

TEXADA ISLAND.

The S. S. Vancouver left on Tuesday for Texada Island with a supply of mining stores and a party of men, who have contracted to sink further 100 feet on the lode of the Silver Tip, making a total depth of 200 feet. On board the Vancouver were Messrs. J. C. Keith, J. E. Miller, Thos. Fraser, and Mathew Byrne.

We have reason to state that work on the Silver Tip will be vigorously pushed, and the erection of an aerial tram and hoisting engine with a capacity of sinking at least 800 feet is under contemplation. The same lode has been struck on the adjoining claim, The Surprise, at a depth of 150 feet, giving a general value equal to \$30 per ton with improvement showing at every foot of sinking, thus proving the continuance of the lode a distance of two thousand feet at the depth above stated. The importance of this strike can hardly be estimated when it is considered that it passes through the Silver Tip, Nancy Bell, Dundee and Surprise claims. The lode is very strong and denuded, being in the Silver Tip a paying one from the very grass average—25 per cent—principally gold, with a width varying from 14 to 18 inches, most of which is solid metal. The owners, from indications and results obtained from the 100 feet level, have reason to believe that the values will greatly improve as depth is attained. It is worthy of comment that the properties on Texada Island have been thoroughly and systematically exploited without resort to advertising. In most cases men who have located claims have had sufficient confidence in the merits thereof to put their own labor and capital in to prove its value and today Texada Island stands out as a monument of what energy, skill and labor can do. Roads have been built without the aid of the government and at least there are now eight working mines in full swing, with depths varying from 100 to 170 feet. Within three months depth will be attained to exceed 250 feet both in the Surprise and Silver Tip. Glowing accounts are published when a tunnel of 30 feet is contracted for on Fredericks Arm, Phillips Arm or Valdez Island, but where can such encouragement to mining in B. C. in general be shown as on Texada Island?

It is time the government did something in the way of assistance in roads, as in most cases machinery has been ordered. As good things are few and far between, nothing is heard of them through the public press, but it would be good business and advantageous to investors to pay a visit to the only spot in British Columbia where parties of men have done thousands and thousands of dollars of work at their own expense, and are still doing so without the help of the public or the government.

CLONDYKE COMMENTS.

[K or a C, which shall it be?]

Even the Poet Joaquin Miller has signified his intention of taking his snowy locks to the snowy North. Will he drop into poetry like Silas Weir and as the Kipling, adore "Our Lady of the Snows?"

Really, every one is going, or talking of going, to the Clondyke. Very soon the whole of the Pacific Coast will be like London, out of season, "everyone out of town," notwithstanding that several millions remain.

The bicycle face has become an assured physiognomical fact, if not a thing of beauty. Now it seems that already there is the Clondyke countenance. Whether it is the gleam of the gold or dazzle of the eternal snow which lends a light "that never shone on land or sea," is not definitely known, but it is averred by those who have interviewed recent returners from the further North that there is an uncanny something about their looks and optic expression; a wildness in fact, which is also credited to some of the verbal expression.

It is sixteen to one, or more, that every ounce of gold taken out of the Clondyke will cost its full value, if not fifty per cent. more. This has been so in the history of all placer mining excitements, even when the locations were more favorable than this. Comparatively, Cariboo was just as disadvantageously placed in the 'fifties as the Clondyke region is to-day.

Given \$500, it is a question whether a man takes greater chances of losing them by placing them against a face bank, or by taking them to the Clondyke on a placer gold venture. Of course, by the latter method he would have the trip there—as to back, it is doubtful. On the other hand, the table will sooner decide the matter. Mining is a great gamble, anyway. No man should put into it what he cannot afford to lose.

From every mining point and place in this Province we read of this man and that man leaving for the gold-coloured Clondyke. How golden those far fields seem! Perhaps it would be as well for the self-expatiating ones to learn the little lesson taught in Longfellow's poem of "Gaspar Becerra." It has nothing to do with mining directly, (only wood carving), but indirectly its inferential teaching is most applicable. Concisely, it is "seize your pedal opportunities."

Very old-mining-timers and prospectors used to say that the mining section of the northwestern portion of the American continent was like the body of a rat, the head being in Alaska, the body in British Columbia, while the tail of this mineral rodent lay in the state of Montana. Now the tail is kicking (if a tail can kick) because of being overlooked, while attention is being drawn and directed to the

KASLO & SLOCAN RAILWAY.
TIME CARD.

Trains Run on Pacific Standard Time.

Going west	Daily	Going east
Ly 8:00 a.m.	Kaslo	Ar 3:50 p.m.
" 8:30 "	South Fork	" 4:15 "
" 9:00 "	Sproule's	" 4:45 "
" 9:30 "	Whitewater	" 5:00 "
" 10:00 "	Bear Lake	" 5:30 "
" 10:30 "	McGilligan	" 5:45 "
" 10:40 "	Badley's	" 6:00 "
" 10:50 "	Junction	" 6:15 "
Ar 10:50	Sandon	Ly 1:00

SANDON AND CODY.

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

R. W. DRYAN.

Superintendent.

COLUMBIA & WESTERN RY. CO.

Time Table No. 6, to take effect July 3, 1897.

EASTBOUND.

No. 2 passenger (daily except Sunday)	
Leaves Rossland	3:30 p.m.
Arrives at Trail	3:50 p.m.
No. 4 passenger (daily)	
Leaves Rossland	11:00 a.m.
Arrives at Trail	12:00 a.m.
No. 6 passenger (daily except Sunday)	
Leaves Rossland	7:00 a.m.
Arrives at Trail	7:50 a.m.

WESTBOUND.

No. 3 passenger (daily except Sunday)	
Leaves Trail	8:15 a.m.
Arrives in Rossland	9:30 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: E. P. GUTELIUS, Gen. Supt.
TRAIL, B.C.

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. "Charmer," 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,

217-5771

75 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 8th 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: 8:25, 10, 11:20, 1:15 p.m., 2:15, 5:15 and 6:2. Calling at North Vancouver each way, excepting the noon trip.

Freight Steamers—SS. Capilano and S.S. Coquitlam, capacity 400 tons, D.W.

Tugs and Schooners always available for towing and freighting business. Large steamers recommended for company's wharf.