

10 BAY ROAD—Six roomed house, bathroom, etc. Lot 16x120. \$1,700. 40 Government street.

STREET—Good five roomed cottage, very neat, water, well drained. 180 feet. \$1,400. very easy. Apply 40 Government street.

HALT ROAD—9 roomed house, modern, very neat, water, well drained, etc., etc., etc. \$5,000.

HALT ROAD—Two good lots of mail road, cleared, good building 200 each; a baranin, 40 Government street.

STREET (cor. of Chatham street)—Two-story dwelling, one acre of land, conservatory, \$6,000. easy terms. 40 Government street. B. C. Land Investment Agency, Limited.

HARD STREET—A nice cottage in locality, \$1,800. Apply 40 Government street. B. C. Land Investment Agency, Limited.

IBER OF VALUABLE FARMS on Malahang and other places in the Yukon. 40 Government street. B. C. Land Investment Agency, Limited.

AN ISLAND—100 acres, living off coal, \$700. terms. Apply 40 Government street. B. C. Land Investment Agency, Limited.

STREET—Part of the Herwood Estate above Cook street; fine buildings, prices reasonable. Apply 40 Government street. B. C. Land Investment Agency, Limited.

LAND AVENUE—Five two-story houses, one acre land, water, well drained, etc. Apply 40 Government street. B. C. Land Investment Agency, Limited.

ARLSON STREET—Full lot and 7000 cwt. \$2,000. easy terms. Apply 40 Government street. B. C. Land Investment Agency, Limited.

ARLSON STREET—Lot and nice cottage. \$1,750. \$250 cash and balance at once. Apply 40 Government street. B. C. Land Investment Agency, Limited.

MENZIES AND NIAGARA STS.—One acre, \$3,500. easy terms. Apply 40 Government street. B. C. Land Investment Agency, Limited.

YATES AND COOK STREETS—Two dwellings, \$3,500. \$500 cash and balance at once. Apply 40 Government street. B. C. Land Investment Agency, Limited.

HAM STREET (near Cook Street)—100x120; cottage six rooms, \$1,100. \$100 cash and balance at once. Apply 40 Government street. B. C. Land Investment Agency, Limited.

FOR SALE—Call and see our 40 Government street.

SON STREET (above Douglas)—Lot, 20 x 300 feet, water, well drained, etc. \$200. well located for factory or any use. Apply 40 Government street. B. C. Land Investment Agency, Limited.

DRIA WEST (cor. of Mary and Bessie streets)—Lots for building, very nice, water, well drained, etc. \$1,500. Apply 40 Government street. B. C. Land Investment Agency, Limited.

NEED STREET—Good 2 story house and land, \$2,100. Apply 40 Government street. B. C. Land Investment Agency, Limited.

K AND NORTH PARK STREETS—A 2 story building, containing 2000 sq. ft. of space, suitable for business or residence. \$2,500. Apply 40 Government street. B. C. Land Investment Agency, Limited.

SARA STREET—1 1/2 lots and 2 story house, \$1,500. exceptionally easy terms. Apply 40 Government street. B. C. Land Investment Agency, Limited.

REY STREET, Beacon Hill—Full lot and good 2 story house, \$1,500. Apply 40 Government street. B. C. Land Investment Agency, Limited.

BEY—3 1/2 acres, cleared, very pretty, \$1,000. \$200 cash, balance on terms. Apply 40 Government street. B. C. Land Investment Agency, Limited.

Trade of The Klondike

Eighty Per Cent. of the Goods Were From Canadian Ports.

Large Amount of Machinery Goes In To Develop the Mines.

The Dawson correspondent of the Seattle Post-Intelligencer writes under date of November 8, says:

During the season of navigation on the Yukon for the summer of 1900, namely, from May 16 to October 31, there was brought to Dawson 32,000 tons of general merchandise and machinery. As a counter current to this there went out of the country \$14,255,500 in gold dust.

This is shown by the records just compiled in the Dawson customs house. The gold shipments, according to this, are reported by pursers of steamers to the customs authorities, but it is conceded that perhaps \$3,000,000 or more went in small sums in possession of individuals of which there was no record of information obtainable.

Of the freight coming into the country \$1,000,000 is estimated by the customs officials to have been in machinery, nearly all of which was for mining. The greater share of this was from the States.

Sixty to 80 per cent. of the freight arriving is estimated to have come from Canadian ports. In the earlier days, when each man brought his own outfit, the greater share came from the States. The gold shipments, according to this, are reported by pursers of steamers to the customs authorities, but it is conceded that perhaps \$3,000,000 or more went in small sums in possession of individuals of which there was no record of information obtainable.

The customs house reports show that were it not for the heavy amount of machinery brought in by the freight received here by the Skagway route and that by the St. Michael route would have been virtually equal. Steamers arriving from St. Michael brought 13,191 tons of freight, and those from White Horse 13,588 tons. The up-traveling an additional 5,000 tons, which came on the Skagway route.

The chief shippers by the lower river route are the three big trading companies having heavy interests in the Yukon, namely, the B. C. Land Investment Agency, Limited, the Yukon Fur and Trading Company, Limited, and the Yukon Fur and Trading Company, Limited.

Passengers departing for the Yukon during the season of navigation aggregated 6,983, of whom 5,405 went by way of Skagway and 1,578 by way of St. Michael, the latter chiefly in Nome.

People coming in by steamer aggregated 5,490, of whom 4,094 came by way of White Horse and 1,396 by St. Michael. Perhaps 2,000 people came in by seagoing and small boats, and several hundred went down the river to Nome in small boats.

