

**CONCENTRATES.**

The Mining Journal, of Seattle, boasts that it is the only publication in Seattle that has spelled Klondike, K-l-o-n-d-i-k-e, from the first. After this gigantic effort of genius, its editor should take and give his brain a rest. Western mining would be none the worse for his vacation. He might visit his friend Editor Lagrin at Victoria, by the way, for though he deems the latter a bold, bad Jingo, they are both in sympathy as Clondyke boomers at all risks. Each, therefore, might give the other a useful further pointer or two on how to make things uncommonly warm for migrants to an Arctic region.

There is nothing small about the statements of Mr. E. Grant-Govan, the future Jeell Rhodes of B. C., as one of his British journalistic admirers dubbed him, probably the day after a goodly "feast of reason and flow of soul." His latest bon mot is that Revelstoke is to become the railroad "Clapham Junction" of B.C. Not bad this in the way of a tolerably large prophesy, as at least 500 trains pass through Clapham Junction daily. There will be great days for B. C. when any one of its railroad centres has passing through it daily a tithe of the number of trains that now make via Clapham. E. G.-G. should, if he survives thus partly to realise his predictions, be several times a dollar millionaire by then.

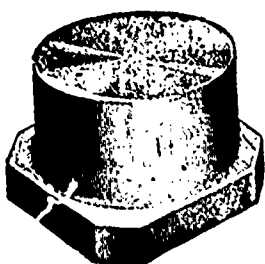
The B. C. Review chronicles with quotations the fact that, in sympathy doubtless with the Clondyke boom most of the British Columbia mining companies registered in England have their stocks quoted at premiums. The Galena Mines stock, however, stands—for cause—at a considerable discount on the nominal issue price. Which shows that, despite the boom, there is still some little power of discrimination left to British investors.

Signs are multiplying that if the Clondyke country's early future yield of gold justifies it, a comparatively easy all Canadian route by rail, road and water will be found that will avoid a stormy sea voyage, as also the trouble of passing through American territory and the subsequent perils of the Alaskan mountain passes. Such a route may perhaps be found, so thinks Mr. Jennings, C.E., one of the Dominion Government's most noted surveyors, via Ashcroft and Cariboo.

**THE CLONDYKE**

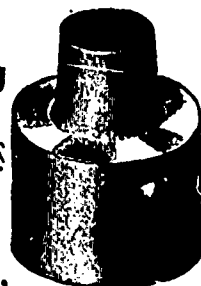
Is aptly enough described as follows by Governor Swineford:

"You can say to anybody who thinks of going to Clondyke that they will have a pleasant time if they live to get there. After they have been there three days they will begin to draw comparisons and wonder what kind of a paradise hell is, anyway, compared with that country. The result will be much the same



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Yukon shows the greatest extremes of heat and cold that are shown anywhere in North America. In winter 30 degrees below is mild, the thermometer reading as low as 80, while during the months of June, July and August it gets ambitious and climbs to the top of the tube, ranging from 110 to 130. One can protect himself from cold, but it is impossible to do so against excessive heat, accompanied by the plague of mosquitoes, deer flies and other winged pests."

And as the output of the season now ended is at most reckoned at \$3,000,000, to be divided unequally amongst 3,000 prospectors living in a hard land, where necessities average \$5 a day, far too much can easily be made, as it is being made, of the possibilities of the Clondyke. There are certainly better, because more enduring and assuredly more enduring, precious metal regions within our own temperate province of British Columbia. These districts have, moreover, the advantage of being capable of working regularly on business lines and do not present the aspect of the Clondyke, which is a field in which gold mining is a huge gamble for occasionally some very big stakes, but a gamble in

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Leaving Spokane 8 a. m.; Rossland, 10:30 a. m.; Northport, 1:50 p. m.

**New Service on Kootenay Lake.**

Leave Nelson for Kaslo, etc. Tues., Wed., Thurs., Fri., Sat. .... 8:30 a. m.  
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Arrive Nelson ..... 9:00 p. m.

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The Alberta awaits the arrival of the International on Saturday evening before leaving for Bonner's Ferry.

Leave Kaslo Saturday ..... 9:00 p. m.  
Arrive Boundary, Sunday ..... 6:00 a. m.  
Arrive Bonner's Ferry, Sunday ..... 11:00 a. m.  
Leave Bonner's Ferry, Sunday ..... 1:00 p. m.  
Arrive Boundary, Sunday ..... 5:00 p. m.  
Arrive Kaslo, Sunday ..... 10:00 p. m.

Close connection at Bonner's Ferry with trains East bound, leaving Spokane 7:30 a. m. and West bound, arriving Spokane 7:00 p. m.  
Kaslo, B. C., 12th July, 1897.

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