

mond now denies, through the World, that there has been any serious outbreak of disease at Skagway. This is passing strange, in view of the definite statements to the contrary of his first letter. Skagway is of limited area, and every person there living should easily learn whether disease is there at any time endemic or not. It may well be that strong pressure of local boomsters at Skagway, roused to a white heat of indignation by reports that all things were not happy in their mushroom town, has caused this change of mind and opinion. It is notorious that the Skagway boomers have threatened to make matters very uncomfortable for any local newspapers or residents who spread any reports as to the prevalence of disease in the town. There is not a shadow of doubt that there have recently been much suffering and sickness at Skagway.

The Nelson board of trade does well to note and condemn the policy of the Nelson & Fort Sheppard and Kaslo & Slocan Railway Companies, in granting far cheaper freight rates for longer hauls to smelter points beyond British Columbia than for ore carried to nearer smelting centers within our own Province. This circumstance has militated very naturally against British Columbia smelting interests, and such a policy of booming the foreigner at the expense of the home industrialist should most certainly be prevented by early Dominion legislation. It is highly unsatisfactory to find our national community granting special charter privileges of great value to railroad companies, which almost as soon as they get well to work, seek to prefer the foreign capitalist and his alien employes. Such a railroad policy has, it is true, prevailed in the United Kingdom till recently, and is even now dying hard, being supported to a certain extent by the peculiar dependence of Great Britain and Ireland on a world-wide foreign trade. A like policy here is even less defensible, as we have at Nelson and Trail and shall soon have at other points our own smelters, to which it is surely unfair for B.C. railroads to prefer in its freight rates to quote one example, the smelter now running at Northport, U.S.A.

Very satisfactory news comes from two South Kooteny points. Thus it is learned first that the clean-up at the Fern mines near Ymir has realized the excellent return of \$12,000, thus assuring another early and satisfactory dividend for the delighting stockholders. Next we learn that the War Eagle mine is again to become a very substantial and, it is also expected, profitable shipper, after a long period of marking time. The directors have, it seems, entered into a long contract with the present owners of the Trail smelter to ship thither 100 tons per diem at a cost for freight and treatment of \$7.50 a ton only. Meanwhile the mine is to be worked

by the best electric plant. The prospects of the War Eagle are wondrously improved from what they were but a few months back.

It is stated that the Hon. C. H. Mackintosh long since resigned his seat on the board of that very, very doubtful venture, the Joseph Ladue Company, meaning to confine his energies to the work of the British America Corporation. Mr. Mackintosh has undoubtedly made a wise decision in severing all intended connection with Joe Ladue and his people.

It is reported that the Klondike boom is somewhat abated at Seattle, partly as a result of a more general taking of warning as to the difficulties and perils of the Yukon, partly, also, no doubt, as a result of ascertaining that there are better places for outfitting, than a city noted for its sharks and tricksters.

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### LONDON LETTER.

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[From our own Correspondent.]

108 BISHOPGATE ST., WITHEN, )  
LONDON, E. C., Feb. 3, 1898. )

If 1897 was full of import to British Columbia it would seem that 1898 should be even more so. Last year was to a certain extent a probationary period. Early in that year it became apparent that the mineral resources of the Province would be brought before European financiers, and ample justification afforded for applications to the English investor for funds to develop vast ore deposits which have too long been ignored. But, undoubtedly to the excitement produced in this country by news from the Yukon, British Columbia owes much of the publicity achieved during the latter part of 1897. The European mining investors had been so badly bitten in the South African, West Australian, and New Zealand mining fields that for a time all attempts to bring home to their minds the potentialities of British Columbia's mining were derided, especially by those interested in the countries mentioned. Profound ignorance of the whereabouts of the Province prevailed, and few could claim any acquaintance with the Pacific Province and its mines. Some remembered the old placer rush, but the mention of Kootenay in the press required a reference to some good atlas, and when the startling news of rich discoveries in Klondike arrived last summer there were few who could have located the position of the Yukon within ten degrees of latitude or longitude. This is all changed now; the press for months has been crowded with cables and letters from special correspondents in Vancouver, Victoria, and Rossland, and even Dawson City has produced its tale of news for Europe. While British Columbia had previously advanced but slowly, directly the Klondike discoveries became public, attention was riveted upon your part of the world. Maps