, the English expert who examined the mine, has returned to London with a favorable report, and that there is no doubt the syndicate which has been negotiating for the purchase of the property will close the deal as speedily as possible. It is further stated that the Rothschilds are indirectly behind the syndicate. Whether or not the Rio Tinto Company, which endeavored to make terms for a purchase some months ago, figures in the deal, could not be learned.

When Senator Turner and Col. Peyton went to London, it was generally understood they went to confer with some capitalists regarding the property, although it was given out by them that their trip had no such object. The report that now comes would seem to indicate that their trip had some connection with a sale. Their presence in London would tend to confirm the report.—"Spokesman-Review."

THE SLOCAN.

The Ibez Mining Company is in difficulties, and unless funds to pay off the indebtedness, amounting to about \$9,000, are raised in a few days, the mine will be sold to satisfy the creditors. It is stated that about \$12,000 worth of treasury stock has been sold, principally in the North West Territories.

Messrs. R. Mackenzie and P. C. Andrews, of Toronto, have purchased a controlling interest in the Mountain Queen and Inverness claims, on the North Fork of Carpenter Creek.

From 18 to 25 men are being employed at the Queen Bess mine and a wagon road to the Queen Bess will shortly be completed. The mine will ship all Winter. The ore being mined assays 150 ounces in silver and 70 per cent lead. A strike was made lately on the Queen Bess and 36 inches of ore were exposed. About 2,000 feet of development work has been done, the largest tunnel being 450 feet long, and the greatest depth 330 feet. The mine is looking extremely well and a large quantity of ore has been blocked out.

The Canadian group, near the Ruth, has just shipped a sample car of ore. No more will be shipped till Spring, when a concentrator will be built.

Work has been started on the Silver Nuggett, in which Mr. Hugh Sutherland is largely interested. He is expected at the property shortly, when the force will be increased and work commenced all Winter.

Ore shipments from Sandon for the week ending Oct. 28th, amounting to 550 tons, from the following mines: Payne, 400 tons; Ruth, 105; Goodenough, 15; Last Chance, 30.

THE GOLDEN CACHE.

Superintendent Rives, of the Golden Cache Mines, Limited, who has just returned to the mine from a visit to San Francisco, telegraphed yesterday to the Company's Secretary that "everything was going right at both the mine and the mill."

It is proposed to run the mill continuously till December 4th, when a clean-up will be made.

THE FERN MINE.

Advice from Nelson state that a clean-up will shortly be made at the Fern mine, situated at Hall's Siding, near there. About \$10,000 in bullion is now en route from the mine to the San Francisco mint, but the clean-up will not be made for a few days. Ten extra stamps have been ordered for the mill, and it is expected that they will be on the ground by December 1st. The company will also establish an electric lighting system, which will probably be in operation by December 1st.

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	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.....	1,500,000	1 00	
Big Three.....	5,500,000	1 00	10
Blue Bird.....	500,000	1 00	10
Bruce.....	1,000,000	1 00	10
Burtie.....	1,000,000	1 00	1 1/2
Calcedonian Com.....	500,000	1 00	6 1/2
California.....	2,500,000	1 00	8
C. & C.....	500,000	1 00	
Colby Queen.....	750,000	1 00	7 1/2
Central Star.....	500,000	1 00	
Colombo.....	1,000,000	1 00	24
Commander.....	500,000	1 00	18
Connaught Point.....	1,000,000	1 00	
Deer Park.....	1,000,000	1 00	12
Delta Gold.....	1,000,000	1 00	2
DeLorne.....	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	9
Georgia.....	1,000,000	1 00	10 1/2
Gertrude.....	500,000	1 00	10 1/2
Golden Drip.....	500,000	1 00	11
Golden Queen.....	1,000,000	1 00	
Great Western.....	1,000,000	1 00	9
Hattie Brown.....	1,000,000	1 00	8
Helen.....	500,000	1 00	04
High Ore.....	500,000	1 00	4 1/2
Hornet Lake.....	1,000,000	1 00	5
Idaho.....	500,000	1 00	
Imperial.....	1,000,000	1 00	05
Independent.....	1,000,000	1 00	08
Iron Horse.....	1,000,000	1 00	15
Iron Mine.....	500,000	1 00	40
I. & Z.....	1,000,000	1 00	28
Josie.....	750,000	1 00	28
Junco.....	500,000	1 00	1 00
Kent-Templar.....	500,000	1 00	04
London.....	1,000,000	1 00	10
Le Roy.....	500,000	1 00	8 00
Lilly May.....	1,000,000	1 00	13
Mayflower.....	1,000,000	1 00	12
McNeil.....	500,000	1 00	
Montana.....	750,000	1 00	2)
Monte Cristo.....	1,000,000	1 00	19
North Star.....	1,000,000	1 00	07 1/2
North West.....	500,000	1 00	3 1/2
Northern Belle.....	1,000,000	1 00	10
Northern.....	1,000,000	1 00	08 1/2
O. K.....	1,000,000	1 00	10
Pato Aho.....	1,000,000	1 00	5
Pearl.....	500,000	1 00	12
Pearlmine.....	500,000	1 00	10
R. F. Lee.....	500,000	1 00	12 1/2
Red Mountain View.....	1,000,000	1 00	10
Red Point.....	1,000,000	1 00	10
Rochester.....	500,000	1 00	
Rosland Star.....	1,000,000	1 00	15
Rosland, Red M'n.....	1,000,000	1 00	20
St. Elmo.....	1,000,000	1 00	4
St. Paul.....	1,000,000	1 00	8
Silverline.....	500,000	1 00	3 1/2
Southern O. & W. O.....	500,000	1 00	20
Sultana.....	1,000,000	1 00	10
Trail Mining Co.....	250,000	100 00	
Union.....	500,000	1 00	
Virginia.....	500,000	1 00	14
War Eagle Con.....	2,000,000	1 00	04
West Le Roy.....	500,000	1 00	21
White Bear.....	2,000,000	1 00	11
Young British Am.....	1,000,000	1 00	06
AINSWORTH.			
Belle.....	700,000	1 00	12
Ellen.....	1,000,000	1 00	07 1/2
BOUNDARY			
Old Ironsides.....	1,000,000	1 00	12
CAMP MCKINNEY			
Cariboo.....	800,000	1 00	54
CAMP FAIR VIEW.			
Occidental.....	800,000	1 00	2 1/2
NELSON.			
Eschepeter.....	1,000,000	1 00	10
Hall Mines.....	3 000,000	£1 00	
NORTHPORT.			
Red Top.....	1,000,000	\$1 00	10
SLOCAN.			
Athabasca.....	1,000,000	1 00	35
Albion.....	500,000	1 00	
Ben Hable.....	75,000	1 00	1 00
Bondholder.....	1,000,000	1 00	
Buffalo.....	150,000	25	25
Cumulative.....	500,000	10 00	
Dardanelles.....	1,000,000	1 00	16
Grey Eagle.....	750,000	1 00	
Idler.....	1,000,000	1 00	10
Kootenay-Columbia.....	400	100 00	

COMPANIES.	NO. OF SHARES	PAR VALUE	PRICE
Noble Five Con	1,200,000	1 00	10
Rambler Con.....	1,000,000	1 00	45
Rebo.....	1,000,000	1 00	1 75
Slocan Star.....	1,000,000	50	2 40
Spushino.....	500,000	10 00	
Washington.....	1,000,000	1 00	25
Wonderful.....	1,000,000	1 00	4
TEXADA ISLAND.			
Texada Proprietary	1,000,000	\$ 25	\$ 0 25
Van Ande.....	5,000,000	1 00	4
Victoria-Texada.....	100,000	25	25
ALBERNI DIST.			
Alberni M'n Rose.....	250,000	1 00	05 1/2
Alberni Con.....	1,000,000	1 00	15
Mineral Creek.....	500,000	1 00	05 1/2
Mineral Hill.....	750,000	1 00	03
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
Horsely Hydraulic	200,000		
Horsely Gold M. Co	1,000,000	10 00	1 50
Slough Creek.....	500,000	1 00	50
LILLOOET DIST.			
Golden Cache.....	500,000	1 00	1 00
Lillooet Gold Reefs	200,000	25	25
Dom. Development	50,000	25	25
Alpha Bell.....	500,000	1 00	45
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 Roy, \$475,000; War Eagle (Old Company), \$27,500; Rambler-Cariboo, \$40,000; Rebo, \$150,000; Slocan Star, \$150,000; Cariboo, \$150,000; Dominion development, \$18,138.

