

The Outlook In British Columbia

Interview in London With Mr. J. H. Turner, the Agent General.

He Tells the English People About Province and Its Capabilities.

The following interview with Mr. J. H. Turner, British Columbia agent general, appears in the London Morning Post of January 25:

Mr. J. H. Turner, who recently resigned the position of minister of finance in the British Columbia cabinet, is now acting as agent-general for the province in this country, probably known to the public as the man who has been in charge of the British Columbia mission since the late Mr. McAlister's death.

After an hour's conversation with him a reporter has secured the following Post found himself possessed of only such information in regard to the multifarious and varied resources of the province as he had gathered from the man who for so many years directed the activities of the good of the province. Like so many of our colonial statesmen, Mr. Turner is a man of business, and he has a very definite idea of what is to be done in the future of the province.

He is in fact a continuation of the best branch from the Canadian Pacific railway main line to Vernon which was authorized by the province. Other lines will open up rich regions of the province. These additions to the railway system of British Columbia will be rendered more useful by the making of new roads, without which the mines cannot be worked.

It is in fact a continuation of the best branch from the Canadian Pacific railway main line to Vernon which was authorized by the province. Other lines will open up rich regions of the province. These additions to the railway system of British Columbia will be rendered more useful by the making of new roads, without which the mines cannot be worked.

It is in fact a continuation of the best branch from the Canadian Pacific railway main line to Vernon which was authorized by the province. Other lines will open up rich regions of the province. These additions to the railway system of British Columbia will be rendered more useful by the making of new roads, without which the mines cannot be worked.

It is in fact a continuation of the best branch from the Canadian Pacific railway main line to Vernon which was authorized by the province. Other lines will open up rich regions of the province. These additions to the railway system of British Columbia will be rendered more useful by the making of new roads, without which the mines cannot be worked.

It is in fact a continuation of the best branch from the Canadian Pacific railway main line to Vernon which was authorized by the province. Other lines will open up rich regions of the province. These additions to the railway system of British Columbia will be rendered more useful by the making of new roads, without which the mines cannot be worked.

It is in fact a continuation of the best branch from the Canadian Pacific railway main line to Vernon which was authorized by the province. Other lines will open up rich regions of the province. These additions to the railway system of British Columbia will be rendered more useful by the making of new roads, without which the mines cannot be worked.

It is in fact a continuation of the best branch from the Canadian Pacific railway main line to Vernon which was authorized by the province. Other lines will open up rich regions of the province. These additions to the railway system of British Columbia will be rendered more useful by the making of new roads, without which the mines cannot be worked.

It is in fact a continuation of the best branch from the Canadian Pacific railway main line to Vernon which was authorized by the province. Other lines will open up rich regions of the province. These additions to the railway system of British Columbia will be rendered more useful by the making of new roads, without which the mines cannot be worked.

It is in fact a continuation of the best branch from the Canadian Pacific railway main line to Vernon which was authorized by the province. Other lines will open up rich regions of the province. These additions to the railway system of British Columbia will be rendered more useful by the making of new roads, without which the mines cannot be worked.

It is in fact a continuation of the best branch from the Canadian Pacific railway main line to Vernon which was authorized by the province. Other lines will open up rich regions of the province. These additions to the railway system of British Columbia will be rendered more useful by the making of new roads, without which the mines cannot be worked.

It is in fact a continuation of the best branch from the Canadian Pacific railway main line to Vernon which was authorized by the province. Other lines will open up rich regions of the province. These additions to the railway system of British Columbia will be rendered more useful by the making of new roads, without which the mines cannot be worked.

The Last of the Salmon Fleet

Bankrupt Will Sail Today Carrying Last Cargo of the Season.

Ship Belford Arrives From London With General Cargo For Victoria.

The waterfront had a quiet day yesterday. The Gleason completed loading 5000 cases of salmon at the wharf and sailed for Liverpool via the Straits of Magellan. There were two other arrivals at the wharf. The steamer Roanoke is expected to arrive today from the Sound for repairs at the Esquimalt wharf. The ship Santa Clara, which has been on the coast for some time past, under-going repairs at the wharf, is expected to sail for the Sound today.

The waterfront had a quiet day yesterday. The Gleason completed loading 5000 cases of salmon at the wharf and sailed for Liverpool via the Straits of Magellan. There were two other arrivals at the wharf. The steamer Roanoke is expected to arrive today from the Sound for repairs at the Esquimalt wharf. The ship Santa Clara, which has been on the coast for some time past, under-going repairs at the wharf, is expected to sail for the Sound today.

