

# REGINA

## THE CAPITAL OF SASKATCHEWAN, CANADA

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### REGINA:

The city of progress and opportunity for the investor, manufacturer, and branch house.

### REGINA:

The centre of the richest wheat province in the world. \$150,000,000 produced in 1909.

### REGINA:

Requires twenty factories to meet the increasing demands of over 500,000 people.

### REGINA:

The centre of millions of acres of agricultural lands for all purposes.

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**T. W. SHEFFIELD,**  
Industrial Commissioner,  
REGINA, SASKATCHEWAN, Canada

### A Bushel of Facts about Regina's



### GOLD MINING IN THE KLONDIKE

Gold mining in the Klondike is rapidly changing in character. Individual mining is being superseded by large scale operations, with such engineering and mechanical aids as water led in from a distance, electrical power, mechanical lifts, dredges, etc. The Yukon Gold Company is working on the largest scale, and is about to increase its effective operations. The Yukon ditch has been completed from Twelvemile to Gold hill, a distance of about 70 miles. In its course across country it is alternately ditch, flume, and pipe (the latter as a huge inverted syphon in crossing valleys such as the Klondike). Hillside springs and marshes present difficulties in maintaining the ditch, but it is rapidly becoming "seasoned" by skillfully applied natural means, and, it is hoped will soon have the stability of a natural watercourse.

Seven dredges are being operated successfully by this company and three mechanical lifts. These plants are operated by electricity furnished by the company's power plant near Little Twelvemile. The main, high-voltage transmission line is 36 miles long, besides which there are 18 miles of branch lines and 8 of secondary lines. In all, ten dredges are working in the Klondike, three on the river itself, five on Bonanza Creek and two on Hunker Creek.

A very extensive scheme for power development is under way on the Klondike River about 30 miles above Dawson. Water from the North Fork of the Klondike will be utilized to generate power to be transmitted over all the mining district. Individual claims are being rapidly consolidated, usually by purchase, into larger holdings. With a greatly increased number of plants, it will still take years to clean up the gravels of the district. Practically all the worked-over ground and underlying bed-rock will be re-treated by mechanical devices. High-level grades for which there was no available water, and claims which by reason of mechanical difficulties could not be attacked by the individual miner, will furnish a big additional field for large-scale operation. McConnell, in 1906, estimated future production at about \$63,000,000, making no allowance for rich discoveries.

Some attention is being directed to the quartz possibilities of the Klondike, and many claims have been staked. The neighborhood of the Dome, Goldbottom Creek, and Victoria gulch are the localities so far in most favor, but interest is not confined to these. Little work has been done and no decisive data have yet been obtained.

### CANADIAN NORTHERN HAS SECURED CONTROL.

The Canadian Northern has secured control of more than 200 miles of standard gauge railway in Ontario. The roads are the Irondale, Bancroft & Ottawa Railway, Marmora Railway & Mining Company, Central Ontario Railway, and the Brockville, Westport & Northwestern Railway Company. The Central Ontario Railway will give the C.N.R. connection with Trenton to Picton on the south, and north as far as Maynooth, while construction is underway to join the northerly line of the Grand Trunk at Whitney. The Brockville & Westport will give the company access to Brockville and the St. Lawrence traffic. The other roads are of small mileage, although construction work is already in progress on the Irondale & Bancroft to establish a through connection from the old Victoria branch of the Grand Trunk eastward to the Central Ontario, where a junction will be effected at Bird Creek. These small railways will come into the Canadian Northern System by way of absorption into the Ottawa & Ontario Railway, a Mackenzie-Mann line for which a charter was secured in Ottawa in March.

### THE OTHER SIDE

"There is a widespread misconception respecting the Companies' Act which recently went into force in British Columbia. It has been erroneously stated that every extra-provincial company doing business in this province will be obliged to pay taxes based on the amount of its capital. Now this is hardly the case, because all companies which have 50 per cent. of their capital at the home office are exempt except for the payment of a fee of \$250. This fee is not an annual tax but covers their business operations in British Columbia for all time to come. Ninety-nine out of every hundred extra-provincial companies will only have to pay that \$250 fee."

"Scores of companies have either registered and paid the fee or have written asking for information and signifying their intention of complying with the law," he continued, "so this much-criticized legislation involves no hardship on extra-provincial companies doing business in British Columbia. Once they register and file their incorporation papers the people of this province will have an opportunity of ascertaining the financial status of the companies they are doing business with. Other provinces of the Dominion have enacted similar laws."—Mr. H. A. Maclean, Victoria, B.C.