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

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

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AINSWORTH CAMP.

The prospect of the early starting of the Pilot Bay smelter has had a good effect on Ainsworth camp. The No. 1 mine is making regular shipments to Pilot Bay, and work is being pushed ahead on the Tariff, which is owned by the lessees of the smelter. As there are about 1,000 tons of ore on the Tariff dump, and the property is in pretty good shape, it will doubtless be able to meet the smelter's requirements of 50 tons per day. Some twenty men are working on the Highland. The Stevensons have an 8-foot body of ore in this property. The concentrator was started upon Friday, and regular shipments will shortly be made. The tramway from the Highland is working well, delivering 50 tons of ore every ten hours.

Woodbury Creek will, it is expected, receive a large share of attention next Summer. There have already been 75 to 100 locations staked around the head of the creek.

THE PILOT BAY SMELTER.

Within the last few days the negotiations between the owners of the Pilot Bay smelter property and Messrs. Braden Brothers, have been completed. The latter gentlemen have taken a lease of the property with an option for the purchase of it within a certain time. It is, therefore, probable that before long the works will again be in full operation. The conditions for successful operation are much more favorable now than they were a few years ago, while the improved transportation facilities, which will be secured within the next few months, will put an entirely different phase on the problem of profitable smelting at Pilot Bay. With cheaper fuel and the possibility of obtaining the selection of ores requisite for satisfactory and economical operation of the smelter, added to the practical knowledge, ample financial resources and extensive connections of the new proprietors, there should not be much doubt of successful results at the Pilot Bay smelter. The addition of another smelting plant to those at present in West Kootenay will be hailed with pleasure throughout the district, and Messrs. Braden Brothers' operations will be followed with interest by mine-owners and others.

SUMMIT CITY.

At the New Westminster banquet to Sir Charles Tupper a representative of the News-Advertiser had a seat near Mr. Thomas Shannon, of the Surrey Mining Company, who has been looking after four claims owned by that company in Summit City. Mr. Shannon told of the remarkable progress that camp had made this year. About 10 claims were recorded up to Sept., 1896, now the number is quite 1,000. The chief work in the dis-

trict has been done by an American company, called the Indiana, of which Mr. N. C. Murphy is the active superintendent. This company, said Mr. Shannon, is not afraid to spend money if it sees something is coming back. The company, under Mr. Murphy, has in fact opened up the district. It spent over \$500 in making a trail from the Nicola Trail to Summit City. The chief claim is the Star. Mr. Shannon has secured some good claims for his company, and says that in his opinion the district is one of the best in British Columbia. He has seen no better surface showings in the Province and declares that for the amount of work done there is more to show for it than in any other camp in British Columbia.

THE GREAT WESTERN OF SLOCAN.

The returns for the 13th car of ore shipped from the Great Western, operated by the Two Friends Company of this City, have just been received. The car contained 13 1-2 tons of concentrates, and the net returns, after paying \$234.90 duty, were \$763.08.

It is understood that the Washington mine intends to largely increase the capacity of its concentrator, and also to put in practically a new plant. Thus, if the Two Friends Company still continues to have its concentrating ore treated at the Washington mill, much larger returns may be expected, as samples of the tailings assayed by Mr. W. Pellew-Harvey, of this City, have given a value of \$9 per ton, and this, with improved machinery, will be saved.

Mr. George Turner, the Company's Superintendent, has returned to the mine, and is making arrangements to prosecute development work all Winter.

THE EXCELSIOR.

The following is an extract from Superintendent Jensen's report, dated November 7th: In regard to the claim, the upper tunnel shows 151 feet, and all in quartz. The rock is ribboned with fine seams of black talc and schist, and a little slate, in fine layers. The quartz itself looks immensely well, and even if low in value, should make it an immense property. The lower tunnel is now in 18 feet, having made excellent progress last week. I have not yet reached the ledge proper, having started underneath it, but about one-half the face is now in quartz, so that I expect in one more week to be in quartz altogether.

GOOD FOR NELSON.

Nelson is rapidly forging to the front, and there is now little doubt, that aided by C. P. R. connections, and made by that Company a central point for its operations in West Kootenay, the city will become first and foremost amongst the towns of that district. The mine exports made via the port of Nelson tell a satisfactorily significant tale, having been in October valued at \$835,050, the heaviest on local record by more than \$100,000.

INTERNATIONAL NAVIGATION & TRADING CO. Limited.

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TIME CARD

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

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

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

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

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

New Service on Kootnay 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. 8:00 p.m.

Arrive Nelson 4:00 p.m.

G. ALEXANDER, General Manager.

Mines and Prospects.

W Thos. Newman

Author "Hidden Mines," etc.; late engineer in charge for the British Canadian Gold and Silver Mines Co., Limited,

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And report on MINES and PROSPECTS, with specific valuation where desirable, Also plan, estimate and supervise development. SPECIALTY—The appraisal of Mines and Prospects and

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SPECIAL OFFER TO SUBSCRIBERS

Read Advertisement on page 3

TO THE YUKON VIA EDMONTON

A Reuter telegram, dated Liverpool, (Eng.), October 28th, indicates that, despite the grave difficulties and dangers of the route, a party of Englishmen means at this late period of the year to make for the Yukon, via Edmonton, although the route thence has been by many declared practically impassable in its present state. It is, however, possible, as the telegram quoted below indicates, that one of the leaders of the party may know some special detour which may facilitate their travel. The despatch runs as follows:

Among the passengers on board the Dominion Line steamer, Labrador, which sailed from Liverpool to-day for Montreal, were Messrs. Clatworthy and Moloney, the advance members of a party of 12 Englishmen who are bound for the Yukon gold fields by an overland trail, which they claim to be far easier than the route via the Alaskan coast, and which is known only to old Hudson Bay traders and Canadian Government surveyors. Mr. Clatworthy, who is the leader of the party, has known the Northwest since 1850, at which time he was a civil engineer on the Canadian Pacific Railway. He has also been on surveying expeditions as far north as the Great Bear Lake, on that occasion traversing part of the route which is now to be followed. In 1882 he was with an expedition of 176 men and 230 horses through a portion of this region, in mid-Winter.

Mr. Albert Moloney is a brother of Dr. J. Moloney, the well-known African explorer, who died somewhat suddenly some months ago, on his return from an expedition in Central Africa. The cook of the Arctic yacht, Windward, goes in the same capacity with this expedition. The party hope to reach the Yukon district early in February, the idea being to be on the ground before the expected rush next Spring.

After purchasing provisions in Montreal, Messrs. Clatworthy and Moloney will be joined by the remainder of the expedition, in charge of Mr. F. Bennett, who will arrive in Canada a week later, travelling by the State of California, due at Montreal on November 18th.

