PASSENGER TRAFFIC.

White Star Line

Royal Mail steamers sailing every Wednesday from New York for Liverpool, calling at Queenstown.
S.S. Teutonic ..... Feb. 9th, noon.
S.S. Britannic .....Feb. 16th, noon.
S.S. Majestic ..... Feb. 23rd, noon.
S.S. Germanic .... March 2nd, noon.
Superior second cabin accommodation on Majestic and Teutonic.
GEO. S. FORSTER, Freight Agent.
CHAS. A. PIPON, General Agent for Ontario, 8 King-street East, Toronto.

European and Foreign STEAMSHIP TICKETS.
R. M. MELVILLE, Cor. Toronto and Adelaide-Sts. Telephone 2010.

EXCURSION TICKETS
Beaver Line every Wednesday to Liverpool.
Allan Line every Saturday for Liverpool.
Anchor Line every Saturday to Glasgow.
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Wilson, Furness, Leyland Line, New York to London.
S. J. SHARP, 65 Yonge-street.

LOWEST RATES TO ENGLAND
BEAVER S.S. LINE—LIVERPOOL.
Lake Ontario, Jan. 26. Lake Huron, Feb. 9
Lake Superior, Feb. 9
ANCHOR S.S. LINE—GLASGOW.
Ethiopia, Jan. 29. Anchoria, Feb. 12.
Furnessia, Feb. 26.
WILSON & FURNESS-LEYLAND LINE—TO LONDON DIRECT.
Alexandria, Feb. 5. Victoria, Feb. 12.
ROBINSON & HEATH, Custom House Brokers, 69½ Yonge-street, Agents.

SOUTHERN CRUISES
Calling all Islands between. Days. Up.
Feb. 16—New York, Bermuda, Trinidad, Jamaica 33 256
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BERMUDA, Feb. 19, March 2.
Quebec SS. Co.'s steamer Trinidad.
A. AHERN, Secretary, Quebec.
Toronto Office—72 Yonge St.
BARLOW CUMBERLAND, Agent.

TAKE THE Dominion S. S. Line
Canada's Favorite Line
FOR EUROPE.
Steamer. From Boston.
CANADA.....Saturday, 19th Feb., 3 p.m.
Steamer. From Portland.
LABRADOR..Wednesday, 2nd Feb., 1 p.m.
VANCOUVER..Saturday, 12th Feb., 1 p.m.
DOMINION....Saturday, 26th Feb., 1 p.m.
LABRADOR..Saturday, 12th March, 1 p.m.
VANCOUVER..Saturday, 19th March, 1 p.m.
DOMINION....Saturday, 2nd April, 1 p.m.
D. TORRANCE & CO., Montreal.
F. WEBSTER, Corner King and Yonge-streets, Toronto.

NEWFOUNDLAND
By the Royal Mail Steamer
"BRUCE"
(Highest Class at Lloyds.)
CAPTAIN P. DELANEY.
Sailing from NORTH SYDNEY every TUESDAY and FRIDAY evening on arrival of Express train from the West, connecting at Placentia with Newfoundland railway system, returning, leaves PLACENTIA MONDAY and THURSDAY, on arrival of express train from St. John's.
SHORTEST SEA VOYAGE
Quickest and Safest Route to any part of Newfoundland.
For all information apply to
R. G. REID, St. John's, Nfld.
ARCHIBALD & CO., Agents, North Sydney, C.B.

NEW YORK TO OLD POINT COMFORT
The Old Dominion Company's EXPRESS STEAMERS Princess Anne, Yorktown and Westover offer for business men, pleasure seekers and visitors to OLD POINT COMFORT a most expeditious route, reaching Norfolk at 10.30 a.m., giving a whole day at Norfolk, and connecting with fast afternoon trains for the West, South and Southwest from NORFOLK and with boats for Baltimore, Md., and Washington, D.C., and connecting lines.
VIRGINIA.
For further information apply to Old Dominion Steamship Co., Pier 26, North River, New York. W. L. Guillaudeu, Vice-Pres. and Traffic Manager. 246

GRAND TRUNK RAILWAY SYSTEM
Niagara Falls in Its Winter Garb.
Special Excursion.
Wednesday, Feb. 9, and Saturday, Feb. 12, 1898.
Toronto to Niagara Falls, Ontario, and Return, $1.50.
Valid going by all regular trains up to 6 p.m. each day. Tickets issued on Wednesday good to return the following day. Tickets issued on Saturday good to return following Monday.
Tickets and all information at Toronto Ticket Offices, corner King and Yonge-streets, Union Station and South Parkdale.
M. C. DICKSON, D.P.A., Toronto.