The waterfront had a quiet day yesterday. The Gleason completed loading 5000 cases of salmon at the wharf and sailed for Liverpool via the Straits of Magellan. There were two other arrivals at the wharf. The steamer Roanoke is expected to arrive today from the Sound for repairs at the Esquimalt wharf. The ship Santa Clara, which has been on the coast for some time past, under-going repairs at the wharf, is expected to sail for the Sound today.

The waterfront had a quiet day yesterday. The Gleason completed loading 5000 cases of salmon at the wharf and sailed for Liverpool via the Straits of Magellan. There were two other arrivals at the wharf. The steamer Roanoke is expected to arrive today from the Sound for repairs at the Esquimalt wharf. The ship Santa Clara, which has been on the coast for some time past, under-going repairs at the wharf, is expected to sail for the Sound today.

The waterfront had a quiet day yesterday. The Gleason completed loading 5000 cases of salmon at the wharf and sailed for Liverpool via the Straits of Magellan. There were two other arrivals at the wharf. The steamer Roanoke is expected to arrive today from the Sound for repairs at the Esquimalt wharf. The ship Santa Clara, which has been on the coast for some time past, under-going repairs at the wharf, is expected to sail for the Sound today.

The waterfront had a quiet day yesterday. The Gleason completed loading 5000 cases of salmon at the wharf and sailed for Liverpool via the Straits of Magellan. There were two other arrivals at the wharf. The steamer Roanoke is expected to arrive today from the Sound for repairs at the Esquimalt wharf. The ship Santa Clara, which has been on the coast for some time past, under-going repairs at the wharf, is expected to sail for the Sound today.

The waterfront had a quiet day yesterday. The Gleason completed loading 5000 cases of salmon at the wharf and sailed for Liverpool via the Straits of Magellan. There were two other arrivals at the wharf. The steamer Roanoke is expected to arrive today from the Sound for repairs at the Esquimalt wharf. The ship Santa Clara, which has been on the coast for some time past, under-going repairs at the wharf, is expected to sail for the Sound today.

The waterfront had a quiet day yesterday. The Gleason completed loading 5000 cases of salmon at the wharf and sailed for Liverpool via the Straits of Magellan. There were two other arrivals at the wharf. The steamer Roanoke is expected to arrive today from the Sound for repairs at the Esquimalt wharf. The ship Santa Clara, which has been on the coast for some time past, under-going repairs at the wharf, is expected to sail for the Sound today.

The waterfront had a quiet day yesterday. The Gleason completed loading 5000 cases of salmon at the wharf and sailed for Liverpool via the Straits of Magellan. There were two other arrivals at the wharf. The steamer Roanoke is expected to arrive today from the Sound for repairs at the Esquimalt wharf. The ship Santa Clara, which has been on the coast for some time past, under-going repairs at the wharf, is expected to sail for the Sound today.

The waterfront had a quiet day yesterday. The Gleason completed loading 5000 cases of salmon at the wharf and sailed for Liverpool via the Straits of Magellan. There were two other arrivals at the wharf. The steamer Roanoke is expected to arrive today from the Sound for repairs at the Esquimalt wharf. The ship Santa Clara, which has been on the coast for some time past, under-going repairs at the wharf, is expected to sail for the Sound today.

The waterfront had a quiet day yesterday. The Gleason completed loading 5000 cases of salmon at the wharf and sailed for Liverpool via the Straits of Magellan. There were two other arrivals at the wharf. The steamer Roanoke is expected to arrive today from the Sound for repairs at the Esquimalt wharf. The ship Santa Clara, which has been on the coast for some time past, under-going repairs at the wharf, is expected to sail for the Sound today.

The waterfront had a quiet day yesterday. The Gleason completed loading 5000 cases of salmon at the wharf and sailed for Liverpool via the Straits of Magellan. There were two other arrivals at the wharf. The steamer Roanoke is expected to arrive today from the Sound for repairs at the Esquimalt wharf. The ship Santa Clara, which has been on the coast for some time past, under-going repairs at the wharf, is expected to sail for the Sound today.

The waterfront had a quiet day yesterday. The Gleason completed loading 5000 cases of salmon at the wharf and sailed for Liverpool via the Straits of Magellan. There were two other arrivals at the wharf. The steamer Roanoke is expected to arrive today from the Sound for repairs at the Esquimalt wharf. The ship Santa Clara, which has been on the coast for some time past, under-going repairs at the wharf, is expected to sail for the Sound today.

