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### THE LEDGE.

A pencil cross in this square indicates that your subscription is due, and that the editor wishes once again to look at your collateral.

#### FROM THE EDITOR'S UPPER STOPE.

The Government have issued regulations concerning the bubonic plague. It is a good thing and should be widely advertised.

The outlook for white metal continues bright, and in consequence the stock of several Slocan mines has advanced in price recently.

Without printer's ink the world would not know much. It is also a great cure for financial depression when taken regularly in large doses.

Nelson is one of the most progressive towns in the west. Its citizens are up-to-date in everything, even to reading this paper regularly.

The C.P.R. has reduced the passenger fare in Manitoba to three cents a mile. If the Government owned the road the fare would be less than a cent a mile.

Every one who has read history knows that Rome was not built in a day. Ages from now the new people of the world will be reading the same about New Denver.

The Crow's Nest Coal Co. made \$47,000 during the past year. The money went into the pockets of eastern capitalists instead of to the people of B. C., where legislators are so adept at giving away the country's assets.

From the delay evinced in the building of the wagon road up Silver mountain the Government probably prefer doing that kind of work when it is raining or snowing so that there will be no danger of any of the men being sunstruck.

The sanitary law enforced in the Slocan towns since 1897 does not seem to be entirely satisfactory, although it is a source of constant expense to the people. The Government might take a look into this unscented but important subject.

The working of claims on the royalty or leasing system has proved very successful in Colorado, and there is no reason why the same results could not be obtained in the Slocan and other parts of Kootenay. This paper would like to hear the opinions of practical men upon the subject.

Politics will soon be raging in Canada, and many a lie will be spoken, many a head broken, before the final day is reached and the counting of the ballots proves which brand of partyism is the most popular in the most governed country of its population size in the world.

Some newspaper editors are very kindly warning stamp collectors "to be very careful about purchasing the Ma-fucking-king issue, for the market is flooded with counterfeits." The advice is unnecessary. What's the odds if they are counterfeits, so long as they satisfy the cravings of the stamp maniac?

### About Pilots

This world is full of pilots. In fact, it is made up of pilots—everybody is a pilot of some kind. There are sea pilots, land pilots, sky pilots, journalistic pilots and Pontius Pilots. Most people are Pontius Pilots. They are Pontius Pilots because they haven't the moral courage to be anything else. All Pontius Pilots are moral cowards. To be a successful Pontius Pilot you must be a coward. If you are not a coward you can't be a Pontius Pilot. Pontius Pilots think for themselves and act as other people think. Whatever the ragtail-hobtail-rabble demand, Pontius Pilots do. Any fool can be a Pontius Pilot. Sky pilots are sometimes Pontius Pilots at heart, so are all other kinds of pilots. But sea pilots are never land pilots, and land pilots are never journalistic pilots. To be a sea pilot you must have some nautical sense; a land pilot needs nerve, a sky pilot faith and a journalistic pilot money. Without the almighty dollar the journalistic pilot will die; without faith the sky pilot will go hungry; without nerve the land pilot will become a wreck, and without nautical sense the sea pilot will find a watery grave. Journalistic pilots are born, not made. Other pilots are made, not born, and some make themselves. Pontius Pilots grow. You can shake them from the bushes of pride, conceit, avarice, greed, faint heartedness. They are baked in shallow pans, seasoned with cowardice to suit the taste, and served with ignominy on the side. All pilots sometimes lose their bearings. Sky pilots get shunted off by bigotry, or fall into the sump of sin; sea pilots are drawn away from their course by false signals; land pilots go down in the fogs of despair, and journalistic pilots get lost when the flow of milk and honey, cocktails and luere, washes out the trail. Pontius Pilots never have any bearings to lose. Sky pilots blaze the trail for the souls of men, land pilots for the feet, journalistic pilots for the head. Pontius Pilots—blaze the trail to hell.

### Practical Advice

Mining men of Colorado are recognized as men of hard practical sense. They have adopted the business of mining not as a game of chance but as one of the surest money making businesses in the world. They do not trust to chance, but by thorough investigation and careful investment they enter upon any new proposition sure winners. They have made mining pay, not because they have had vast ore bodies of great richness, but because they have put their practical business training into use. The Mining Reporter, of Denver, Col., gives an idea of how they proceeded about it in the following: "If you are contemplating an investment in mining in any part of the West, investigate along some of the following lines: "Send for a copy of the local paper and give it careful study. If you observe that it contains a number of patent application advertisements, you may be assured that the mine owners think well enough of

the region to secure a perfect title to their ground. If you observe in the card of two or more deputy United States mineral surveyors, and of several assayers, you may safely conclude that the district is an active one, that the prospectors are interested, and that the professional men are making a fair living. If you find the advertisement of a sampling works, or of parties who buy ore, it is a sure proof that a number of the mines are producing with considerable regularity, and that some of them are making money. Or in the absence of this testimony, if a railroad has been built to the town, the same conclusion may safely be drawn. If the paper contains the advertisement of one or more banks, the prosperity of the place may be considered certain. It is then only necessary to ascertain whether it is what the miner calls a 'One Mine Camp' or otherwise. One 'mine camp' are settlements around a mine which has proved to be pre-eminently profitable. In such places the mine generally owns the principal stores and the bank, is interested in all the public utilities such as water, light and telephone plants, and does not encourage the coming of outsiders; and outsiders will often do well to stay away from such districts, for the proper place to search for a bonanza is at some little distance from one already discovered.

