

The Cariboo Quartz Mine.

From recent information received from reliable sources, there can be no doubt of the existence of very extensive and valuable quartz lodes throughout the whole district of Cariboo. This fact being well established a natural question occurs to the inexperienced, why are they not developed? The answer is very easy, they are composed for the most part of refractory ores and require the aid of the latest improved system of smelting to extract the precious metals. Even in the best worked and admittedly the most valuable mine in that district—the "Island Mountain"—fully one-third of the ore taken out is composed of sulphates and requires a scientific process to reduce. This is only one example and possibly the most favorable, hence, it will be readily understood, that the majority of the companies now holding the quartz claims, who are not so well "fixed" as the Island Mountain company, are discouraged and hesitate to sacrifice their time and money in the vain attempt to extract the gold which is plain enough to be seen in the quartz, but is just as comestable as it was before it was mined. Now the aggregate of the mines already explored is very considerable and the quantity of ore that would be delivered at a smelting works, supposing it was erected, would produce almost a cent per cent. profit. This is well known, but no one has the money handy to enable him to secure such a valuable chance for realizing a large fortune. The stream of gold and silver that would issue from a smelting works would enrich many of our best citizens and would greatly increase the revenue, in a variety of ways. It has, therefore, been suggested, that the local Government should borrow the money at a moderate rate of interest, erect the works and make them a constant source from which to fill the public exchequer which is so often empty. The public funds are apparently running into some bottomless pit and disappear for ever from view. By investing the moderate sum of \$50,000 (estimated as being all that is required to establish the necessary works, by the Government Assayer—Mr. Martin), the Government would be creating a richly reproductive enterprise from which they could retire if thought desirable, when the principal and interest were realized; they would also be doing their duty in helping our hardy and deserving miners who have done so much for this Province and who, by this means, will inaugurate a new era in mining, increase our population without pamphlets or immigration agents, and add immense wealth to the country. Surely Cariboo has earned this small modicum of aid from the local Government, even if the investment was not likely to be such a profitable one to all concerned. She, by the gold which she yielded in days gone by, laid the foundation of our present wealth and importance and cannot be refused a little aid in her sore need. We hope the sum required will be at once conceded and we shall have at least one meritorious action on the part of the Government, to record Westminster, B.C., Guardian.

THE board of grain examiners of the Winnipeg board of trade have examined a number of

samples of Russian wheat submitted for inspection, by Prof. Saunders of the Ottawa experimental farm. Their samples were mostly grown in Manitoba and the Territories, from imported Sussian seed. The best samples were declared to grade only equal to Manitoba northern and worth 5c per bushel less than Manitoba No. 1 hard. These were of the Ladoga varieties. The Kubauka varieties were declared worthless as a milling wheat, and would not be purchased by millers and grain dealers, except for feed. It was declared to be simply the old "goose" wheat under another name. This variety of wheat has been sold at high prices in Manitoba for seed, and those who have purchased have evidently been taken in. The Saxonka variety was described as a soft spring wheat. The examiners strongly recommended the cultivation of red Fyfe, in preference to any of the samples submitted.

She (to George, who is taking her out for a ride, and whose horse has balked): "Don't be annoyed, George; have patience, and he will move on presently."

He: "Patience, my dear! Why, I'm paying for this measly animal by the hour."—New York Sun.

A Lover of Candor.

Impecunious Man—"I wish you would be so kind as to lend me five dollars. I'll pay you back in a few days."

Candid Friend—"If you had asked me for the loan in a candid and straightforward manner I would have lent you the money, but asking me in the way you did causes me to distrust you."

"I don't understand you
"You asked me to be so kind as to lend you five dollars?"

"Yes."
"If you had been candid you would have said to me 'Be so stupid, be such an ignominious ass, such a hopeless idiot as to lend me five dollars,' and you might have got it."

Manitoba and Northwestern Ry.

CHANGE OF TIME.