The whole party will then proceed to Edmonton, in Alberta, N. W. T., the most northerly station on the Canadian Pacific, and four days distant from Montreal. At Edmonton, 50 ponies and 24 sledges will be purchased, and about 10 days will be spent in making the final preparations. The expedition is to be well equipped in the matters of food, clothing and general stores. Provisions, mostly in a highly concentrated form, sufficient to

Last the party for 12 months, will be taken. All the men will have Winchester rifles and revolvers, with 7,000 rounds of ammunition, and in addition to an outfit of scientific instruments of the latest type, and complete sets of mining and boring tools, doors and windows for the huts to be erected on the Yukon, will be included in the equipment. For clothing, suits of leather and corduroy, with Persian lamb-caps and furs, will be worn. Two bell tents and a cooking tent will also form part of the equipment. From Edmonton, the distance to the Stewart River is 1,081 miles, and this it is proposed to cover by daily marches of 15 to 20 miles. Keeping to the east side of the Rocky Mountains, the country is described as being, for the most part, rolling prairie, there being no mountains or passes along the entire route. Several rivers will have to be crossed. The Athabasca, about 250 feet wide, will be crossed at Fort Assiniboine in sledges, and the Peace River at the Smoky River, crossing where there is an old Hudson Bay post. This river, which in Summer is very rapid and difficult, and in consequence does not afford good ice crossing when frozen, will be crossed by means of life lines, men, horses and sledges all being carried over in slings. With the exception of the Liard River, which will be crossed at Toad River post, and the Pelly River, there will be no other streams of importance to be crossed until the expedition reaches the Yukon.

During the first part of the journey from Edmonton, there are at intervals Indian settlers and traders, and also seven log house posts of the Hudson Bay Company. Some of the latter are, however, deserted during the Winter. The chief difficulties are to be expected during the latter part of the journey, where there are no posts along the route. It is claimed by the members of the expedition that all will be fairly plain sailing as compared with the difficult passes which have to be negotiated by the various coast routes. It is not thought that the temperature will fall lower than 45 degrees below zero. Mr. Clatworthy says that he has been along portions of the route in mid-Winter, when there has been practically no snow. On the other hand, even if the Winter be exceptionally severe, the party can only be hemmed in by the snow at certain stages. It is hoped to make Stewart River by February.

FRASER RIVER CONSOLIDATED GOLD, LIMITED.

Under this heading, an appeal has recently been made to British capital for £40,000, out of an authorised capital of £150,000, with a view to take up and exploit, by dredging, various min-

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	5.15 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,
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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 steamer lies at her dock until 10 a.m., when she leaves for Victoria.

Round trip tickets at reduced rates. For tickets and information call on

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Northern Settlements—SS. Comox sails from Company's Wharf every Tuesday at 9 a.m. for Bowen Island, Howe Sound, Sechart, Jervis Inlet, Froese, Fox-da Island, Lund, Hermando Island, Cortez Island, Read Island, Valdez Island, Shoal Bay, Phillips Arm, Frederick Arm, Thurlow Island, Longborough 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. Coquitlan sails on 8th and 22nd of each month and will proceed to any part of the Coast should inducements offer.

Moodyville and North Vancouver Ferry—Leaves Moodyville: 8, 9:15, 10:45, 12 noon, 2, 4 and 5:45 p.m. Leaves Vancouver: 8:35, 10, 11:20, 1:15 p.m., 3:15, 5:15 and 6:2. Calling at North Vancouver each way excepting the noon trip.

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ing cases on the Fraser. The whole prospectus is vague, and far from reassuring, and there are evidently big promotion profits behind an undertaking of a very doubtful nature as regards chances of success, dredging having, up to date, failed badly on the Fraser. It is to be hoped, though information is not yet to hand, that the effort to float this company failed. There is a plentiful lack of assurance to the investing public about its prospectus, though a cable despatch quoted therein states that somewhere on the Fraser, somebody named Beattie recently cleaned up, by dredging, \$2,000 in three weeks, using a small plant. Mr. Beattie's somewhat surprising success under the circumstances seems to have attracted but little notice in British Columbia, where such news of a gold dredging achievement would be welcomed, in the case particularly of such a river as the Fraser, in which previous attempts have proved so singularly abortive, as a general rule, save in the case of operations on a small scale, on specially favorable small deposits.

A despatch to the Victoria "Times" from San Francisco says:

"Passengers who arrived this morning on the steamer City of Sydney declare that the buried treasure of Cocos Island has been discovered, and that one of their number knows where it is. This man is Augustus Whidden, partner of A. Gissler, who left this port in the sloop Haysced about five years ago, in search of the wealth."

As will be remembered, when the schooner, on which the expedition commanded by Captain Fred. Hackett sailed from Cocos Island to return to Victoria, after an unsuccessful search for the buried treasure, Captain Augustus Whidden, the passenger referred to in the despatch, in company with A. Livingstone, another Victoria sailing man, remained behind. When the flagship Imperieuse returned, last Wednesday, after unsuccessfully searching for the treasure, she brought news that Whidden had left the Island, and had gone to Punta Arenas with Gissler, while Livingstone was still on the Island. Notwithstanding that Charles Harford, who came to Victoria on the schooner Aurora, and who claims to have discovered the treasure, says that Captain Whidden could not find the treasure, there are many who are of the opinion that he has. Among these are many on board the Imperieuse. They say that when the party sent ashore by the flagship, under Lieut. Lee, had dug according to directions, they located a slab of slate, which showed evidences of having been moved before their arrival. They could not raise the slab, or even get down to it, owing to the rainy season, the hole as fast as it was

evacuated, filling with water. For two days this party worked, and then they were recalled by the Admiral, and the ship left. In order that the location of the treasure—for they believed they had located it—should not be known to the residents of the island, it is said they were detained on the flagship until the work was over, and the traces of the digging obliterated.

Harford was taken back on the warship to San Jose de Guatemala, where he was left, and the warship proceeded to Victoria. H. M. S. Amphion was met and ordered down to Guatemala, and, it is said by officers of the Imperieuse, she was to go from there to the island to continue the search, taking Harford down from San Jose de Guatemala, to direct the operations.

When Harford came to Victoria, in August last, and told the story of his discovery, he described many strange adventures with Gissler, who, he says, is his mortal enemy. It was for fear of death at the hands of this man, he said, that he refrained from digging up the thirty million dollars' worth of gold, silver and precious stones. He also told of a faithful negro servant who had aided him against Gissler, and who also knew of the location of the treasure. When asked if this negro would not reveal the location of the wealth, Harford said he was not in the least afraid of that, as nothing could induce the negro to work against the interests of his employer. According to the story told by the officers of the Imperieuse, however, this negro had gone in a sloop to the mainland, in company with Captain Whidden and Gissler. The other residents of the island, the two German men and two German women, said they had gone for provisions, but no one had seen the departure of the sloop, and no one could say whether or not they had found the hidden wealth and carried it away, or whether Gissler went back to the Island is not known. In all probability he returned, for he had left his wife there. Certain it is that Whidden did not go back.

Gissler, who is mentioned in the despatch, is Captain Gissler, a German, who left Stockton, Cal., about five years ago, to search for the treasure. He has, since then, been searching and raising coffee on the island.

The arrival of Captain Whidden in Victoria will be awaited with great interest, for if, as is generally supposed, he has located the immense treasure, he will be a British Columbian copy of the Count of Monte Cristo. The warship will in the meantime search, as did the flagship, unsuccessfully.

The Critic is the best advertising medium in British Columbia for business men, manufacturers and other who wish to do business with mining men.

VANCOUVER AND THE YUKON.

Vancouver's City Council and Board of Trade have rightly resolved to advertise widely the fact that their city is the best outfitting centre and most convenient point of departure for the Yukon. It is certain that far more persons will make thither next Spring than the far north country will benefit, but as a "big rush" is coming, despite any and every warning, Vancouver should make an effort to obtain a very full share of the profit of the outfitting trade.