Usually the local weekly publication will, to the careful observer, tell a plain story. If the signs mentioned are found, open correspondence with an assayer and surveyor, enclosing a cash fee of say \$10 in your letter, and ask their professional view on the locality. These people are generally gentlemen and men of honor. Often they are college graduates. Their opinions are worth having. After obtaining them, if the outlook is favorable, subscribe for the local paper and also the weekly mining journal of the nearest large commercial centre. Study both carefully as they come along, and explore the advertising columns of the latter for the names and addresses of mining engineers who make it a business to report and examine mines. Address two or more of them, and enclose a \$25 fee, asking frankly their opinion of the camp. Finally, if the general report on the whole is favorable, take the train and go right to the district and examine the proposition yourself. There is no mystery about the business of metal mining. Any man of average common sense can, if he will take the time, satisfy himself whether the property before him contains the elements of success or failure. There comes a time, it is true, when it is proper and necessary to purchase trained practical assistance and professional advice; but if a proposing investor will first personally look into the proposition offered in about the way suggested, he will be entirely capable of deciding whether the expert to whom he finally applies for information is worthy of the respect to be shown him. There are rascals in all professions. There are many shysters and quacks among mining engineers as among lawyers and medical men. A glib tongue and

an attractive presence will cover much mental vacuity, except to those who know. It is a fact, which may be easily demonstrated, that the bulk of failures in mining are due to the inertia of the investor, who is too lazy or too busy to think for himself."

### MINE SALTING.

Charles M. Dobson, in the Cosmopolitan Magazine, tells of the various tricks employed in "salting" a mine. "I was examining a 'proposition' in Shasta County, California," he says, "on the boundary line of Trinity County. The vein was of great size and was manifestly of low grade. I carried a map of the mine, and every ten feet I had the miners take out about 150 pounds of ore, which was thrown on an iron plate, 4x5 feet, previously swept and carefully cleaned. The ore was piled up into a cone and quartered. The diagonal quarters were taken, and these in turn coned and diagonal quarters taken, until I had about a pound of ore thoroughly representative of each ten feet of the mine. Each sample was put into a \$50 silver sack of stout canvas and sealed with my private seal. The sack was numbered and a corresponding mark made on the map so that I should know just how the vein ran. As I took some 200 samples, it soon became impossible to 'pack' these along the levels, down the shafts and up the upraises. To watch them would have required a detective to each sack.

"I went on to calculate the amount in cubic feet of ore exposed in the shafts, upraises and levels of the mine. To determine the tonnage of ore, it is necessary to remember that about 15 cubic feet of quartz make a ton. I had the samples brought out by the miners, boxed up and sent for assay to an eminent firm in Chicago. I went to Chicago to learn what the assay showed as to the amount of gold and silver in the samples; the chemist said that the ore was of extreme richness. Gold had been recovered indicating between \$300 and \$400 to the short ton of ore.

"That can't be," I declared. "It looks suspicious," he admitted. "It certainly is not in the ore if appearances go for anything." They do go for a great deal, for a competent man can often guess within \$5 or \$10 of the ton value of ore by merely making a rough pan test.

"Were the seals intact?" I asked. "Oh, yes," he replied; "the sacks had not been tampered with."

"You've been handling some rich ore," I told him, "and probably have yourself 'salted' accidentally with some of the rich particles."

"No, he replied; he had been most careful. So samples of the pulp he had made were sent to New York for check assays. In this pulp the ore is reduced to such fineness that it will all pass through a mesh with 6,000 perforations to the square inch, a little coarser than ordinary flour. The reports from New York verified the Chicago assays to the third figure in decimals. Crushing the ore in an iron mortar and panning the result showed that the assays could not be right. Yet how had the samples been 'salted'?"

"At last an idea occurred to me. Had the sacks been preserved? Yes. We washed them in a solution of cyanide of potassium. We drew off the liquid a few days after that, and our tests for the determination of gold showed that those sacks were worth \$72,000 per ton of sacks. Afterward it was confessed that while I was figuring on the ore in sight, a man with a hypodermic syringe full of a solution of chloride of gold had thrust the needle through the canvas and injected the fluid on the samples of ore. It had dried on the cloth, and thus gave proof of the fraud."

Any person being the head of a family, a widow or a single man over eighteen years of age, and a British subject, or an alien proposing to become a British subject, can pre-empt 160 acres of land belonging to British Columbia, west of Cascade Mountains, or 320 acres east of these mountains, at \$1 per acre. Two months' leave of absence under the Land Act, and an additional four months for sufficient cause, when applied for to the Chief Commissioner, can be had in each year till the Crown deed is obtained.

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