NOTICE!
Save your order for Transfer of Baggage at Verral order office, checking office,
KING ST. EAST.
Baggage checked at residence to destination. 246

CANADIAN PACIFIC RY.
Will Issue Tickets From
TORONTO
TO
NIAGARA FALLS
AND RETURN
FOR $1.50
Including everyone to see the FROZEN CONTRACT and the GREAT ICE BRIDGE. Tickets good going Feb. 9, returning until Feb. 10, and going Feb. 12, returning until Feb. 14.
For particulars at Toronto Ticket Office, 2 King-street east, and Union Station.

"We Positively Assert"
And Defy Contradiction, that
"SALADA"
CEYLON TEA,
At 25c, 30c, 40c, 50c, 60c per pound, is all the way from 25 per cent. to 50 per cent. better value than any other tea before the world to-day—and we profess to know what we are talking about.

NEWS OF THE RAILROADS.

C.P.R. Likely to Have the Lion's Share of the Klondike Traffic.

Prospect of an Early Settlement of Difficulties Between G. T. R. and C. P. R.—Origin of North Bay Trouble—Conference of Grand Trunk Freight Agents—Suspension of First Assistant Chief Telegrapher.

There is every prospect of an early settlement of the difficulties which have arisen between the Grand Trunk and the Canadian Pacific Railways. It now appears that there has been no deliberate cutting of rates between Montreal and Toronto. The Grand Trunk were inadvertently the transgressors. The established rate to Montreal is $10.40; the Grand Trunk rate to Ottawa, via Coteau Junction, is $7.35, and $1.15 from Coteau to Montreal. Thus it was possible for a person to purchase two tickets and reach Montreal, via the Grand Trunk, at an expense of only $8.

War Between the Two Companies.

The North Bay trouble is the outcome of the expiration of the agreement entered into eleven years ago between the Canadian Pacific and the Northern Railway. This contract continued in force when the Northern was taken over by the Grand Trunk; it expired Feb. 1, and will hardly be renewed on the same terms, as the Grand Trunk claim they were making nothing out of this Northwest traffic. General Manager Hays insists that the offer he made the Canadian Pacific, to lease the Northern division to them at a rental of fifty cents per train per mile, was fair and advantageous. Mr. Hays also states that no sentimental consideration has entered into this dispute, but the Canadian Pacific people accuse the Grand Trunk of diverting Canadian Northwest traffic over the American roads.

Pending the renewal of this contract there is a bitter war between the two roads. The Canadian Pacific have altered their time table so as to block connections with the Grand Trunk. The Pacific express, which leaves the Union Station at 1.20 p.m., reaches North Bay at 9.25, giving its through passengers for western points a five hours' wait for the Canadian Pacific express. Under the old arrangements this connection was prompt.

Competition for Klondike Business.

The rate-cutting war between the C.P.R. and the western American roads is the result of the keen competition for the Klondike business. For some time past, even before the rush to the Klondike began, the Grand Trunk and the Canadian Pacific were cutting rates to the coast. The American roads which connect with the Chicago & Grand Trunk at Chicago are satisfied with a very small arbitrary on Canadian traffic, and will accept their percentage out of the very lowest rate rather than lose the business. In some instances the first-class fare to Vancouver has been reduced as much as $20 on a single ticket.

C.P.R. and American Roads.

The Joint Traffic Association held a meeting in Chicago last week, to which the Canadian Pacific refused to send representatives, though notified and asked to do so. As this conference was held with a view to adjusting freight and passenger rates to Vancouver, the Canadian Pacific virtually declared war against all its American competitors. This war is now being vigorously pursued, as the American roads are the natural enemies and jealous rivals of the great Canadian railway. The Commercial American, discussing this subject, says:

"Competitors of the Canadian Pacific, while not putting their opinions on dress parade, admit on the quiet that they fear the position taken by the Canadian Pacific in regard to travel to the Klondike regions, and expect that that road will get much of the traffic, if indeed it does not get the lion's share of it. So far as that which is expected from Europe is concerned, it is conceded that in England and Germany the Canadian Pacific has the "inside track" to such an extent that it has the business "corraled" before it reaches this country. The Canadian Pacific's strength in this regard is such that it is considered useless to expect that any of the other roads will get much more than a very small share of the Klondike travel. This fact is a bitter disappointment.