The waterfront had a quiet day yesterday. The Gleason completed loading 5000 cases of salmon at the wharf and sailed for Liverpool via the Straits of Magellan. There were two other arrivals at the wharf. The steamer Roanoke is expected to arrive today from the Sound for repairs at the Esquimalt wharf. The ship Santa Clara, which has been on the coast for some time past, under-going repairs at the wharf, is expected to sail for the Sound today.

The waterfront had a quiet day yesterday. The Gleason completed loading 5000 cases of salmon at the wharf and sailed for Liverpool via the Straits of Magellan. There were two other arrivals at the wharf. The steamer Roanoke is expected to arrive today from the Sound for repairs at the Esquimalt wharf. The ship Santa Clara, which has been on the coast for some time past, under-going repairs at the wharf, is expected to sail for the Sound today.

The waterfront had a quiet day yesterday. The Gleason completed loading 5000 cases of salmon at the wharf and sailed for Liverpool via the Straits of Magellan. There were two other arrivals at the wharf. The steamer Roanoke is expected to arrive today from the Sound for repairs at the Esquimalt wharf. The ship Santa Clara, which has been on the coast for some time past, under-going repairs at the wharf, is expected to sail for the Sound today.

MINES AND MINING

By H. MORTIMER LAMB

THE annual meeting of the shareholders of the Lillooet, Fraser River and Cariboo Goldfields was held the other day in London, and from a statement made by the chairman it appears that the company has, in addition to the numerous mining prospects in British Columbia, a sum of nearly \$50,000 remaining which has been invested in trust stock. It is proposed to liquidate the company as soon as possible and divide the assets among shareholders, who would thus realize about 20 per cent upon their original investment in per. This is probably a wise enough decision, as judging from the indications in which the Lillooet, Fraser River and Cariboo Goldfields carried on its business in the province some years ago, the \$50,000 would, however, be a very small sum, and the loss of the same would be a very heavy one. It is safe to say that the Lillooet, Fraser River and Cariboo Goldfields has had a most disastrous influence on the British capital of British Columbia.

IMPROVEMENTS AT THE TRAIL SMELTER. The repairs and improvements having been completed, the smelter is now in a position to receive a larger tonnage of concentrates. The Rossland Miner remarks that the new smelter and chucker just installed, which is capable of treating 150 tons per hour, is considered to be the most complete machine of the kind in the province. The new machinery is the property of the British Columbia Smelting and Refining Co., and is being operated by the Fraser River and Cariboo Goldfields. The new machinery is a much more desirable shape and it is practically impossible for delay in crushing. Since the plant was taken down a system of electric tramways has been laid out, and the roadsteads have been improved. The new machinery is a much more desirable shape and it is practically impossible for delay in crushing. Since the plant was taken down a system of electric tramways has been laid out, and the roadsteads have been improved. The new machinery is a much more desirable shape and it is practically impossible for delay in crushing. Since the plant was taken down a system of electric tramways has been laid out, and the roadsteads have been improved.

THE RED ROCK. The salmon ship Red Rock is reported to have sailed for the coast on Monday last. The ship was loaded with salmon and is expected to arrive at the coast on Wednesday. The ship was built at the Red Rock mill and is a very fine specimen of a salmon ship. The ship is owned by the Red Rock mill and is operated by the Fraser River and Cariboo Goldfields. The ship is a very fine specimen of a salmon ship and is expected to be a success.

QUEEN ARRIVES. San Francisco liner reached Port last night. The ship was loaded with general cargo and is expected to arrive at the coast on Monday. The ship was built at the Queen mill and is a very fine specimen of a general cargo ship. The ship is owned by the Queen mill and is operated by the Fraser River and Cariboo Goldfields. The ship is a very fine specimen of a general cargo ship and is expected to be a success.

SENIATOR AN OVERDUE. The Senator is still on the overdue list. She is only 70 days out from the coast and is expected to arrive at the coast on Monday. The ship was built at the Senator mill and is a very fine specimen of a general cargo ship. The ship is owned by the Senator mill and is operated by the Fraser River and Cariboo Goldfields. The ship is a very fine specimen of a general cargo ship and is expected to be a success.

