

ly increased population, and now a part of the year is come at which very freight in bulk of any kind can be sent thither, save at great risk, more and enormous cost. And to make matters worse, one of these supply lines, which ought on each of its possible trips of the season to have in food certain to be urgently needed being carried instead a more monotonously profitable yet doubtful freight in key, of which necessity or luxury there seems to be a superfluity in Yukon.

Therefore our readers will note that not of whiskey there is not nearly enough of food and other necessaries for 10,000 people already in the Yukon, note also that the deficiency cannot be supplied before spring, it may happen that our advice may prevent happening of not a little misery by nature ventures in the direction of Yukon. "Keep away from Klondyke next spring at the earliest," is now the maxim of all who know aught of the country and its present circumstances, as they happen to be impetuously hasty and ready to imperil their lives unnecessarily and for naught.

WELL KNOWN MAN'S OPINION.

A. M. Beattie, formerly one of the province's best known business men, now engaged in extensive business in West Kootenay, declares that on the whole he considers highly satisfactory outlook of the upper country, the region more especially. He regards the Slokan's future as absolutely assured, the more so by reason of the fact that gold as well as silver is now in many places being found. The ore output is steadily increasing, though in Mr. Beattie's opinion the development of the industry is even yet in an almost initial stage.

The Clondyke craze has, he says, little affected West Kootenay generally, so many of the men there being actual miners, who know what kind of country and climate the Yukon owns, don't believe everything that appears in print concerning the Clondyke. West Kootenay is, they think, as good enough for them.

The fall in silver is of course prejudicial to the Slokan and may serve to somewhat its further development; of the mines, however, can be made sufficiently at the lowest price to silver has yet fallen, though they are not to be worked were the figures to decline very greatly. The West Kootenay, however, believe the recent fall in silver is due less to natural causes than to a "bear" movement on the part of unscrupulous Wall Street and other speculators, who, so they see a favorable opportunity of making a big pile of millions by operating in a market may be trusted to work in that direction. West Kootenay in fact, the present depression in silver

The men who are now succeeding best in West Kootenay are practical miners, who mostly hail from Montana. Mr. Beattie thinks, therefore, that any present movement to restrict the influx of American workers of their class would recoil disastrously on B. C. mining development. There are already too many farmers in West Kootenay, trying in vain, equipped only with rural experience, to make mines out of nothing, and with working knowledge so slight as to be worth nothing. There are few mines, even in the Slokan, that will "pay from the grass roots," and in most cases considerable capital and not a little experience are necessary concomitants of successful working. Many lacking these essentials will doubtless leave the country disappointed, but the country must not be held responsible for that.

Mr. Beattie also stated that in the mine districts of Nelson, the Slokan and Trail Creek, there has been and is much profit being made in real estate, which moves much better than at the coast. There has not, he says, for two years been a single failure in the case of West Kootenay townsite projects, early buyers of Rossland, Trail, Nelson, Kaslo and Slokan City property having almost invariably made large profits. Personally he considers Buntin City, for the townsite of which he is general agent, and Slokan City as the best points to-day available for early and profitable real estate investment in the Slokan. Business prospects generally in West Kootenay are good, but patience, of course, is requisite, if permanently profitable results are sought. Fortunes are not made in business in a minute, even in gold and silver mining territory.

Lastly, speaking politically, Mr. Beattie had to say that there is at present no great political excitement in West Kootenay. There, however, he expects to see Provincial political issues very vigorously debated and contested at a very early date, with special regard of course to local mining interests. "The upper country" is, he says, fast growing into a very strong boy, powerful enough to make a very sturdy effort to secure certain things that he wants very badly. This fact, speaking in an altogether non-partisan spirit, Mr. Beattie says, it will certainly be well for the Provincial Government to recognise.

AN INSANE SCHEME.

One of several exceedingly dubious Clondyke trading and speculative companies, which promoters are trying to bring out in London, Eng., is a crazy scheme known as the New Clondyke Gold Finders, Limited, formed under an authorized capital of £18,000 by a man named Thos. Bennett, of Holborn. This is what he recently told a representative of the London Daily Mail:

"I am the managing director of the New Clondyke Goldfinders, Limited."

KASLO & SLOCAN RAILWAY.

TIME CARD.

Trains Run on Pacific Standard Time.

Going west.	Daily	Going east.
By 8:00 a.m.	Kaslo.....	Ar 3:50 p.m.
" 9:30 "	South Fork.....	" 4:15 "
" 9:50 "	Sprule's.....	" 2:15 "
" 9:51 "	Whitewater.....	" 2:00 "
" 10:03 "	Bear Lake.....	" 1:15 "
" 10:18 "	McGulgan.....	" 1:33 "
" 10:28 "	Uniontown.....	" 1:12 "
At 10:50 "	Sandon.....	By 1:00 "

SANDON AND CODY.

By 11:00 a.m.	Sandon.....	Ar 11:45 a.m.
At 11:20 "	Cody.....	By 11:25 a.m.

R. W. BRYAN.

Superintendent.

COLUMBIA & WESTERN RY. CO.

Time Table No. 6, to take effect July 31, 1907.

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 p.m.
No. 6 passenger (daily except Sunday)	
Leaves Rossland.....	1:00 a.m.
Arrives at Trail.....	2:50 a.m.

WESTBOUND.

No. 3 passenger (daily except Sunday)	
Leaves Trail.....	3:45 a.m.
Arrives in Rossland.....	9:50 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.	

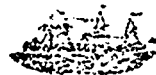
GENERAL OFFICES.

TRAIL, B.C.

E. P. GUTELIUS.

Genl. Supt.

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. "Charmant" 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

J. K. DEVLIN, Agent,

21-2771

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, Read Island, Valdez Island, Shoal Bay, Phillips Arm, Frederick Arm, Thurlow Island, Loughborough Inlet, Salmon River, Port Neville and sails every Friday at 3 p.m. for way ports and Shoal Bay, calling at Butte Inlet every six weeks.

Rivers Inlet and Nass River—SS. Coquitlam sails on 5th 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 8:30, 10, 11:20, 1:15 p.m., 3:15, 5:15 and 6:20. Calling at North Vancouver each way, excepting the noon trip.

Freight Steamers—SS. Capilano and S.S. Coquitlam, capacity 300 tons, D.W.

Tugs and Scows always available for towing and freighting business. Large storage accommodation on company's wharf.

H. DARLING.