"It has been discovered that the Hudson Bay Company is working abroad entirely in the interest of the Canadian Pacific. It has flooded Europe with folders of an elaborate character, and upon the map which these folders contain no other lines of railroad than the Canadian Pacific are shown, so that to those ignorant of the real situation it appears that by no other line can the gold fields be reached. Furthermore, the Hudson Bay Company provides foreign prospectors with scrip, in exchange for cash, which entitles the holder to a complete outfit when he reaches the Alaskan section.

"In view of all these facts it is not surprising that the Canadian Pacific has shown such a bold front to the western roads that have tried to bring it into line on the question of rates of the Klondike, and has shown a spirit of independence, combativeness and antagonism that seems to be one of its common characteristics."

G.T.R. Freight Agents Confer.

Mr. George B. Reeve, General Traffic Manager of the Grand Trunk Railway, is in town. He presided at a conference of the Grand Trunk local and division freight agents, which was held yesterday morning in Mr. White's offices at the Union Station. Matters relating to the North Bay traffic were under discussion.

Mr. Reeve and Mr. Davis, General Passenger agent of the G.T.R., are on their return from Chicago to Montreal. These gentlemen were the Grand Trunk's representatives at a conference of Western American roads held in Chicago last week. It is understood arrangements have been entered into between the Northern Pacific, the Great Northern and the Grand Trunk which are most satisfactory to the latter company. The object of the Chicago conference was to establish a basis for rates on Alaska traffic.

Official Movements.

Mr. McGuigan, General Superintendent of the Grand Trunk, left on Saturday night for Montreal. Superintendent Fitzhugh left this morning for Buffalo.

Assistant Superintendent Tiffin arrived this morning from Allandale.

Traffic Busy.

Forty-five passenger trains daily pull into the Union Station. They were all on time yesterday.

The Canadian Pacific train which leaves here at 12.30 o'clock for North Bay, via Smith's Falls, got the bulk of the Northwest passenger traffic yesterday morning.

The Canadian Pacific handled 10 cars of American live stock through Toronto yesterday.

The Grand Trunk are making time in handling live stock; a shipment from the cattle market last night was placed on the Buffalo market to-day.

Fifteen carloads of the steamship Carthaginian's cargo were unloaded into the Grand Trunk freight sheds yesterday. The balance of the Toronto goods will come on from Portland to-day.

Assistant Chief Telegrapher Suspended.

Mr. T. M. Pierson, First Assistant Chief of the International Order of Telegraphers, has been suspended from the order.

Mr. Pierson was a man of merit among telegraph operators. He organized the union in Toronto and was prominent in the strike which occurred here a year ago. For his services on that occasion the association appointed him First Assistant Chief, and his unpopularity with the members and final suspension from the order is the result of his having written a letter in which he was disrespectful to Mr. Powell, Grand Chief of the Order.

MINNEHAHA GOLD MINING CO.

The President's Report Shows Good Progress and Bright Prospects.

The annual meeting of the Minnehaha Gold Mining & Milling Co. was held yesterday. Below is the report of the directors, as read by President Montgomery:

To the Shareholders of The Minnehaha Gold Mining & Milling Company of British Columbia, Limited:

It gives the Directors of this Company pleasure to meet you at this Annual Meeting and to have the opportunity to convey to you good and encouraging reports of the property of the Company.

Active mining operations were begun on the Minnehaha by our Manager, Major Ainsley Megraw, early in May, 1897. Since that time work has been carried on continuously up to the present. During a large part of that period two shifts were employed, and during a portion of the time there were three shifts of men engaged upon the mine each day.