ENGLAND'S PRECIOUS METAL YIELD.

England and Wales are not usually regarded as gold and silver producing countries. Some gold is, however, got from mid-Wales, and the total output comes to about £13,160, or \$84,000 a year, at present. Some little silver is also gotten from lead ores in England and Wales, and it is just stated that a ledge of galena, rich in silver, has been discovered seven feet below the surface of a public building at Liskeard, in Cornwall, a county wherein, during the past, silver has been gotten in connection with lead mining, but only as a bye-product.

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Special Offer!

AN EAST KOOTENAY CLEAN-UP.

The recent clean-up at the Invleta hydraulic gold gravel mine, East Kootenay, is stated to have yielded \$10 000 worth of gold.

A SMELTER FOR ROBSON.

It is stated that Mr. J. H. Susmann, the well known mining expert, has advised his principals of the C. P. R. directorate, to build their proposed smelter at Robson. Construction work upon it will speedily commence.

TO THE POINT.

Quoth the Rossland "Record": "It would be a great relief to this community, if the Canadian Pacific Railway would tell the Rossland "Miner" what it is going to do with Mr. Heinze and have the agony over." To this the "Critic" would add: "Let us know also what the C. P. R. means to do with the Vancouver, Victoria and Eastern combination." Is it a case of fight or buy up? 'Tis any odds on the C. P. R. whatever its directors' decision.

TOO GOOD.

There is reason to believe that the Waverley mine, of the Illecivact, may become, when fully developed, profitably productive. Mr. E. Grant-Govan, however, in his sanguine recent deliverance in London to the shareholders of the company, made the following remarkable prediction: "He would undertake to say that the Waverley alone can ship 1,000 tons per week for the next few years that will net the company £10 per ton profit." This means £10,000 a week, or £520,000 a year, or in dollars more than \$2,450,000 profit per annum for years, a profit almost unprecedented in the history of the world's mining. A profit of £50,000, or \$240,000 per annum, a far more likely probability even for a rich silver mine in B. C., would net the Waverley shareholders splendid dividends. Why then should Mr. Grant-Govan go out of his way to make the most extreme of sanguine forecasts in this early stage of the mine's history. It is a prediction altogether too rash, and if mainly unfulfilled, as is really almost absolutely certain, will do the interests concerned far more harm than good. In saying this, the "Mining Critic" has no desire to "run down" an apparently promising mine, but would simply urge that in this stage, it is absolutely unsafe to predict that it will as regards its early future success, be worth annually something like five times the value of the Le Roi, which is a copper-gold, and not a silver property, and as such less liable to depreciation.

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Can You Spare an Hour? Then go out and find four people who will pay 25 cents each for THE MINING CRITIC for three months, and send their names and money with the names of yourself and five friends, to whom we will send the paper free for three months.

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Please fill out this blank at once and return with one dollar to the publishers.

The B. C. Mining Critic, Vancouver, B.C.

THE CANADIAN GOLD FIELDS.

An Interesting Lecture on the Yukon From the Greatest Authority.

William Ogilvie, F. R. G. S., the Canadian surveyor, who has rendered such valuable services to Canada by his northern explorations and surveys, lectured before a large audience at Institute Hall, Victoria, on Friday evening, upon the Yukon region. The Hon. Col. Baker, Minister of Mines, presided.

Mr. Ogilvie, who was warmly greeted, said, after a short explanatory preamble, acknowledging the courteous reception given him: My hands are tied officially, and I am not able to disclose certain things until the bluebook is published at Ottawa, early next year. We will now assume that we desire to visit the Yukon. I object to the use of the name Klondike, because that is a small portion of the territory we have up there in the Yukon, in comparison with which the area of the Klondike would not compare, and nearly all that vast country has yet to be prospected.

THE STICKINE OR ALL-CANADIAN ROUTE.

I will first introduce you to the several routes into this great gold-bearing region which are now known. Leaving B. C. by any of the steamers which run from here, we make through the well known Seymour Narrows. In a few days we reach Port Simpson, the most northerly seaport in Canada on the Pacific. We can here take river steamers and proceed from Port Simpson to Wrangel, it being about 170 miles from the former point to the mouth of the Stickine River, proceeding up that river about 150 miles, or perhaps a little less distance. That distance occupies some sixty hours. From the head of the Stickine the road would follow through an undulating country which presents no obstacles to railway construction, and for most of 100 miles is pretty well covered with timber. The natural food supply for horses will not be sufficient for any great number. Enough would be found for say two hundred, but any greater number would soon eat off what there is, and it will be necessary that such arrangements shall be made as will render it possible for the natural supply to be increased by big importing.

Arrived at the head of Teslin Lake, we produce our whipsaws and commence to get out lumber for boats. Now, whipsawing has been said to be one of the inventions of Satan, and when two are doing that work it is necessary for success that one shall push and the other shall pull; but when, as is too often the case with the

tenderfoot, both either pull or both push, there is likely to be some inquiry from the man who is above what the other fellow is doing, and there may be some complimentary language indulged in and the man below may ask his partner to come down and have it out. And if the man below gets a grain of sawdust in his eye during the progress of the quarrel, there will be quite a sulphurous atmosphere for some time. After a while, though, in spite of these difficulties, the boat will be finally got ready, and then commences the trip down Teslin Lake, 80 miles long and bounded on both sides by high mountains. We arrive at the head of the Hootalinqua after traversing the lake. This river is marked on the map as the Teslin, the Indian name for a fish caught in the lake. The Hootalinqua River is about 125 miles long—or a total distance from Victoria or Vancouver to Dawson City, by way of the Stickine, Teslin and Hootalinqua route, of 1,600 miles. At two points, one near the head of the river and one a distance below, are obstacles to steamboat navigation at certain times of the year. A few miles below the river broadens into innumerable channels, until at last, at the lower end, it widens to two and a half miles. If one of these channels were deepened, sufficient depth of water could be obtained to allow free passage for a steamer drawing three or four feet.

TAKU ROUTE.

I leave you now at the mouth of the Teslin and go back to Wrangel, where we take an American boat to Juneau. There has been during the last few months some talk in regard to a proposed route by Taku Inlet. In 1894 and 1895 I was employed to go into that country. Taku Inlet is about eighteen miles long and leads up to a glacier of greater size and affording more danger to boats than the Muir glacier in Alaska. The ice is cast off in great avalanches and is continually breaking off. I have visited the Muir glacier and never seen a breaking, whereas, in Taku, where I remained three weeks, I saw large bodies of ice breaking away every day, creating a surge in the water dangerous to boats even at so great a distance as three miles from the glacier. This Taku River extends sixty miles. There are enormous gravel bars which render it impossible for steamboats to navigate it. From the forks we go up by the left-hand branch about nine miles over to Tagish Lake. Along this route we meet no very great difficulties, and keep up about nine miles, going past the Silver Salmon Creek. In regard to this route, however, I may say that I have not examined any considerable portion, but civil engineers are exploring it, and their report will be made public. From the summit there will be no

difficulty constructing a road to the head of Teslin Lake. We have here then, two roads—one of them offering perfect advantages with the additional one that it can be called an all-Canadian route.

WHITE PASS.

We go back again to the coast now, and proceed a hundred miles up to Skagway, where we find the celebrated White Pass. From tide water to the summit of the White Pass is a distance of seventeen miles, four miles being all through timber. Above the valley breaks, and any road will have to be constructed along the hillside. An elevation of 2,600 feet is reached at the summit of the pass. The remainder of the 35 miles is tolerably level, but extremely rocky, and the land of little value.

