

### AT DAWSON CITY.

It is abundantly clear that very short rations, if not something approaching famine, will this winter prevail at Dawson in the Yukon. Thither, however, 2000 men are still making—without present hope of getting to the place—via Skagway and Dyea. Snow lies deep on the hills and mountain passes, and there is dire suffering.

### A BIG ROAD ENDEAVOR.

That the C. P. R. emphatically means business in pushing construction on the Crow's Nest is shown by facts, of which the following is a notable example, given on authority of the Nelson Miner:

"W. H. Armstrong left with a party for Moyle Lake last Wednesday and will at once commence the construction of a wagon road from that point to the foot of Kootenay Lake, a distance of about 60 miles. A force of about 300 men will be employed, and it is hoped to have the road completed within forty days. The completion of this work will give a continuous road of easy grades from Kootenay Lake to McLeod to be used for the transportation of supplies and material to the men at work along the line of the Crow's Nest road."

### GOLD FIELDS IN WHATCOM.

There seem to be some fads of rich gold ledges in Whatcom County, Washington, a few miles below the B.C. border. But they are usually situated in high and almost inaccessible places and will cost enormous sums to work. It therefore seems doubtful if more than a very few will ever become paying mines. Meanwhile the Seattle Post-Intelligencer, as usual and regardless of results, booms the region for more than it is worth. It, however, compares well with the Clondyke in one respect, as the disappointed prospector or miner can return to agricultural civilization by a few hours walk through rather rough mountain and hill side forest land. So he need neither starve nor freeze in quest of a far distant Eldorado.

### FRIENDS OF THE MINERS.

A year ago this time the Toronto morning papers were ablaze with mining activity in north-west Ontario and British Columbia.

To-day the news columns of these papers evince only the most casual interest in the mining activity of Canada outside the Yukon.

There is ten, yes twenty, times more actual mining being done in Canada than there was twelve months ago, but the reader would never think so if he contrasted the anarchy of the Toronto morning papers to-day with their conspicuous interest in the industry a year ago.

The Toronto morning papers would

not be criticised if they had not insisted upon being regarded as true patriots.

When their pages were crowded with mining advertisements and a lot of jaw-bone miners were picking the pockets of the eastern public with delusive write-ups, these journals talked about their great service to the mining industry. Their services to the mining industry are soon told. They allowed, if they did not assist, people to throw away a great deal of money, that if properly used would have served to develop the country and return dividends to its sorrowing losers.—Toronto Telegram.

### IN GOOD HANDS.

The Rio Tinto Copper Mining Company of England, which owns in Spain, the greatest copper property in the world, is also the real owner of the most valuable group of mines on Pyramid Creek, in this district, says the Fort Steele Prospector, of East Kootenay. The claims number fourteen in all, and on several of them good development work has been done. At one place there is a dump of silver-copper ore valued at \$5,000, and forty men are now at work. Next year a six drill air compressor is to be put in, and preparations are already being made to receive it. The camp on Pyramid Creek is properly tributary to Fort Steele, but on account of the trail up St. Mary's river being practically impassable for packs, nearly all supplies have been taken in via Pilot Bay trail.

### HYDRAULIC MINING AT NELSON

The company that has taken the lease of the hydraulic gold claims on Forty-Nine Mile Creek, just above the Nelson Hydraulic Company's property, evidently means business, says a Nelson despatch. Ten feet of the shaft have been sunk in an effort to reach bedrock. Mr. Bennet believes that bedrock will be reached in fifty feet, and a big clean up may be made. It will, however, take at least six weeks to get down to bedrock. At present some water is being encountered, but this will be disposed of by baling. The fall of the creek is about ten per cent., and it is the intention of the new company to start in 500 feet below, if necessary, and drift up to the main shaft for the purpose of draining. Mr. Bennet is of opinion that bedrock has never been reached at Forty Nine Mile Creek, and that the Nelson Hydraulic and other companies have been working rim rock.

### THE ACME WALLET

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SOME OF THE REASONS FOR ITS POPULARITY. IT IS: 1. A mere fraction the cost and weight of old styles. 2. Radically simple and new in form; pleases "AT SIGHT." 3. Testimonials from hundreds of prominent business and professional men. 4. A "BOON" to prospectors and miners. REMIT for handsome leather sample, 4x9x9, 50c.; 4x10, 60c.; 5x11, 75c. Cash or stamps. Name in gold letters, 15c. extra. Goods delivered in U.S. without duty.

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### COLUMBIA & WESTERN RY. CO.

Time Table No. 6, to take effect July 3, 1907:

#### EASTBOUND.

No. 2 passenger (daily except Sunday)  
Leaves Rossland ..... 3.00 p.m.  
Arrives at Trail ..... 3.50 p.m.  
No. 4 passenger (daily)  
Leaves Rossland ..... 11.00 a.m.  
Arrives at Trail ..... 12.00 p.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 ..... 6.15 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:  
TRAIL, B.C.

E. P. GUTHRIE,  
Gen. Supt.

### FOR PUGET SOUND POINTS



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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.

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**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., 3:15, 5:15 and 6:25. Calling at North Vancouver each way, excepting the noon trip.

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H. DARLING,

Manager

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