LETTERS TO THE EDITOR. HIGHER EDUCATION. Sir, Saturday's edition of the Colonist contains a very interesting article on higher education. It is a very good article and is well worth reading. It is a very good article and is well worth reading. It is a very good article and is well worth reading. It is a very good article and is well worth reading.

THE CANADIAN MINING INSTITUTE. The annual meeting of the Canadian Mining Institute has been held in Toronto. The meeting was a very successful one and was attended by a large number of mining men. The meeting was a very successful one and was attended by a large number of mining men. The meeting was a very successful one and was attended by a large number of mining men. The meeting was a very successful one and was attended by a large number of mining men.

THE LOCAL STOCK MARKET. The market continues active, although several stocks have suffered from reaction after a too-rapid rise, and in the last few days have depreciated very considerably. The market continues active, although several stocks have suffered from reaction after a too-rapid rise, and in the last few days have depreciated very considerably. The market continues active, although several stocks have suffered from reaction after a too-rapid rise, and in the last few days have depreciated very considerably.

THE CARIBOO-MCKINNEY MEETING. The annual meeting of the Cariboo-McKinney Mining and Milling Company was held in Toronto. The meeting was a very successful one and was attended by a large number of mining men. The meeting was a very successful one and was attended by a large number of mining men. The meeting was a very successful one and was attended by a large number of mining men. The meeting was a very successful one and was attended by a large number of mining men.

THE CARIBOO-MCKINNEY MEETING. The annual meeting of the Cariboo-McKinney Mining and Milling Company was held in Toronto. The meeting was a very successful one and was attended by a large number of mining men. The meeting was a very successful one and was attended by a large number of mining men. The meeting was a very successful one and was attended by a large number of mining men. The meeting was a very successful one and was attended by a large number of mining men.

THE CARIBOO-MCKINNEY MEETING. The annual meeting of the Cariboo-McKinney Mining and Milling Company was held in Toronto. The meeting was a very successful one and was attended by a large number of mining men. The meeting was a very successful one and was attended by a large number of mining men. The meeting was a very successful one and was attended by a large number of mining men. The meeting was a very successful one and was attended by a large number of mining men.

THE CARIBOO-MCKINNEY MEETING. The annual meeting of the Cariboo-McKinney Mining and Milling Company was held in Toronto. The meeting was a very successful one and was attended by a large number of mining men. The meeting was a very successful one and was attended by a large number of mining men. The meeting was a very successful one and was attended by a large number of mining men. The meeting was a very successful one and was attended by a large number of mining men.

THE CARIBOO-MCKINNEY MEETING. The annual meeting of the Cariboo-McKinney Mining and Milling Company was held in Toronto. The meeting was a very successful one and was attended by a large number of mining men. The meeting was a very successful one and was attended by a large number of mining men. The meeting was a very successful one and was attended by a large number of mining men. The meeting was a very successful one and was attended by a large number of mining men.

THE CARIBOO-MCKINNEY MEETING. The annual meeting of the Cariboo-McKinney Mining and Milling Company was held in Toronto. The meeting was a very successful one and was attended by a large number of mining men. The meeting was a very successful one and was attended by a large number of mining men. The meeting was a very successful one and was attended by a large number of mining men. The meeting was a very successful one and was attended by a large number of mining men.

THE CARIBOO-MCKINNEY MEETING. The annual meeting of the Cariboo-McKinney Mining and Milling Company was held in Toronto. The meeting was a very successful one and was attended by a large number of mining men. The meeting was a very successful one and was attended by a large number of mining men. The meeting was a very successful one and was attended by a large number of mining men. The meeting was a very successful one and was attended by a large number of mining men.

THE CARIBOO-MCKINNEY MEETING. The annual meeting of the Cariboo-McKinney Mining and Milling Company was held in Toronto. The meeting was a very successful one and was attended by a large number of mining men. The meeting was a very successful one and was attended by a large number of mining men. The meeting was a very successful one and was attended by a large number of mining men. The meeting was a very successful one and was attended by a large number of mining men.

THE CARIBOO-MCKINNEY MEETING. The annual meeting of the Cariboo-McKinney Mining and Milling Company was held in Toronto. The meeting was a very successful one and was attended by a large number of mining men. The meeting was a very successful one and was attended by a large number of mining men. The meeting was a very successful one and was attended by a large number of mining men. The meeting was a very successful one and was attended by a large number of mining men.

ABSOLUTE SECURITY

Genuine Carter's Little Liver Pills.