We now go to the Dyea route, which has been used by Indians for generations. And they know their business in selecting it. The word Dyea is itself an Indian one, meaning "pack" or "load"—an appropriate name for the trail. From tidewater to the mouth of the canyon it would be as easy to build a road almost as to construct one along a city street. From the mouth of the canyon to Sheep Camp construction is more difficult; in fact it would probably be necessary to suspend the road by iron girders from the sides of the cliffs. From Sheep Camp to the head of the climb is yet more difficult. It is very steep and stony. From the summit to Lake Linderman there is a decline of 1,320 feet, and the road has been somewhat improved of late. Lake Linderman itself, the first lake, is about four and a half miles long, and between Lake Linderman and Lake Lebarge there is a sandy ridge three-quarters of a mile long, which brings us to the end of the present Dyea route.

Lake Bennett, which is first encountered on the Skagway route, is for the first of half its length narrow and comparatively shallow. The other end is exposed to the strongest winds, which frequently get up a very ugly sea, decidedly dangerous for small boats. Cariboo Crossing, about two and a half miles long, brings us to Tagish Lake, which is about 17 miles long. Here the Mounted Police and the Canadian customs officers have been stationed.

Twenty-five miles from Marsh Lake beyond, we come to the canyon, where the river is very swift and passes between almost perpendicular walls. Running the canyon is practicable, provided the boat is kept in the centre of the stream. If not, she will be dashed against the side walls of basaltic rock and pounded to pieces. In the middle of the canyon, about five-eighths of a mile long, is the basin—a circular pool which it would be impossible for a man to climb out of. At the

the canyon is a very large rapid through which the boat goes so fast that she dips into it, taking in water unless the greatest care is taken. Should she get into the eddy, man and boat will be thrown on the bank, whether they will or no. Beyond the canyon there is another rapid, which, however, offers no special obstacle to a man wanting to go through. I have been through.

Below that is the White Horse rapid. Now, you can run the White Horse rapid if you want to—at least, you can try. I don't. I traced thirteen men who lost their lives in running this rapid in a single season, and I believe that this must have been a large proportion of those who made the attempt. Of course, for those who want to do the daring and talk about it afterwards, there is the White Horse rapid to be run. I don't do it, however. Below, at the Five Fingers, the river is partially dammed by a conglomerate rock standing like a pillar in the stream. Avoiding it, let the boat go easy, but see that the boat doesn't dip or she will take much more water than you require. Below this there is another rapid, and then the smooth and unhampered river, from which on everything is right.

DALTON TRAIL.

Of the Dalton trail I know only by report. I had an interview with Mr. Dalton, from whom the trail is named, in 1896, and I have also talked with Mr. McArthur, our surveyor, who has spent some time in that district recently. The substance of his report cannot be divulged at present.

The summit of this trail is about 45 miles from the coast, and 3,000 feet above the sea; the watershed is about 75 miles from the coast, and Dalton's trading post 100 miles from the coast. Thence to the Pelly is 200 miles further. This route passes over a nice undulating plain, well timbered in the valleys and with grass on the slopes, but not enough to feed any number of animals. The first 34 miles of the Dalton trail is in disputed territory, the rest in Canada, just as is the case with the Dyea and Skagway trails. Now, I think it our duty as Canadians to let the fire of patriotism consume all feelings that would tend to retard the acquisition of this most desirable line as an all-Canadian route to the Yukon, so that we may enjoy as far as possible the benefits that region will bring if we use our rights wisely and well. We have the best end of the Yukon River—that is certain. In going down the Yukon in a steamer recently from Dawson, the first 140 miles was made without difficulty, and until we got below Circle City there was no trouble. But below that the steamer began to labor, the water got shallower, and the steamers have often been detained on

sand bars for weeks. It is a common occurrence to be delayed hours, and even days, on bars and on what is known as the Yukon flats, just below Circle City. Not once is there difficulty of this kind found in our part of the river, but in the Alaska portion it is an every day occurrence for a steamer to stick. I know of one steamer that stuck for three weeks, another that was on a sand bank for four or five days till another steamer came along and bunted her off, and then stuck on the same bar herself—and I don't know how long she stayed.

The navigation of the Yukon in the upper part, is open from May till the middle of October, while at the mouth it is not open before the 1st of July, and navigation does not last longer than the 1st of October—that is, only from two and a half to three months—and it takes river steamers fourteen, fifteen and sixteen days to get up the river to Dawson. St. Michael's, the headquarters of the river boats, is 80 miles from the mouth of the river, and only in calm weather can the steamers cross that bit of open sea. This route by way of St. Michael's, with its river difficulties, is not our road. We have a right to navigate the Yukon; but it is not our route.

The Alaska Commercial Company have two large steamers, the Aliee and the Bella, besides smaller ones named the Margaret and the Victoria, the last being named after Queen Victoria, as it was built in the Diamond Jubilee year and launched about the time of the Jubilee. There were also two other small steamers belonging to the company running at the mouth of the river. The North American Transportation and Trading Company have three steamers, and contemplate putting on two more next Summer. So much for the Yukon service.

EARLY HISTORY.

Next let me tell you something about the discovery of gold in the Yukon. Early in the '70's an attempt was made to get over to Teslin Lake by Cassiar miners, who learned the existence of a large lake north from Cassiar. Several people tried, unsuccessfully, and returned disgraced. In 1872, September 2nd, two north of Ireland men, from county Antrim, named Harper and F. W. Hart, and Geo. W. Finch, who came from the vicinity of Kingston; Andrew Kanzler, a German; and Sam. Wilkinson, an Englishman, left Manson Creek to go prospecting down the Mackenzie River. Harper, because there had been gold found on the Laird, which empties into the Mackenzie, was under the impression that there was gold on the Mackenzie. He made his way down to Half-Way River. There he met men surveying for the C. P. Railway, and unwittingly helped to drive a spike in our great

highway, because they gave their boat to the survey men to make their way up the Peace River. Harper and the others packed their provisions up the Half-Way River and over a two or three mile portage to the waters of the Nelson river, down which they went until they found it safe for the passage of canoes, where they made a cache and proceeded to make three dug-out canoes with which to descend the Nelson.

Well, Harper's party made their way down to the Laird River, where they met two men named McQuestion and Mayo. Wilkinson determined to try his luck on the Laird, and left the others. Harper, Hart, the German, and Finch went down the Mackenzie across to the Peel and thence over to Bell's River, an affluent of the Porcupine, down the Porcupine to Fort Yukon. There Harper saw an Indian who had some native copper which he said came from White River, and Harper determined to try for it. Harper, Hart and Finch went 490 miles to White River, in September, but did not find the copper. Instead they found some gold. They found no gold on the Mackenzie. The result of Harper's prospecting he gave to me as follows: On the Nelson, nothing; on the Laird, colors; on the Mackenzie, nothing; on the Peel, fair prospects; on the Bell, nothing; on the Porcupine, colors; and prospects everywhere on the Yukon.

Provisions giving out, they had to make their way down the river to St. Michael's. On his way back Harper saw an Indian with some gold he said came from the Koyukuk.

Inquiry elicited the place, and Harper prospected all Winter, but found nothing. It is now known where the Indian got the gold, which was not at the place indicated. During the Summer, McQuestion made his way up the Yukon, and built Fort Reliance, about six and a half miles below the mouth of the Klondike. In the following Summer Harper joined him, and they traded in partnership at that port for many years. The valley of the Klondike was their favorite hunting ground, but they never prospected there, and if they had, in the Klondike itself, they would have found nothing, for it is a swift mountain stream, which has washed away all the finer sand and gravel; consequently the gold would sink out of sight, and in those days no prospecting was done but on the bars in rivers and creeks.

In 1882 gold was found on the Stewart River by two brothers, named Beswell, from Peterboro, Ontario. At this time there were only about thirty or forty miners in the district. A number of Cassiar miners had discovered the river from Lake Lebarge and done considerable prospecting, finding the gold. On the Stewart River the bars yielded fine gold in small quantities,

In 1886 Mr. Harper established a trading post, and in the same year prospectors found coarse gold at Forty Mile.