Taking Effect Monday, August 15th, 1887

No. 4 MIXED	No. 2 PASS	STATIONS.		No. 1 PASS	No. 3 MIXED
LEAVE	LEAVE			ARRIVE	ARRIVE
13 00	13 00	Portage la Prairie		14 45	14 45
15 39	14 50	Gladstone		13 05	12 20
17 25	15 02	Nepawa		11 35	10 00
19 45	17 00	Minnedosa		10 45	8 40
	18 10	Rapid City		9 00	
22 30	18 48	Snod Lake		8 52	5 05
24 10	19 55	Birtle		7 45	3 30
	22 25	Binscarth		5 10	
	23 45	Russell		3 45	
	1 05	Langenburg		2 30	
ARRIVE	ARRIVE			LEAVE	LEAVE

Meals
No. 4, Mondays and Thursdays No. 1 Wednesdays and Saturdays. No. 2, Tuesdays and Fridays. No. 3, Tuesdays and Fridays.
Trains leave Minnedosa for Rapid City Tuesdays and Fridays at 17.10; returning leave Rapid City Wednesdays and Saturdays at 9. For Langenburg leave Birtle Fridays only at 21.00; returning leave Langenburg Saturdays only at 2.30. For Russell leave Birtle Tuesdays only at 21 returning leave Russell Wednesdays only at 3.45, making connection with main line trains.
Above trains connect at Portage la Prairie with trains of the Canadian Pacific Railway to and from Winnipeg.
For information as to Freight or Passenger Rates apply to A. Macdonald, Assistant Freight and Passenger Agent Portage la Prairie, or to
W. R. BAKER, General Superintendent.

WHEN YOU ARE GOING

MINNEAPOLIS, TO ANY POINT
J. T. PAUL EAST or SOUTH

TAKE THE

St. Paul, Minneapolis and Manitoba Railway

The shortest, best and most desirable route
TO ALL POINTS IN ONTARIO, QUEBEC AND UNITED STATES.

If you want to save time and money purchase your tickets from starting point through to destination via the

ST. PAUL, MINNEAPOLIS & MANITOBA RAILWAY.

For full information, maps, etc., apply to
G. H. McMICKEN, Agent,
WINNIPEG.

C. H. WARREN, Gen. Pass. Agt. } ST. PAUL.
W. S. ALEXANDER, Traffic Mgr. }
A. MANVEL, Gen. Mangor. }



Owns and operates 5,650 miles of thoroughly equipped road in Illinois, Wisconsin, Iowa, Missouri, Minnesota and Dakota.

It is the Best Direct Route between all principal points in the Northwest, Southwest and Far West.

For maps, time tables, rates of passage and freight, etc. apply to the nearest station agent of the CHICAGO, MILWAUKEE & ST. PAUL RAILWAY, or to any Railroad Agent anywhere in the World.

ROSWELL MILLER, General Manager.
J. F. TUCKER, Asst. Gen'l. Manager.
A. V. H. CARPENTER, Gen'l. Pass. and Tkt. Agt.
GEO. H. HEAFFORD, Asst. Gen'l. Pass. and Tkt. Agt.
MILWAUKEE, WISCONSIN.

For information in reference to Lands and Towns owned by the CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY, write to H. G. HAGGAN, Land Commissioner, Milwaukee, Wisconsin.

TRAVEL VIA THE

Minneapolis and St. Louis Railway

AND THE FAMOUS

Albert Lea Route

Chicago, Burlington, Kansas City and Des Moines Ex.	Lvs St. Paul.	Lvs Minneapolis
.....	8 45 a.m.	8 25 a.m.
St. Louis Fast Ex.	6 25 p.m.	6 05 p.m.
Chicago Fast Ex.	8 25 p.m.	8 05 p.m.
Des Moines Passenger.	8 25 p.m.	8 05 p.m.
Excelsior and Watertown.	8 00 a.m.	8 45 a.m.
Arlington and Excelsior.	4 15 p.m.	4 50 p.m.
Mankato Express Accom.	3 15 p.m.	4 00 p.m.
a Ex. Sunday. b Ex. Saturday. c Daily.		

THROUGH COACHES AND PULLMAN PALACE SLEEPERS to Chicago, St. Louis and Des Moines

DIRECT LINE TO WATERTOWN, D. T.

PALACE DINING CARS ON CHICAGO TRAINS.

2 THROUGH TRAINS DAILY—2 to KANSAS CITY, LEAVENWORTH, ATCHISON or ST. JOSEPH, making connections in Union Depots for all points west.
Fast and frequent trains between St. Paul, Minneapolis and Lake Minnetonka points.
For maps, sleeping car berths, or other information call upon any agent in the Northwest or write to
S. F. BOYD,
General Ticket and Passenger Agent, Minneapolis.