Difficulties have been encountered in the way of high freight charges on machinery, lumber and other supplies, scarcity of competent miners, and an inflow of water into the shaft. With a comparatively small sum of money, and within the past nine months, your Directors have accomplished much. The most rigid economy has been practised by the Board, and also by Manager Megraw. Great care was exercised in the selection and purchase of a steam hoist and pump and other needed pieces of machinery for the mine. This machinery is doing excellent work and giving great satisfaction. Suitable buildings have been erected. A shaft has been sunk and well-timbered to a depth of about one hundred feet, and the vein, which is about six feet wide, has been followed for a considerable distance, the work being prosecuted at the present time. Altogether about one hundred feet of cross-cutting and drifting work has been done, making a total of two hundred feet of work. The ore has been yielding assay values ranging from twenty-nine dollars to one hundred and thirty-five dollars in gold per ton, with a little silver and lead, but sometimes also copper. The vein has well-marked walls, and it is unusually distinct. In addition to this, the mineral characters of the Minnehaha are afford strong evidence of a great mine. A little more time and money are required for its proper development. At its present stage there are three stoping places where good ore may be taken out. The Company possesses a clear title to this valuable mine, consisting of about fifty-one acres and having several mineralized veins, one of which has been proved to be a good vein of high grade free-milling gold ore, showing even higher values at the one hundred foot level than at points higher up.

The Directors have also acquired two other small properties, the Cariboo Fraction and the Golden Crown Fraction, adjoining the Minnehaha, and they have thus increased the area to about sixty acres altogether. The Crown grant will soon be obtained for each of these, the required assessment duties having been performed.

The Cariboo mine, which is situated beside the Minnehaha property, and which has already, within a few years, yielded $172,000 in dividends, and has altogether produced more than $368,000 worth of bullion, presents a better appearance at its four hundred foot level than it did at its higher levels. That is, the Cariboo mine is looking better now than it ever did before.

The property of the Minnehaha Company is much larger than that of the Cariboo; the Minnehaha main vein, so far as traced, seems to be much longer than the main vein on the Cariboo; and the Minnehaha ore is at least quite as good as that of the Cariboo, from wall to wall probably averaging twenty-five to thirty dollars per ton in value.

Upwards of two thousand dollars' worth of useful machinery is in operation upon the Minnehaha property. Additional machinery, such as a stamp mill and air compressor drills, will soon be needed, and estimates of the cost of a stamping mill of the most modern kind, and of other machinery, have been obtained.

There are still some 50,000 shares of treasury stock unsold. It is thought that it will not be necessary to sell all this stock; but if it should be necessary to do so, and if more should be required, Manager Megraw has agreed, in that event, to place fifty thousand shares at the disposal of the Company.

The great aim of the Board has been to prosecute legitimate mining in an intelligent manner, in accordance with the established principles of mining and in the light of experience and of the latest improvements and discoveries. Notwithstanding the discredit which has been cast upon mining during the past year, and the various obstacles, natural and legislative, that have stood in our way, with the able assistance of our Manager we have succeeded in largely accomplishing that aim and object, and we are able to-day to present to you reports of work and progress and of the condition of the property that are creditable to the company and, in our opinion, are calculated to afford strong encouragement to continue and persevere in the work of development and true mining, which, we are pleased to consider, has been so well and successfully begun.

The reports of the Manager, Secretary-Treasurer and Auditor are hereto appended.

Respectfully submitted on behalf of the Directors.

(Signed) Henry Montgomery, President.

Toronto, February 7th, 1898.

Mining News.

The Great Northern directorate are taking active steps to form some of their many promising properties into subsidiary companies. Their Vice-President, Mr. H. A. Drummond, is at present in England actively pushing their affairs, and matters are looking very bright for their shareholders. It is probably owing to these circumstances that their shares are stiffening. In fact most of their shares are at present held at par.

Dyspepsia and Indigestion—C. W. Snow & Co., Syracuse, N. Y., writes: "Please send us ten gross of Pills. We are selling more of Parmalee's Pills than any other pill we keep. They have a great reputation for the cure of Dyspepsia and Liver Complaint." Mr. Charles A. Smith, Lindsay, writes: "Parmalee's Pills are an excellent medicine. My sister has been troubled with severe headache, but these pills have cured her." ed

BOARD OF TRADE MATTERS.

Resolution for Improved Railway Service With the Northwest.