This took all the miners up Forty Mile, coarse gold being what every miner is looking for, and the excitement continued to draw them until 1891, when gold was found on Birch Creek—200 miles below Forty Mile. This discovery was due to a Canadian missionary, Archdeacon Macdonald, of Ft. Peel, travelling through the country from Tenana River, where he found a nugget. He reported the find to some prospectors, and gave them a description of the place. A search was made, but although the men could not from his description locate the spot—they found gold.

This, of course, boomed Birch Creek, and in 1891 everyone at Forty Mile went down there. One or two creeks are rich, but the best cannot begin to compare with the El Dorado or the Bonanza, the tributaries of the Klondike. As an incident, I may mention that one experienced man told me that the Birch Creek diggings are only "Chinese diggings." He said he knew one claim on El Dorado which he would not give for the whole of the Birch Creek district.

Gold was found at the head of Forty Mile. Napoleon Gulch, named after the Frenchman who located it, is rich in nuggets. Franklin Gulch is pretty rich, as are also Davis, Mosquito and Chicken creeks. The last, discovered in 1896, was considered very rich at the time, this being a few weeks before the discovery of gold in El Dorado and Bonanza. By the United States law a man is allowed to take up a claim 1,320 feet in length, and before any one could get there the few who had discovered it, had taken it all up, so that everyone else was shut out.

For some time there was doubt whether some of the creeks upon which gold was found were in Alaskan territory, and in 1896 I was sent in by the authorities to mark the boundary line as I might find it necessary. Miller and Glacier creeks join Sixty Mile, which runs into the Yukon forty miles above. It was called Sixty Mile, because it was believed to be that distance above Fort Reliance. In my survey of the line I found that these two creeks, which are the richest, were in Canada. So far are they in Canadian territory that no doubt as to the location of the boundary line can affect the question, they being at least two miles east of it. So that we can claim these two creeks, which are very rich, without any doubt, and in addition we can claim a much larger region which I will describe.

THE DISCOVERIES.

The discovery of the gold on the

Klondike, as it is called, although the proper name of the creek is an Indian one, Throada, was made by three men, Robert Henderson, Frank Swanson and another named Munson, who in July, 1896, were prospecting on Indian Creek. They proceeded up the creek without finding sufficient to satisfy them until they reach Dominion Creek, and after prospecting there, crossed the divide and found Gold Bottom, got good prospects and went to work.

Provisions running short, they decided to make their way to Sixty Mile to obtain a fresh supply, and went up Indian Creek to the Yukon to Sixty Mile, where Harper had established a trading post. Striking upwards on Forty Mile they came across a man, a Californian, who was fishing in company with two Indians. The Indians were Canadian Indians, or King George's men, as they proudly called themselves. Now, one of the articles of the miner's code is that when he makes a discovery he shall lose no time in proclaiming it, and the man felt bound to make the prospectors acquainted with the information that there was rich pay to be got in Gold Bottom. The two Indians shewed a route to this creek, and from there they crossed over the high ridge to Bonanza.

From there to El Dorado is three miles, and they climbed the ridge between it and Bonanza, and reaching between Klondike and Indian creeks, they went down into Gold Bottom. Here they did half a day's prospecting, and came back, striking into Bonanza about ten miles beyond, where they took out from a little nook a pan which encouraged them to try further. In a few moments more they had taken out \$12.75. A discovery claim was located, and also one above and one below for the two Indians.

In August, 1896, the leader, generally known as Siwash George because he lived with the Indians, went down to Forty Mile to get provisions. He met several miners and told them of his find, showing the \$12.75 which he put up in an old Winchester cartridge. They would not believe him, his reputation for truth being somewhat much below par.

They came to me finally and asked my opinion, and I pointed out that there was no question about his having the \$12.75 in gold; the only question was, where he had got it. He had not been up Miller or Glacier creeks, nor Forty Mile. Then followed the excitement. Boatload after boatload of men went up at once. Men who had been drunk for weeks were tumbled into boats and taken up without being conscious that they were travelling.

One man was so drunk that he did not wake to realisation that he was being taken by boat until a third of the journey had been accomplished, and he owns one of the best claims on

the Klondike to-day. The whole creek, a distance of about twenty miles, giving in the neighborhood of 200 claims, was staked in a few weeks. El Dorado Creek, seven and a half or eight miles long, providing eighty claims, was staked in about the same time.

Boulder, Adams, and other gulches were prospected, and gave good surface showings, gold being found in the gravel in the creeks. It was in December that the character of the diggings was established. Twenty-one above discovery on Bonanza was the one which first proved the value of the district. The owner of this claim was in the habit of cleaning up a couple of tubfuls every night, and paying his workmen at the rate of a dollar and a half an hour. Claim No. 5, El Dorado, was the next notable one, and here the pan of \$112 was taken out. That was great. There was then a pan of even greater amount on No. 6, and they continued to run up every day, and you who are down here know better of the excitement there was than I, who was in and didn't see it.

The news went to Circle City, which emptied itself at once and came to Dawson. The miners came up any way they could, at all hours of the day and night. On their arrival they found that the creeks had been staked months before. Many Canadians who were in their talk out and out Americans, came to Canadian territory with certain expectation of realising something out of this rich ground by reason of their nationality.

Another of these men who arrived too late was an Irishman, and when he found he could not get a claim, he went up and down the creek, trying to bully the owners into selling, boasting that he had a pull at Ottawa and threatening to have claims cut down from 500 to 250 feet. He came along one day and offered to wager that before August 1st they would be reduced to 250 feet. One of the men to whom he had made this offer came and asked me about it. I said to him: "Do you gamble?" His reply was: "A little." Then I told him that he was never surer of \$2,000 than he would have been if he had taken that bet.

This ran to such an extent that I put up notices that the length of the claims was regulated by act of parliament, and that no change could be made, except by that parliament, and telling the miners to take no notice of the threats.

Jim White then adopted another dodge, locating a fraction between 36 and 37, thinking that by getting in between he could force the owners to come to terms, forgetting that the law of this country does not allow any man to play the hog. For three or four days this state of things kept the men in an uproar. I was making my survey, and getting towards 36 and 37. When

I got near. I delayed operations and went to 36, finding there would be no fraction, or, at least, an insignificant one of inches.

I took time, and in the meantime the owner of 36 became uneasy, and White also. I set in a stake down in the hollow until I saw how much fraction there was. I found only a few inches. I was very tedious with this portion of the work, and the man who was with me seemed to have quite a difficulty in fixing the stake. Then I went down with the remark that I would do that myself. I had made it a rule never to let anyone know where there was a fraction until it was marked on the post.

While I was standing by the post, Jim White came up to me. He had a long way to go down the creek, he said—and did not want to wait longer than necessary. Well, I said, I can't tell you just yet exactly how much of a fraction it will be—but something about three inches. That is how Jim comes to be known now as "Three Inch White."

PROBABLE YIELD.

Bonanza and El Dorado creeks afford between them 278 claims; the several affluences will yield as many more, and all these claims are good. I have no hesitation in saying that about a hundred of those on Bonanza will yield upwards of \$30,000,000. Claim 30 below, on El Dorado, will yield a million in itself, and ten others will yield from a hundred thousand dollars up. These two creeks will, I am quite confident, turn out from \$60,000,000 to \$75,000,000, and I can safely say that there is no other region of the same extent that has afforded in the same length of time so many homestakes—fortunes enabling the owners to go home and enjoy the remainder of their days—considering the work that has to be done with very limited facilities, the scarcity of provisions and of labor, and that the crudest appliances only are as yet available. When I tell you that properly to work each claim ten or twelve men are required, and only 200 were available that season, it will give you an idea of the difficulties which had to be contended with.

