

Explanatory.

The Trail Creek *Miner* finds fault with the first number of THE RECORD because Rossland, Trail and Three Forks were inadvertently left out of the mining centre column. The real cause, however, of the *Miner's* outburst seems to be the fact that its name was omitted in the list of mining papers. We are sorry for the *Miner*, and hasten to say that if the proprietor of that paper will extend to us the common courtesy shown by newspapers to each other, and exchange, we will be glad to do the amiable. As for neglecting Rossland, Trail and Three Forks, we own up that they were unintentionally omitted. It was a mistake for which we can only express regret. But, we have this to say, that our object is to deal impartially with all parts of our mining districts in the Province, and the three places mentioned above will have no cause to complain of the efforts THE RECORD will make to advance their interests.

The Clean-up at Cariboo.

By a late mail further advices were received from the Cariboo and Horsefly hydraulic mines. From the latter, under date of October 19th, a letter states that in the recent clean-up at that mine, two cuts were not touched on account of a slide and these would probably have added \$1,500 to the amount realized. The bedrock also was not touched and, therefore, the results obtained

did not show fully what has been done. Hydraulic operations started again on the 20th instant and if the weather should continue favorable there will be another small clean-up before the works shut down for the winter.

From a letter from Quesnelle Forks, dated 20th instant, and written immediately after the fatal accident at the Cariboo mine, some further details are given about the matter. The manager was well aware of the possibility of a cave-in occurring, and all the men were stationed where they would be out of danger. Budden, the man who was killed, was with the rest, when, for some reason, which is unknown, he suddenly went back (probably to get a pipe or some little private article which he had forgotten) and the cave-in occurring almost immediately he started to escape by running down the sluice; he could not, however, get away fast enough and was overwhelmed by the mass of falling gravel. When the mail left he had not been got out, but it was expected that his body would be recovered almost immediately. The coroner's inquest will doubtless show that the unfortunate accident was due to Budden's own recklessness, which, however, does not lessen the regret felt by the manager at the occurrence.

By the letter above mentioned from the Horsefly it is stated that the weight of the gold secured at the clean-up was 1,511½ ounces.

If the mining papers of the province will send us the necessary particulars asked for by mail we will gladly publish them under the heading "British Columbia Mining Papers."

VICTORIA, B.C.

Situated at the southern extremity of Vancouver Island; is a city of nearly 23,000. It is remarkable for its delightful situation and the beauty of its surroundings. In addition to its inner land-locked harbor, extensive docks have been constructed at its entrance, capable of accommodating a large fleet of ocean steamers and sailing vessels. Victoria enjoys a very large wholesale trade with all parts of the Province, and being a favorite resort for tourists who visit the Pacific Coast, considerable retail business is transacted with these visitors, making the general trade of the city very large. Victoria is well laid out, and in the business portion of the city there are numerous handsome business blocks and public buildings. It is the seat of government in British Columbia, and the new Government buildings being erected to take the place of the present structures will be very handsome. Victoria is celebrated for its beautiful parks and drives, and the splendid scenery surrounding it. It has water works, gas and electric light, the streets being lighted by the latter; electric tram-cars run on the principal streets. Victoria is connected by daily steamers with Vancouver, New Westminster and the Puget Sound cities, Seattle and Tacoma. By this means the city is in direct connection with the Canadian Pacific and other roads. The Pacific Coast steamers to San Francisco have their northern headquarters here. It is also the terminus of the Esquimalt & Nanaimo Railway, and there is a regular tramway service to Esquimalt. A large fleet of steamers run between Victoria and all the mainland and island ports. It is the headquarters of the sealing fleet and the cannery interest, most of the trade of the latter being held by Victoria merchants. It is, therefore, an important commercial centre, as well as a favorite tourist resort.

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