Chairman Kemp's Report on the Inadequate Transportation Facilities Between British Columbia, the Northwest and Toronto—A Copy of the Resolution to be Sent to President Van Horne and General Manager Hays.

There was a full meeting of the Council of the Board of Trade yesterday. The chief topic of discussion was Chairman Kemp's report re transportation facilities from British Columbia, Manitoba and the Northwest Territories to Toronto. The report says:

For many years past, if not, in fact, since the opening of the transcontinental line of the C. P. R., also the line running from Toronto to North Bay, this city has suffered in comparison with her rivals by better inducements being offered to the traveling public from the above-named points, to make Montreal their objective point rather than Toronto, notwithstanding that the latter city, even by the somewhat circuitous route by the G. T. R. to North Bay, is 137 miles nearer to the western points named. There have been no through cars for passengers desirous of visiting Toronto; on the other hand, such passengers have been obliged to change cars at North Bay, under conditions and at hours that were, to say the last, unfavorable.

Your committee would particularly draw attention to the fact that Toronto cannot be considered in any reasonable sense to have been made one of the terminals of the transcontinental or main line of the C. P. R.

The city and its surroundings are directly interested in the development of our great West; this question is brought into greater prominence now owing to the impetus which has been given of late to that trade, both through improved agricultural and mining operations. Our merchants and manufacturers are endeavoring to secure a fair share of the increasing trade in the newly developed as well as the older portions of that part of the country, and are putting forth such efforts in this direction as their various facilities warrant.

The feeling appears to be prevalent, not only in business circles here, but amongst commercial houses in the West, that the tendency and influence has certainly not been with the view of encouraging traffic in the direction of Toronto. Your committee beg further to point out that within the last few days further difficulties have arisen, which, in their opinion, are of the most serious concern to this city, it having been announced that the G. F. R. service over the G. T. R. to North Bay has been discontinued altogether, and that passengers destined for Toronto will continue on the main line east of North Bay to Callander, within 28 miles of Ottawa, and further to Smith's Falls, within 123 miles of Montreal, and at the former point they will disembark from the through cars destined for Montreal to a local train running to Toronto over the Ontario and Quebec division of the C. P. R. All the inconvenience attached to the transfer at North Bay will fairly apply to the change to be made at Carleton, in addition to being obliged to travel 217 miles farther.

Your committee are strongly of the opinion that such regulations are prejudicial to the interests of this city, and, with the belief that our people are desirous of giving the fullest support which conditions may warrant to the only national means of communication with the West, and with the hope that the C. P. R. may see their way clear to arrange for more direct and better through accommodation from and to the West, they recommend that the Council put themselves in communication with the president of the C. P. R. regarding the question involved in this report, with a view of bringing about an immediate improvement in the existing state of affairs.

The following resolution was unanimously passed by the Council:

Whereas the passenger service for a long time past connecting the city of Toronto with the transcontinental line of the Canadian Pacific Railway at North Bay has been of an inconvenient and unsatisfactory character, and essentially discriminates against this city;

Therefore, be it resolved, That the report of the Railway and Transportation Committee, now submitted in reference to such service, be adopted, and that this Council is of opinion that we should have the most convenient and quickest service obtainable, including through passenger and sleeping cars between the Northwest and Toronto; and

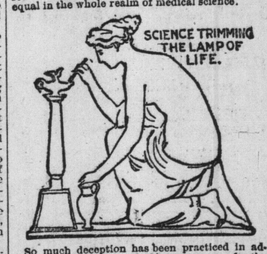
That, with a view of endeavoring to secure such improved service, a copy of said report and this resolution be sent to the President of the Canadian Pacific Railway and the General Manager of the Grand Trunk Railway, respectfully soliciting their support.

Mr. Charles L. Gould, commission merchant, has been elected a member of the Board.

Secretary Wills is in Ottawa on business in connection with the Board of Trade.

The Public School Board will meet tonight.

Free Trial To Any Honest Man
The Foremost Medical Company in the World in the Cure of Weak Men Makes this Offer.
HEALTH AND ENERGY ASSURED. HAPPY MARRIAGE, GOOD TEMPER, LONG LIFE.
In all the world to-day—in all the history of the world—no doctor nor institution has treated and restored so many men as has the famed ERIE MEDICAL CO. of Buffalo, N. Y.
This is due to the fact that the company controls some inventions and discoveries which have no equal in the whole realm of medical science.