On Bear Creek, about seven or eight miles above that, good claims have been found, and on Gold Bottom, Hunker, Last Chance and Cripple creeks. On Gold Bottom as high as \$15 to the pan has been taken, and on Hunker Creek the same, and although we cannot say that they are as rich as El Dorado or Bonanza, they are richer than any other creeks known in that country. Then, 35 miles higher up the Klondike, Too-Much-Gold Creek was found. It obtained its name from the fact that the Indians who discovered it saw mica glistening at the bottom, and, thinking it was gold,

said there was "too much gold—more gold than gravel."

A fact I am now going to state is, that from Telegraph Creek northward to the boundary line, we have in Canada, and in this Province, an area of from 550 to 600 miles in length, and from 10 to 150 miles in width, over the whole of which rich prospects have been found. We must have from 90,000 to 100,000 square miles, which, with proper care, judicious handling, and better facilities for the transportation of food and utensils, will be the largest, as it is the richest gold field the world has known.

Stewart and Pelly, in the gold bearing zone, also give promising indications. Everywhere good pay has been found on the bars, and there is no reason why when good pay has been found on the bars, the results should not be richer in the creeks. The Klondike was prospected for forty miles in 1897 without anything being found, and again in 1893 with a similar lack of result, but the difference is seen when the right course is taken, and this was led up to by Robert Henderson. This man is a born prospector, and you could not persuade him to stay on even the richest claim on Bonanza. He started up in a small boat to spend the Summer and Winter on Stewart River, prospecting. That is the stuff the true prospector is made of, and I am proud to say that he is a Canadian.

QUARTZ LEDGES.

In regard to quartz claims, seven have already been located in the vicinity of Forty Mile and Dawson, and there is also a mountain of gold in the neighborhood, bearing very low grade ore, yielding \$5 to \$7 a ton. The question, is, whether with that return it will pay to work it under the peculiar conditions which exist, and the enormous freight rates charged for the transportation of anything of that kind.

About forty miles up the river two claims have been located by an expert miner from the United States, who has had considerable experience in Montana and other mineral states, and he assured me that the extent of the lode is such that these two claims are greater than any proposition in the world, going from \$3 to \$11 a ton. On Bear Creek a quartz claim was located last Winter, and I drew up the papers for the owner. He had to swear that he had found gold; he swore that he did, and the amount, if true, will make it one of the most valuable properties that exist in the country.

On Gold Bottom another claim has been located, and I have made a test of the ore. I had no sieve and had to employ a hand mortar, which would not give the best results. The poorest result obtained, however, was \$100 to the ton, while the richest was \$1,000

to the ton. I do not know what the extent of the claim is, but the man who found it said that from the rock exposed, the deposit must be considerable. He didn't know whether the exposure was the result of a slide, but said it would be easy to find the lode.

About thirty miles up the Klondike another claim was located, and the man swore that it was rich, although he would not say how rich.

On El Dorado and Bonanza the gold obtained on the different benches has about the same degree of fineness, and is worth about \$16 per oz., and as you go down the creek this value decreases to about \$15.25. From that point, however, it increases, and the inference appears plain that the same lode runs right across the region that these creeks cut through, which is proved more surely by the fact that the value increases as you strike Hunker, and in the other direction Miller and Glacier. The nuggets found in El Dorado show no evidence of having travelled any distance, and some I have are as tough as though they had been hammered out of the mother lode.

The mother lode is yet to be found in the ridges between the creeks, and when this is found it may consist of several large lodes or a succession of small ones that may not pay to work.

On Stewart and Pelly rivers some prospecting has been done and gold found, and on the Hootalinqua in 1895 good pay was discovered, and the richness of the gold increases as work is continued further down. Some men, working 15 feet down, found coarse gold, when the water drove them out and they had to abandon the work and come out determined to return; but they did not go back, as in the meantime the Klondike excitement knocked that place out.

Gold has been found at the head of Lake Lebarge, on the stream flowing into the lake at this point; in fact there is gold everywhere in this zone, which is 500 miles long by 150 wide. Prospects, too, are to be found on the Dalton trail on the other side of the Yukon River. A man riding along the Altsek trail was thrown from his horse, and in falling caught at the branch of a tree. As he drew himself up he saw something shining on the rock which fixed his attention at once. He picked it up and found that it was gold. Other excellent prospects have also been found along the same creek. From these circumstances and discoveries it may be assumed that in all this country there is gold, while in this particular zone it is especially abundant. This zone lies outside of the Rocky mountains and distant from them about 150 miles.

COAL AND COPPER.

Another product of the country that

doubtless to be found somewhere in great abundance, although the location of the main deposit has to be discovered. Mr. Harper was shown a large piece of pure copper in the possession of the Indians—indeed I have seen it myself. It comes from the vicinity of the White River—just where has yet to be discovered. Silver has also been found, and lead, while to work our precious metals we have coal in abundance. It is to be found in the Rocky mountains or, rather, the ridge of high mountains running parallel to them in the interior. A deposit of coal in this range runs right through our territory. At two points near Forty Mile it also crops out, in one place only about forty feet from the Yukon River. Further up the Yukon, on one of its many smaller feeders, at Fifteen Mile Creek and on the head of the Thronda, there are also outcroppings of coal. On the branches of the Stewart, and on some of the five fingers of the Yukon, coal is also exposed. In fact there is any amount of coal in the country with which to work our minerals, when we can get in the necessary facilities.

NOT MUCH TIMBER.

Regarding the surface of the country, and difficulties of prospecting: Passing down the river in a boat, one sees trees, ten, twelve, fourteen and sixteen inches in diameter, and naturally comes to the conclusion that it is a well timbered country. And so it is, along the margin of the river. But let him land, and go inland and he will find the ground covered with nigger grass, a coarse grass, which each year is killed and falls, tangling in such a way as to make pedestrian progress all but impossible, tripping one up every few feet. It is most difficult to walk through this grass, great areas of which are found. And where these are found miners avoid them as they would the plague.

For the rest of the country, the rocks are covered with one or two feet of moss— and underneath, the everlasting ice. On this a scabby growth of trees is found, extending up to the mountains. This appears to those passing down the river, to be a continuation of the good timber seen along the banks. Timber that is fit for anything is scarce, and we should husband it carefully. Our timber has built Circle City. Our timber has served all the purposes of the upper Yukon. A large amount of timber is required, and what we have, we should keep for our own use, particularly as the ground has to be burned to be worked.

Above the timber line you come to the bare rocks—the crests bare save where clothed with lichen, on which the cariboo feed. There is no timber in the way here—no moss and no brush. The miners, in travelling, consequently

HOW THEY PROSPECT.

Prospecting necessarily has to be received for Winter. First the moss has to be cleared, and then the decayed vegetable matter. The fire is applied to burn down to bedrock. The frost in the ground gives way before the fire, ten, twelve, or perhaps sixteen inches a day. The next day the fire has to be applied again, and so the work proceeds until bedrock is reached. It may be twenty feet or so below the surface, in which case it is usually reached in about twenty days. Through this trees have been found in every position, as they have fallen and been preserved as sound as ever in the everlasting ice. Having burned down to bedrock and found the paystreak, you start drift ing.

If you have a depth of twenty feet you may be able to go down two feet and no further, and must put down another drift. Very few have the good fortune to succeed with one shaft; prospecting holes, as many as twenty or thirty must be dug until you cut the whole valley across before you find pay. The next man may strike it at the first hole.

To give you an instance: One man put down eleven holes and didn't find anything, and yet another man had confidence enough in the claim to pay \$2,500 for a half interest in it, knowing that the owner had put in eleven holes and found nothing, a fact which will go to prove the character of the country.

