

**CARIBOO-CASSIAR TO CLON-
DYKE.**

A magnificent wagon road to Soda creek, 166 miles from Ashcroft on the C. P. R., a river route on the Fraser, with the exception of rapid water at two points, viz., Cottonwood and Fort George canyons, to the upper end of Steward's lake, a distance of about 500 miles from Ashcroft. The two canyons referred to have been examined and reported on by competent authorities who say that at low water a few thousand dollars will blast out the rocks and make the stream navigable for ordinary steam vessels. An appropriation was once obtained for the purpose but not sufficient to do the work properly, although the steamer Charlotte will, it is said, attempt to make the trip as the river now is. By the route above mentioned goods could be laid down at the upper end of Stuart's lake, in the heart of a rich mining country, for about 6 cents per pound, which as it now is, costs the Wright and Black companies, near there, about 16 to 20 cents. Above Stewart's lake is a continuation of water ways, Tat-cher river, Cross lake and into North Tatlak lake and on up Driftwood river to Fort Connely. All of these streams and lakes are navigable for small boats and could be easily made into steamer ways. Fort Connely is about 225 miles from Telegraph creek, where the proposed railroad will run to Teslin lake and down Teslin lake to Klondyke. The route from Fort Connely to Telegraph creek is through a series of plateaus well covered with grass, and roads and trails can be easily made. The entire route from Ashcroft to the Klondyke can be easily travelled with pack animals and good feed for them the entire distance. The total distance to go in by way of the line indicated would be about 1,000 miles from Ashcroft and the most of the way good time could be made. It is through the best mineral country in the world and it is fair to expect that as rich pay will be taken out of the as yet unprospected creeks of Cariboo and Cassiar as has ever been found in the Yukon. What is urgently needed is an appropriation from the Dominion Government to open up the Fraser to navigation and to make trails and roads. In this latter the Provincial government would no doubt assist largely. The telegraph line should be extended from Barkerville or Quesnelle to the interior to connect the new mines with the outside world. The fact that within the last few days enquiries have been made as to the distance, etc., via the route indicated goes to show that there is at least a chance that the telegraph line which will be built within a year will be the continuation of the Barkerville line. The members from Cariboo,

appropriations for the opening of the country to navigation and pack teams. Should the Yukon reports continue as favorable as now seems to be the case there will be work for many thousands of men in the Klondyke, and if so there will be tens of thousands who will visit that country next spring who will not make a stake in the northern country and will drift south. Cassiar, Omineca and Cariboo will fare well in the general shaking up that, from the present outlook, a quarter of a million or more will give the Northwest within a year.

THE ROUTE TO KLONDYKE.

[Communicated.]

The all-absorbing topic now occupying the attention of merchants and miners is an all-Canadian route to Klondyke. This movement is certainly a worthy one, for the rush to the Yukon and tributaries has set in and will undoubtedly continue for a few years at least. It is unfortunate that the Provincial legislature saw fit to refuse a grant for what a railway corporation agitated a year hence. Had the railway from the coast into the northern interior been under construction the problem of an all-Canadian route to Klondyke would now have been comparatively easy. The lakes and tributaries of the Yukon stretch far into the interior, and the rich strikes on the Klondyke are evidently nothing but the continuation of what was forty years ago discovered on the Fraser river and in Cariboo. Had the Government, therefore, seen fit to aid in the construction of a railway into those northern regions and tapped the golden bars of Cassiar, Lillooet, Cariboo and Peace river districts, we would not now have lost a large proportion of the Yukon trade, nor would we have been puzzled over an all-Canadian route to Klondyke, for wagon roads and portages could have, with comparatively little expense, been constructed and the coast cities of British Columbia have obtained the million dollars already spent in outfitting expeditions, which have gone to the merchants to the south of us.

It is, however, foolish to cry over spilled milk. We have surely been awakened from our apathy in regard to the marvelously rich regions extending through Lillooet, Cassiar, Cariboo and Peace rivers, and including the Golden Cache, Cariboo and Klondyke claims. Would it not be well, therefore to reconsider that refusal to help develop the northern portion of our Province. If those interested in mines and the various Boards of Trade would agitate in concert this most necessary undertaking, not only would we have an all-Canadian route to Klondyke and Stewart rivers, with an accompanying rush of trade, but we would also have the richest por-

**KASLO & SLOCAN RAILWAY.
TIME CARD.**

Trains Run on Pacific Standard Time.

Going west	Daily	Going east
Ly 8:00 a.m.	Kaslo	Ar 3:50 p.m.
" 8:30 "	South Fork	" 4:15 "
" 9:30 "	Sproule's	" 4:45 "
" 10:30 "	Whitewater	" 5:00 "
" 11:00 "	Bear Lake	" 5:15 "
" 11:30 "	McGilligan	" 5:30 "
" 12:30 "	Balby's	" 5:45 "
" 1:30 "	Junction	" 6:00 "
Ar 1:50 "	Sandon	Ly 1:00 "

SANDON AND CO'DY.

Ly 11:00 a.m.	Sandon	Ar 11:15 a.m.
Ar 11:30 "	Co'dy	Ly 11:35 a.m.

R. H. BRYAN.

Superintendent.

COLUMBIA & WESTERN RY. CO.

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

EASTBOUND.

No. 2 passenger (daily except Sunday)	
Leaves Rossland	3:50 p.m.
Arrives at Trail	5:50 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. 1 passenger (daily except Sunday)	
Leaves Trail	8:15 a.m.
Arrives in Rossland	9:30 a.m.
No. 3 passenger (daily)	
Leaves Trail	12:30 p.m.
Arrives in Rossland	1:30 p.m.
No. 5 passenger (daily except Sunday)	
Leaves Trail	5:15 p.m.
Arrives in Rossland	7:00 p.m.

Connections made with all boats arriving and departing from Trail.

GENERAL OFFICES. E. P. GUTELIUS, Gen. Supt.

TRAIL, B.C.

FOR PUGET SOUND POINTS**SS. ROSALIE**

Leaves Victoria (except Sundays) for Port Townsend, Seattle and Tacoma at 5:30 p.m. making close connection at Victoria with the SS. "Chumey" returning leaves Seattle (except Sundays) at 10 a.m.

Passengers may, if desired, remain on board at Seattle for breakfast and steam bathes at her dock until 10 a.m. when she leaves for Victoria.

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

J. K. DEVLIN, Agent,

217-2511 75 Government St.

Union Steamship Co., of B.C., Ltd.**Head Office and Wharf**

VANCOUVER, B.C.

Northern Settlements—SS. Comox sails from Company's Wharf every Tuesday at 9 a.m. for Bowen Island, Howe Sound, Sechart, Jervis Inlet, Froese, Texada Island, Lund, Hernando Island, Cortez Island, Reed Island, Valdez Island, Shout Bay, Phillips Arm, Frederick Arm, Thutlow Island, Loughborough Inlet, Salmon River, Port Neville, and sails every Friday at 3 p.m. for way ports and Shout Bay, calling at Butte Inlet every six weeks.

Rivers Inlet and Naas River—SS. Coquitlam sails on 8th and 22nd of each month and will proceed to any part of the Coast should inducements offer.

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

Freight Steamers—SS. Capilano and S. S. Coquitlam, capacity 250 tons, D.W.

Tugs and Barges always available for towing and freighting business. Large storage