So much deception has been practiced in advertising that this grand old company now for the first time makes this startling offer:—
They will send their costly and magically effective appliance and a whole month's course of restorative remedies, positively on trial without expense to any honest and reliable man!
Not a dollar need be advanced—not a penny paid—till results are known to and acknowledged by the patient.
The Erie Medical Company's appliance and remedies have been talked about and written about all over the world, till every man has heard of them.
They restore or create strength, vigor, healthy tissue and new life.
They quickly stop drains on the system that sap the energy.
They cure nervousness, despondency and all the effects of evil habits, excesses, overwork, etc.
They give full strength, development and tone to every portion and organ of the body.
Failure is impossible and age is no barrier.
This "Trial, without Expense" offer is limited by the company to a short time, and application must be made at once.
No C. O. D. scheme, no bogus philanthropy nor deception, no exposure—a clean business proposition by a company of high financial and professional standing.
Write to the ERIE MEDICAL COMPANY, BUFFALO, N.Y., and refer to seeing the accounts of their offer in this paper.

FREE BOOK TO MEN ONLY

which deals with those weaknesses resulting from ERRORS OF YOUTH, such as DRAINS, NIGHT LOSSES, WEAK BACK, IMPOTENCY, VARICOCELE, etc. It explains to you fully just why ELECTRICITY cures, and cures permanently. It tells all about the world-famed DR. SANDEN ELECTRIC BELT for WEAK MEN, young or old. I am the inventor, and with it I cured 5000 last year.
CONSULTATION FREE
at office, or if you do not live near enough to call, write for the above book, sent sealed free.
DR. C. T. SANDEN, 156 St. James Street, MONTREAL, QUE.

GOLD STOCK
LE ROI The premier mine of Canada, pays regularly monthly dividends of 10c per share. As safe as the Bank of England, and over 20 per cent. per annum. I have instructions to offer a block of this stock for immediate sale only at very special figures.
GOLDEN CACHE - 1000 Shares
Write or wire order.
WILLIAM C. FOX, Member Toronto Industrial and Mining Exchange.
21 Adelaide-St. East. Tel. 2765.

"Of all tonic preparations, 'Vin Mariani' is the most potent for good."
Every physician throughout the world knows that during the last thirty years Mariani has popularized Coca, and that Vin Mariani is the original preparation.

"I used VIN MARIANI many years and consider it a particularly Serviceable and Valuable Stimulant."
SIR MORELL MACKENZIE, M.D.
SIR MORELL MACKENZIE M.D.
VIN MARIANI
is everywhere recommended by the medical profession as the standard, uniformly reliable tonic-stimulant.
SOLD BY ALL DRUGGISTS.
Dose:—A wine glass full three times a day.
Sole Agents for Canada:
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TORONTO ELECTRIC MOTOR CO.
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TORONTO, ONT.

Belted from 30 to 300 K.W. tf
Direct Connected to Engine 15 to 150 K.W.
ATTENTION!
Manufacturers!
The Canadian Niagara Power Co.
Invites applications for the use of 5000 electrical horse-power within four miles of the Railway Power House in the Queen-Victoria Niagara Falls Park. 300 horse-power, as direct current, is available immediately; 1000 horse-power, as alternating current, will be ready for delivery May 1, 1898. Address The Canadian Niagara Power Co., at its office, Hewson Block, Niagara Falls, Ontario.
JOHN S. MACKLEM, Business Agent.
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SPECIAL FOR TO-DAY.
500, 500 and 1000 Hammond Reef, 21c.
W. H. BLEASDELL & CO.,
'Phone 263. 602 Board of Trade.