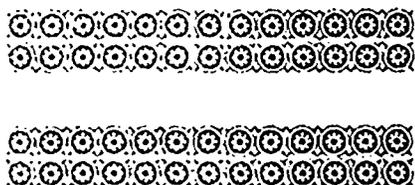
After you have worked until April or May, the water begins to run, and the trouble is that the water accumulates and you cannot work, as it puts out the fires which have been used to thaw out and soften the ground. Then the timber is prepared and the sluice boxes put in.

NOT ALL MILLIONAIRES.

In one clean-up eighty pounds avoirdupois of gold was taken out, or a total value of about \$16,000. When you consider that the securing of this amount took the united labors of six men for three months, you can understand that there is considerable cost connected with the operations.

One man, who owns a claim on El Dorado and one on Bonanza, has sold out, so it is said, for a million dollars; he went into the country a poor man, with the intention of raising sufficient money to pay off the mortgage on his place. He has, I believe, not only done so, but paid off those of all his neighbors.

Although these creeks are rich, and, as I have told you, more men have made homestakes there than anywhere else in the world; I do not wish you to look only on the bright side. An



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his condition. They went out again last July with \$52,000. I was well acquainted with the man, a very decent, intelligent man. He told me one day that if he could remain in this country from three to five years and go out with \$5,000, he would consider himself lucky. He has gone out with \$52,000, and after the prospecting he has done, a little in the middle and at the end of the claim, he believes that he has \$500,000 there.

On the other hand, however, a Scotchman named Marks has been in there eleven years. I have known him well, and once last Fall when he was sick I asked him how long he had been mining. His reply was forty-two years—in all parts of the world, except Australia. In reply to the question as to whether he had ever made his stake, he had never yet made more than a living, and very often a scanty one. This, of course, is the opposite extreme. I could quote scores of cases similar to that, so that I would not have you look too much on the bright side.

There are men in that country who are poor, and who will remain so. It has not been their "luck," as they call it, to strike it rich. But I may say that that country offers to men of great fortitude, and some intelligence and steadiness an opportunity to make more money in a given time than they possibly could make anywhere else. You have, of course, a good deal to contend with; your patience will be sorely tried, for the conditions are so unique that they have surprised many who have gone in, and they have left in disgust.

THE GOVERNMENT.

When I was in that country first, everything was orderly, the miners attended to their business; they did not know anyone, and if a man kept himself pretty fair in his dealings, there was no danger of trouble, but a few years afterwards, saloons came into vogue, and many old miners stayed around them all day. The saloon-keepers were their partners, and miners' meetings began to be recognised, which were attended by saloon-keepers and loafers. They carried things to please themselves, and great injustice was sometimes the result. As a consequence, miners' meetings came into disrepute, and as soon as the police came, they were looked upon as unnecessary. To furnish you with yet another instance: A tailor sued a barber for the sum of fifty cents, which he claimed the latter owed him. The German objected to paying, and appeared for a miners' meeting, which decided that instead of the barber owing the tailor 50 cents, the tailor must pay the barber one dollar. The latter was naturally surprised, and in answer to the verdict, he said rather than pay the amount he would float down the

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river on a saw log and get away. The men who formed the meeting were helpless; they could not find anyone who would pay, and they knew that as the Mounted Police were in there their decision would fall to the ground, and they had to admit themselves beaten.

These and other instances knocked them out, but perhaps the next case I will tell, will show you more plainly what was tried. In the first place, after the discovery of Bonanza, the miners all staked claims, and of course some who failed to obtain locations were disappointed, and a meeting was held, at which it was decided to resurvey the claims, stating they were too long. They cut a rope, which it was alleged was fifty feet long, and sent men up to re-measure the claims. They cut down some of the claims to 400 feet, to 350 feet, and even 300 feet, putting in new claims, which they located themselves, it being, of course, desirable for their own interests if they could manage it, to secure the intervening space between claims like 16 below, which were known to be rich. The result was confusion, the original owners were shoved off their workings, no one knows where. As the authorities took no action, some of the men came to me. I said I had no authority, and told them to go to the agent. They said they had been to him, and he would not do anything, so at last I said if they would get up a petition and ask me to survey the claims, I would undertake to do it. I drew up the petition for them, and enough of each side signed to enable me to feel justified in going to work. I surveyed the claims and threw out those interpolated claims altogether, much to the disgust of the miners who had called the meeting. Some made dire threats, and said they were going to have my survey thrown out, but when I got up to where they were, I found they were very lamb-like. Finally a number waited upon me to see if they could not put in a protest against my decision to Ottawa. I said I would help them all I could to enter that protest, and would draw up the petition and send it to Ottawa for them. I asked them why they didn't go and see the agent, to which they replied, they knew he would do just as I said, and I replied that if they went to Ottawa they would find themselves even in a worse position. After we had talked a while, I finally said: "Gentlemen, the worst feature of this case is the position in which you are yourselves." They asked me what I meant, so I explained that they had rendered themselves liable to punishment for a misdemeanor, the penalty for which was a fine of \$300 or imprisonment for three months or so, and that they were also indictable for perjury, which I explained to them was, by Canadian law, a serious crime, which rendered them liable to fourteen years.

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They asked me why, and I went on to point to the clause which provides that anyone who cuts down a stake is guilty of misdemeanor, and read them the penalty, telling them they had swept away all the posts on 43 claims, and if they came before me I would both fine and imprison them. I then explained their position in regard to the perjury they were guilty of according to their certificate of record, and since then miners' meetings are done.

We have in all a vast region comprising from 90,000 to 100,000 square miles of untold possibilities. We know now that there is sufficient gold to supply a population of a hundred thousand people, and I look forward to seeing that number of people in that country within the next ten years. It is a vast inheritance. Let us use it as becomes Canadians—intelligently, liberally, and in the way to advance our country. Let us use it as becomes the off-spring of the Mother of Nations.

At the conclusion of the lecture, Sir Charles Tupper rose from his seat in the audience, and moved a vote of thanks to the speaker, referring to his faithful and valuable service to the Government and people of Canada.

Lieut-Governor Dewdney seconded the vote of thanks, the whole audience rising. Mr. Ogilvie briefly expressed his thanks and the meeting adjourned.

ON THE NORTH COAST.

Crown grants are being sought for the Douglas Pine and the Dorothy Morton claims in the Shoal Bay mining district. Protests are stated to have been put in by somewhat irresponsible parties much to the annoyance of the British capitalists who are expending large sums on development. It is, however, expected that the grants will in due course be obtained without much difficulty. It is felt that there might with advantage be a recording office at Shoal Bay. The Blue Bell mine, which is about to be transferred by its present owners to a strong English syndicate looks well and the prospects of the Dorothy Morton are all reassuring. Mr. H. W. Sherlock, the local representative of the Gold Fields of British Columbia, Limited, has arrived in Vancouver from the Shoal Bay district. He reports big progress at Shoal Bay, where an hotel and store have, amongst other buildings, been erected. The place is consequently gradually assuming the aspect of a busy mine town in an early stage of development.

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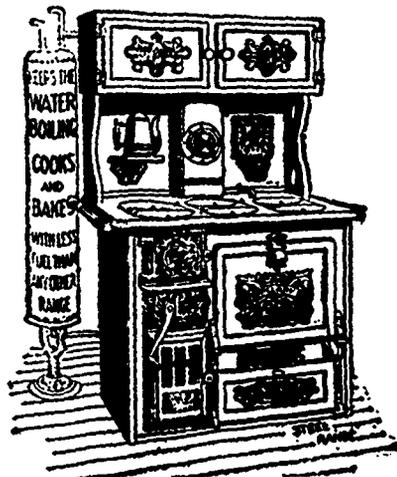
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