MUST BEAR SIGNATURE OF J. C. CARTER. This paper says you should never cut a pie with a cold knife. It says never do it. I've had a hot knife cut the top of the pie and it was a disaster. It says never do it. I've had a hot knife cut the top of the pie and it was a disaster.

MUST BEAR SIGNATURE OF J. C. CARTER. This paper says you should never cut a pie with a cold knife. It says never do it. I've had a hot knife cut the top of the pie and it was a disaster. It says never do it. I've had a hot knife cut the top of the pie and it was a disaster.

MUST BEAR SIGNATURE OF J. C. CARTER. This paper says you should never cut a pie with a cold knife. It says never do it. I've had a hot knife cut the top of the pie and it was a disaster. It says never do it. I've had a hot knife cut the top of the pie and it was a disaster.

MUST BEAR SIGNATURE OF J. C. CARTER. This paper says you should never cut a pie with a cold knife. It says never do it. I've had a hot knife cut the top of the pie and it was a disaster. It says never do it. I've had a hot knife cut the top of the pie and it was a disaster.

MUST BEAR SIGNATURE OF J. C. CARTER. This paper says you should never cut a pie with a cold knife. It says never do it. I've had a hot knife cut the top of the pie and it was a disaster. It says never do it. I've had a hot knife cut the top of the pie and it was a disaster.

MUST BEAR SIGNATURE OF J. C. CARTER. This paper says you should never cut a pie with a cold knife. It says never do it. I've had a hot knife cut the top of the pie and it was a disaster. It says never do it. I've had a hot knife cut the top of the pie and it was a disaster.

MUST BEAR SIGNATURE OF J. C. CARTER. This paper says you should never cut a pie with a cold knife. It says never do it. I've had a hot knife cut the top of the pie and it was a disaster. It says never do it. I've had a hot knife cut the top of the pie and it was a disaster.

MUST BEAR SIGNATURE OF J. C. CARTER. This paper says you should never cut a pie with a cold knife. It says never do it. I've had a hot knife cut the top of the pie and it was a disaster. It says never do it. I've had a hot knife cut the top of the pie and it was a disaster.

MUST BEAR SIGNATURE OF J. C. CARTER. This paper says you should never cut a pie with a cold knife. It says never do it. I've had a hot knife cut the top of the pie and it was a disaster. It says never do it. I've had a hot knife cut the top of the pie and it was a disaster.

MUST BEAR SIGNATURE OF J. C. CARTER. This paper says you should never cut a pie with a cold knife. It says never do it. I've had a hot knife cut the top of the pie and it was a disaster. It says never do it. I've had a hot knife cut the top of the pie and it was a disaster.

MUST BEAR SIGNATURE OF J. C. CARTER. This paper says you should never cut a pie with a cold knife. It says never do it. I've had a hot knife cut the top of the pie and it was a disaster. It says never do it. I've had a hot knife cut the top of the pie and it was a disaster.

MUST BEAR SIGNATURE OF J. C. CARTER. This paper says you should never cut a pie with a cold knife. It says never do it. I've had a hot knife cut the top of the pie and it was a disaster. It says never do it. I've had a hot knife cut the top of the pie and it was a disaster.

MUST BEAR SIGNATURE OF J. C. CARTER. This paper says you should never cut a pie with a cold knife. It says never do it. I've had a hot knife cut the top of the pie and it was a disaster. It says never do it. I've had a hot knife cut the top of the pie and it was a disaster.

MUST BEAR SIGNATURE OF J. C. CARTER. This paper says you should never cut a pie with a cold knife. It says never do it. I've had a hot knife cut the top of the pie and it was a disaster. It says never do it. I've had a hot knife cut the top of the pie and it was a disaster.

MUST BEAR SIGNATURE OF J. C. CARTER. This paper says you should never cut a pie with a cold knife. It says never do it. I've had a hot knife cut the top of the pie and it was a disaster. It says never do it. I've had a hot knife cut the top of the pie and it was a disaster.

MUST BEAR SIGNATURE OF J. C. CARTER. This paper says you should never cut a pie with a cold knife. It says never do it. I've had a hot knife cut the top of the pie and it was a disaster. It says never do it. I've had a hot knife cut the top of the pie and it was a disaster.

MUST BEAR SIGNATURE OF J. C. CARTER. This paper says you should never cut a pie with a cold knife. It says never do it. I've had a hot knife cut the top of the pie and it was a disaster. It says never do it. I've had a hot knife cut the top of the pie and it was a disaster.