Dyspepsia or Indigestion is occasioned by the want of action in the biliary ducts, loss of vitality in the stomach to secrete the gastric juices, without which digestion cannot go on; also being the principal cause of headache. Parmalee's Vegetable Pills, taken before going to bed for a while, never fail to give relief, and effect a cure. Mr. F. W. Ashdown, Ashdown, Ont., writes: "Parmalee's Pills are taking the lead against ten other makes which I have in stock." ed

KLONDIKE!
Start From VANCOUVER Because
1. VANCOUVER is the best outfitting point on the coast, goods being considerably cheaper than in the United States.
2. VANCOUVER is the nearest port of departure to the Yukon district.
3. VANCOUVER is the terminus of the Canadian Pacific Railway, whose steamers will start from VANCOUVER this spring.
4. All north-bound steamers call at VANCOUVER.
5. Direct steamers to Yukon ports have now commenced to run from VANCOUVER.
6. VANCOUVER is the only Canadian port where passengers transfer direct from train to steamer.
7. KLONDIKE is in CANADA. OUTFIT IN VANCOUVER AND SAVE 30 PER CENT. CUSTOMS DUTY. 462
W. GODFREY,
President Board of Trade, Vancouver, B.C.

THE YUKON MUTUAL
This company is sending to the Yukon district as soon as practicable a party of grub-stakers under contract for two years. There are now 1000 shares of the company for sale at $5 each.
No Shares at a Discount
No Promoters' Shares
No Personal Liability
Applications received for one or more shares. Send for prospectus and further particulars.
THE YUKON MUTUAL MINING AND EXPLORING COMPANY OF TORONTO, Limited,
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All Mining Stocks Bought and Sold on Commission on the Toronto Mining Exchange.
I can recommend the following stocks at current prices as a good investment: HIAWATHA, SAW BILL, SMUGGLER and HAMMOND REEF.
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MINING STOCKS
600.....Consolidated Gold Fields
2,000.....B. C. Gold Fields
1,000.....Rossland
10,000.....Roslyn
20,000.....Pug
400.....Comstock Mammoth
4,000.....Yale
10,000.....Con. Sable Creek
4,000.....Norway
500.....Can. Gold Fields Syndicate
J. ENOCH THOMPSON,
Member Mining and Industrial Exchange, 34 Adelaide-street East.

"IRON MASK."
Five thousand shares of this stock are offered; and as an investment we believe there is nothing equal to it in the Rossland Camp.
"Evening Star."
No better property in Rossland. Full particulars by applying to
E. L. Sawyer & Co.,
42 King-street West, Toronto.

MINING STOCKS
WANTED. Hammond Reef. Hiawatha. Saw Bill. Tin Horn. Golden Cache. Athabasca. Two Friends. Iron Mask. Le Roi. Northern Belle. Virginia. Gold Hills. War Eagle. Great Western. St. Paul.
FOR SALE. Tin Horn. Athabasca. Two Friends. Van Anda. Big Three. Deer Park. Evening Star. B. C. Gold Fields. White Bear. Victory-Triumph. Monte Cristo. Silverine. Wanita & T. C. Ont. Gold Fields.
Phone 14. R. DIXON, 37 Yonge-st., Toronto.

THE KLONDIKE EXPLORATION COMPANY
"Have no promoters' shares." Every person pays the same price, 25 cents per share. Will have a "Dominion charter," and is the best profit sharing plan for investors and men joining our party for the Yukon without exception. Write for prospectus. 500 shares of Minnehaha (Camp McKenny) for sale. 2000 shares Smuggler at 14½c.
JOHN A. MOODY, Broker, London, Ont.

FOR SALE. 219 Saw Bill. 1000 Athabasca. 500 Great Northern. 500 Tin Horn. 1000 Northern Bell. 500 War Eagle.
WANTED. Deer Park. War Eagle. Tin Horn. Northern Bell. Winchester.
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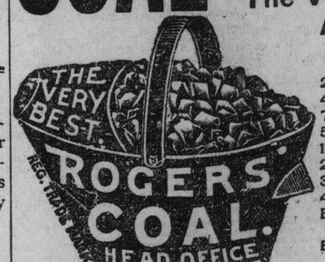
FUR SACRIFICE SALE.

Ladies' Raccoon Jackets . . . $25
Ladies' Electric Seal Jackets . . . $35
Astrachan Jackets . $21, $22.50, $25
Gauntlets at Wholesale Cost.
BASTEDO & CO.
Klondyke Outfits.
The Best Goods in the Trade.
Highest Prices for Raw Furs. Send for Catalogues and Price Lists.

COAL AND WOOD
The Very Best At Lowest Prices



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578 Queen-street W.
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