

decided to recommend so small an appropriation for such an important public work. The executive should have asked for at least \$25,000, or even more, if their engineers recommended it.

A road should have been opened up that would have induced private enterprise to put on ocean steamers to Wrangel; river boats on the Stickeen; and to build boats to run from Teslin Lake to the Klondyke; had this course been adopted (and there are gentlemen in this city who know I advocated it whilst the House was in session), we would see to-day a marked contrast in our commerce. The Government, last session, had an opportunity of a lifetime, but were, unfortunately, absorbed in other matters, and could not realize it.

Everyone must now be convinced that the coming influx of miners and business men to the Klondyke will overshadow anything experienced even in the golden days of California, the Fraser River or Cariboo. The influx Kootenay has experienced this year will not be in it, in comparison. The question arises, What is to be done? Are our Coast merchants, who ought to control the immense trade, to sit down, see it pass our door, and read about it in the Seattle and San Francisco papers?

I do not favour asking any government to expend public funds without the sanction of the Legislature. I am quite aware that public money has been expensively so expended in the past; but two wrongs do not make one right. There is, however, a proper method of procedure of which our readers are no doubt fully cognizant. If the Legislature was convened and the Government would recommend the repeal of all charter subsidies and concessions granted last session in the Cassiar District, and the compensation of those persons who have expended money under charters then granted, they would confer a lasting benefit upon the province, and if they could induce the Government of Canada to take the same action as regards the north of British Columbia, they would deserve the support of every well-wisher of Canada.

The trail by the Stickeen to the Teslin Lake, which has been partly opened this year under Mr. Callbreath's supervision, ought to be fully opened up at once this summer, steamers placed upon the waters to the Klondyke, and the route as extensively advertised as our Seattle friends do their favourite means of access to our placer mines. Miners this spring favoured the route by Dyea and the Chilcoot Pass, as being the shortest from the ocean and requiring the least land travel. The White Pass, which is favoured by the veteran explorer, Capt. William Moore, should have been opened long ago. It is no doubt a good route, but the Treaty of Washington does not cover the entrance from the ocean to either of these means of access to the Canadian gold fields. If there is one man in this province who deserves to succeed for his endless efforts to open up the Canadian Yukon to commerce it is Capt. Moore. It is to be hoped he will now reap the reward he so richly deserves.

I have no doubt that the Stickeen line, if properly opened, would develop mining ground in the northern corner of our province, and become a favourite route to the Klondyke. By the Yukon River, through American territory, the heaviest freight could be landed to-day at the mouth of the Klondyke from Victoria or Vancouver if Canadian ocean and river steamers were placed upon that route.

ROBERT BEAVEN.

Lorne Creek.

"WE have all the money we want and don't ask anybody to invest," was the remark made yesterday by Mr. J. A. Woods, who for the past four or five years has been prospecting and mining on the Skeena river. Mr. Woods was a passenger arriving by the *Danube* Sunday night and is now at the Angel Hotel with a little wad of about \$1,500 in gold taken from a claim on Lorne Creek, a branch of the Skeena River. This amount represents a one-sixth interest in the results of three months' hydraulic mining on the company's claim, which is situated about 140 miles above Port Essington at the mouth of the Skeena.

In the fall of 1895 Mr. Woods and his partners took out about \$1,000 apiece and during last year the previous season's clean-up was expended in putting in a flume for the purpose of bringing water on to the workings, with the result that the ground is now in first-class shape for being worked, and the \$9,000 taken out this year, as has been stated, is the product of three months' work. Owing, however, to the water in the flume being very low during the hot summer months, Mr. Woods has taken advantage of the temporary closing down of the works to pay a visit to civilization.

On landing from the *Danube*, the returned miner presented such a forlorn and beggarly appearance that in spite of the comfortable little "sack" he had with him, mine host of the Angel looked askance at his new guest, and before he would have anything to do with him, told him to "go and get your face washed," an injunction which Woods was only too glad of the chance of obeying.

"I intend returning north in the course of a few weeks," continued Mr. Woods, "and will take with me some more hydraulic machinery, as I am satisfied that we have something quite as good as I would be likely to strike on the Klondyke. Of course, we are only working in a comparatively small way, but I am perfectly satisfied and don't want any help. I came to town just for a holiday and never thought of creating half the stir that I appear to have made. We are working on an old channel of the creek, and the bank is about 300 feet high. All the claims along the present course of the stream were worked out some time ago, but there are still good locations to be had. The Booth brothers, Sam and Ed., have a claim close to us, and appear to be doing well. These latter are well known in Victoria, having resided here for years.

"As regards transportation, we are fairly in it, as the steamer *Caledonia*, which makes regular trips up the river from Port Essington, passes our very door and lands all our goods right on the ground. But there is nothing to warrant any rush, only I repeat I didn't come to town to get help from anybody—if I want money to make improvements, I have it."

Mr. Woods was for many years a resident of Chilliwack, but has followed the life of a miner for some time now—with what success his \$1,500 for three months' work will show.—*Colonist*.

Alberni Mill Run.

THE trial shipment of two tons of Alberni Consolidated ore which was sent to the Victoria Metallurgical Works for treatment has turned out highly satisfactory, as a nice little gold brick, the product of the clean-up yesterday, testifies. The weight of the ore put through was 4,022 pounds, and the brick, which weighs 10½ ounces, is worth between \$180 and