

Instead of being subject to the varying markets of the East and having to take any price offered for their wheat and other produce, the farmers of the North-west would have a steady market and continuous demand for their breadstuffs and meats, etc., in the mining districts of this province.

The Government of the Dominion should take this fact to heart and bear in mind that to make their North-west immigration policy a success they must in every possible way help to build up British Columbia and develop its resources.

### *The Siberian Railway.*

THE St. Petersburg Viedmosti publishes an article on the Siberian Railway, as the shortest road to the far East, and the following is a translation of its more important passages: "During the course of the present month the consideration of the best line for a line of railway connecting Viatka with both Moscow and St. Petersburg will be resumed. In order to complete the effect of the saving of 500 versts in Eastern Asia through the adoption of the Manchurian route, the line west of Viatka must be established direct to St. Petersburg and not to Moscow. No just idea has yet been formed of the Siberian railway as the great international artery to the far East. In its present dealings with China and Japan Europe makes use of steam communication from the ports of Germany, France, England and Italy, via the Suez Canal, or from the same ports across the Atlantic and America to the same destination, via the Pacific. Several English, French and other companies run steamers from the Suez Canal to Brindist, from which place a mail train performs the journey to London in forty-six hours. The journey from Brindisi to Shanghai takes thirty-seven days, so that the whole journey may be set down at thirty-nine days. The cost, first-class, is 755 rubles, and second-class, 424 rubles. By the Marseilles route the same time is thirty-five days from that port to Shanghai, and the cost is, first-class, 695 rubles, and second-class, 468 rubles. The American routes takes from thirty-four to thirty-nine days, and the first-class fare is 660 rubles. How will the same service be accomplished by the Siberian Railway? From London to the Russian frontier is one and a-half day's journey, and the first-class fare is seventy rubles, second-class, fifty-two rubles. From the Russian frontier to Vladivostock, via St. Petersburg, Moscow, Samara, etc., the journey of 9,668 versts will be accomplished in fourteen days by a train travelling thirty versts an hour, and the fare would be only, first-class, 109 rubles, and the second-class, 65.4 rubles. To these fares should be added thirty per cent. for express trains and a further sum for thirteen nights in sleeping cars. From Vladivostock by Nagasaki to Shanghai, on the Schevelev steamers, or by Japanese packet, takes six days, and the fares are, first-class, eighty rubles, and second-class, fifty-four rubles. The total journey from London to Shanghai by this route would therefore take twenty-two days, and the fares would be, first-class, 308.2 rubles, and second-class, 207.5 rubles. A direct railway as advocated from St. Petersburg to Viatka, via Vologda, would shorten the distance by 357 versts."

### *From Vancouver.*

DEVELOPMENTS in the mining world for the past month have been of great interest to the seaboard cities. Discoveries of an almost sensational character have been made in comparatively close proximity to the mercantile centres of the Canadian Pacific Coast, and these discoveries have been taken up, stocked, and managed by Vancouver and New Westminster citizens. The Fire Mountain and the Trethewey claims of Harrison Lake are among the most prominent discoveries. The Fire Mountain Company have not yet issued a prospectus, but the owners claim that their properties are fabulously rich in free gold, the lowest assay on the property running \$400 in gold, and the highest \$1,300. The Trethewey claims, which will ship in high water and pay from the grass roots, are said to run \$300 and \$400 to the ton in gold. In Okanagan, Fairview Camp, forty claims, owned and stocked by Messrs. Dier, Davidson & Russell, of Victoria, are being actively developed, and three of these, the Shamrock, Winchester and Tinhorn, have been sufficiently proved to pronounce them mines, indisputably of great richness. The Tinhorn is being proved by tunnels and a series of shafts for 1,400 feet—vein six feet wide—and by 105 assays averaging \$94 to the ton in free gold. On Texada Island nine men are engaged, three shifts, on the Silver Tip and Surprise, owned in Vancouver. The shaft of the Surprise is down 105 and the Silver Tip 64 feet. At this depth on the Silver Tip the rock was assayed for all values and to the surprise even of the owners ran 14.55 per cent. in nickel. This is very gratifying when it is taken into consideration that the Ontario Sudbury mines only run some six per cent. in nickel, and that nickel mines in the States are worked at one per cent. Besides the nickel the Silver Tip ore runs \$24 in gold. Confidence is sustained in Phillips' Arm properties owing to the final consummation of the Channe Mining Company deal by which some sixteen properties of that company were sold to the Gold Fields of British Columbia Company, of England, for \$135,000.

Mr. T. H. Fraser, recently arrived from South Africa, has just returned from a tour of examination of numerous copper properties in Western Alberni. He was in charge of Mr. J. F. Bledsoe. He speaks very highly of the district and the many properties he examined, and believes it to be a district of promise.

All Lillooet stocks are buoyant, owing to authentic reports from that wonderful free milling district. Golden Cache stock is in good demand. On the Alpha Bell, a continuation of the Golden Eagle, it is reported that a ten-foot ledge has been struck rich in free gold, and the few shares placed on the market here are, at this writing, going very fast at fifty cents.

The snow has been too heavy to report on the Gold Reefs property in the same district, but mining men speak highly of the claims of this company, which are free milling, and assay well on the surface. Besides these properties claimed as seaboard mines, there are numerous properties in the interior operated by companies who have their head offices in Vancouver. Of these the most prominent at present is the Buffalo claim, owned by the Buffalo Mines Company, of Slocan. It is a very high value property in the midst of properties of high value, such as the Slocan Star, Idaho, Alamo, etc. Considerable