

poly to call them into existence or to keep them from falling into neglect. Let the sceptic climb any of the craggy eminences that overlook our city, as I love to do on a Sunday afternoon, and gaze on the scene of picturesque beauty spread out below the cosy cottages in their sheltered nooks among the trees, the stately homes surrounded by neatly trimmed green lawns, by hedges, by wide spreading oaks, or thicker clustering orchard of plum, pear, apple, or cherries on her streets, that wind in and out around her hillsides; her resting citizens strolling about enjoying the fresh air and glimpses of the glistening sunlit waters of bay or strait; her daughters, the picture of robust health, shielding the freshness of their complexions from the warmth of the January sun in the shelter of a parasol—and he can appreciate the advantages of our glorious climate, even if the picture is occasionally marred by a little rain.

Let him think of the knee-deep miseries of a long winter of piercing winds, blinding snows, or biting frosts; of the discomforts and dangers of outdoor exercise, or indoor confinement, to which these things would subject him anywhere east of the Rockies and north of Chicago; of the many expenses they incur—and he must concede the effect our climatic advantages are likely to have on our future.

CRESSET.

GALENA.

That British Columbia is on the verge of an era of unprecedented activity no one will deny and all concede that the Kootenay country will be the point at which this unusual activity will most manifest itself. Much has been said and written about this country, but nothing, no matter how flattering, that is not justified by the facts of the case. Galena, which is situated most desirably in the richest mineral district in the world, is the place which is at present attracting the most attention. At Pilot Bay, 750 acres have been secured by interested parties, 450 acres of which will be available for a town-site, and something over 100 acres will be held by the Kootenay Mining and Smelting Company and the Davies-Sayward Milling Company. The Smelter Company has located its works

upon the narrow peninsula known as Cape Horn, good bays being convenient to this point.

The Milling Company is on the east side of the bay and has the largest and most complete mill machinery in the Kootenay country. They intend doubling their output this year. The water in Pilot Bay is from 15 to 45 feet deep.

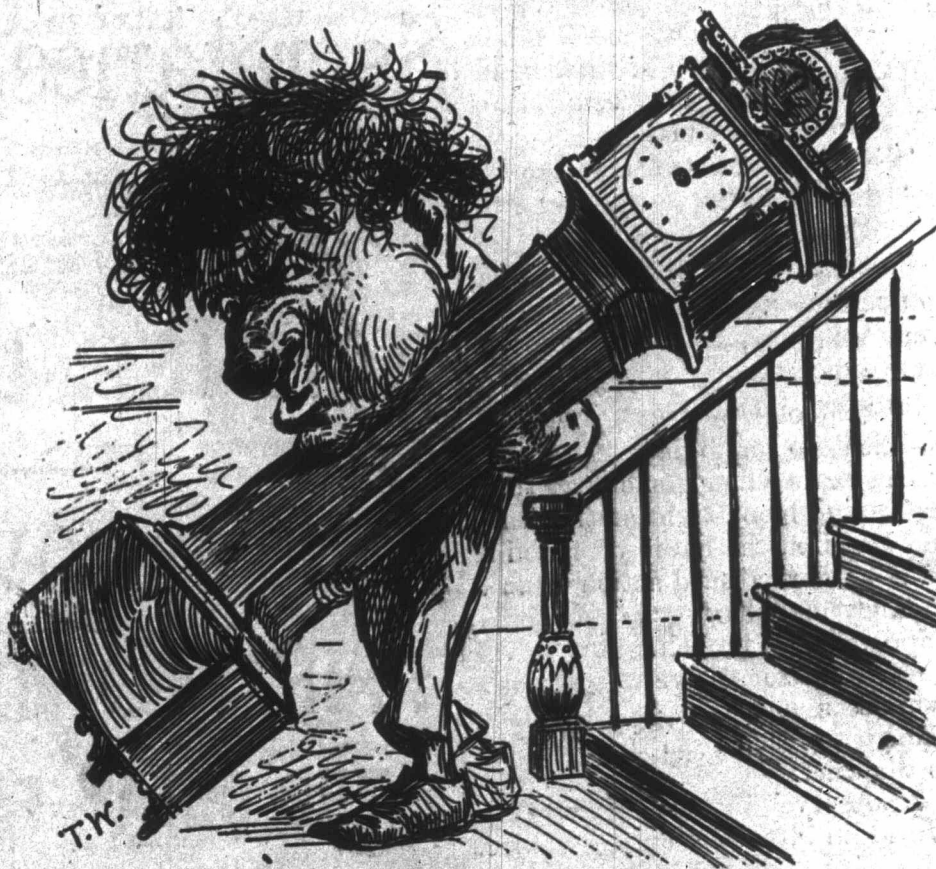
The Smelter Company is building a wharf 700 feet long, 350 feet of which is now completed and the remainder will be finished in April.

The Great Northern Railway has completed their grade into Bonner's Ferry, and will iron the road as soon as possible in the spring. From reliable information received, it appears that the Northern Pacific Railway will build from Sand Point to Bonner's Ferry. These two railways will, until the C. P. R. connects their main line with the Columbia and Kootenay Railway, have the best facilities for handling merchandise for West Kootenay. While Nelson must always command the trade of the Toad Mountain mines, and will probably have a share in the trade of the Slocan and Kaslo districts. The new town to be located at Pilot Bay will have a relative position to all the Kootenay Lake country. Kootenay

Lake is open to navigation the whole year, but Kootenay River from Bonner's Ferry to the Foot of the Lake, and the Kootenay outlet from Balfour to Nelson, are not navigable for about three months of the year, from about the 1st of January until about the 1st of April. A line of railway from Balfour to Nelson will give Nelson an all-year trade with the Kootenay Lake.



A LATE ARRIVAL.



A LEAP YEAR MOTTO—"TIME FLIES."