On the whole, the population of the Klondike is not much changed from what it was at the beginning of the season. The influx to Nome over the ice in the winter and the small boats in the spring was considerably larger than in 1899, probably not the case.

Given in summary, the statement as given by the customs house as to the business of the port for the season of navigation, 1900, follows:

| | |
|--|---------|
| Steamer arrivals from White Horse | 13,588 |
| Steamer arrivals from St. Michael | 13,191 |
| Passenger departures for White Horse | 1,396 |
| Passenger departures for St. Michael | 1,396 |
| Passengers by steamer for White Horse | 4,094 |
| Passengers by steamer for St. Michael | 1,396 |
| Tons freight from White Horse | 13,588 |
| Tons freight from St. Michael | 13,191 |
| Number registered and dutiable parcels handled | 596 |
| Entries made at Dawson | 1,038 |
| Duties collected at Dawson | \$2,000 |

By January 1 next, when the concentration of the steamers in the company will be fewer than those from White Horse, but the freight receipts by steamers over the river, outside of the smaller moving nearly all from the lower river, because of the lower river steamers being much heavier carriers.

Customs receipts here of the dutiable goods brought to Dawson, for the fact that some of them were cleared from the country at White Horse, and have in addition to cargo receipts from the outside, Dawson received during the summer by steamer 3,000 tons of goods from the North American Transportation and Trading Company's new coal mine, near Eagle. This is the first time the country has got its coal from Dawson market. Another good coal mine is being opened on Rock creek, back of Dawson and accessible by road.

YUKON MAILS.
Superintendent Pulham Tells of the Plans For Winter Mail Service.

E. G. Pulham, superintendent of the Canadian Yukon mail service, in an interview at White Horse, said: "The mail is moving nicely now, but from now on the trying work of keeping it moving will give place to the more interesting work of rushing it. We have established a six-day service, that is, we allow six days for the mail to make the trip between White Horse and Dawson, and an effort will be made to lower the schedule as far as practicable.

"Horses will be used almost exclusively on the mail route, and for a great part of the way two-horse sleds—the horses driven abreast—will be practicable.

"The mail goes in relays, each horse and sled having about 30 miles to travel. We allowed last year about 20 days for the mail to be transferred between relays. Towards the close of the season it sometimes happens that the mail is delayed, and it is necessary to change the mail from sled to sled. As the men become better acquainted with the work they improve, of course, and for that reason we expect a better service this year.

"The trail we have found to be in fair condition, and the mail service is being carried on the assistance of a mail contractor and level off the rough places. Crews of men have already been sent out and a double sled road

will be literally chopped through the ice. "During the season we will endeavor to set a few record trips, just to show what may be done. I understand the C. D. Company are to have a boat run this summer which will make the river in three days. We do not propose to let a steamboat beat us, and I will make an effort to lower that record. I will remember that I came out last year in a few hours more than three days.

After summing up, I can say that the mail service will be as good as we can make it."

FAIR DATES FIXED.
September 25 to 28 Decided Upon For Holding the Show Next Year.

A meeting of the general committee in whose hands was placed the task of arranging preliminary details for the holding of an agricultural, industrial and mineral exhibition in Victoria next year, was held in the city hall Thursday evening. There was a very poor attendance, but much regret was expressed at the apathy displayed by the bulk of the members who were appointed to see to the committee.

Those present were: M. Baker, who was elected chairman; W. F. Best, secretary; and Messrs. E. Pearson, Hamilton Smith, Watson Clarke, James Dean, Lawrence Goodacre, S. F. Tolmie, Frank Sears and W. E. Price. A sub-committee, to whom had been referred a letter from W. H. Keary, secretary of the New Westminster Agricultural Association, and it was recommended that the exhibition be held at Victoria on Wednesday, September 25 to Saturday, September 28, 1901, inclusive; also that a delegate be sent from the Victoria Association to attend the meeting of the Northwest Fair managers.

The report was adopted after some discussion and Mr. E. Pearson appointed a delegate to the meeting at Portland on the 15th instant, and the appropriation of the sum of \$50 recommended to the Mr. Pearson asked that some instructions be given him regarding the representation of the Northwest Fair managers.

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A general meeting of all interested in the holding of an exhibition will be held in the city hall on the 15th instant, at which the action taken by the committee last evening will be reported.

SOLDIERS IN CAMP.
Ex-Sergeant William Johnston, of the 10th Royal Canadian Regiment, writes: "It is impossible for me to speak too highly of Dr. Chase's Ointment for Rheumatism. It is simply invaluable. Many of our men used it while in camp, and the result was most gratifying. The Ointment is sold by the Yukon Fur and Trading Company, Limited, Dawson, Yukon Territory."

THE HIGHLAND GROUP.
Ainsworth Mine Has Begun to Ship to Hall Mines Smelter.

The one hundred ton shipment of high grade ore from the Highland mine at Ainsworth, which was made at the beginning of the season, marks the advent of a new epoch in the history of the Highland mine. The ore is of a high grade and is now being shipped to the smelter at Hall, where it will be treated and the concentrates will be shipped to the smelter at Dawson.

The Highland mine is situated on the south side of the Copper River, south of the mouth of the Klondike. It is one of the largest mines in the Yukon, and has been producing since the beginning of the season. The ore is of a high grade and is now being shipped to the smelter at Hall, where it will be treated and the concentrates will be shipped to the smelter at Dawson.

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Dawson's Importations

What the Upper River Steamers Took Up During the Season.

New Strike on Foster Creek—The Copper River District.

According to advices from Dawson, the statistics at the customs house there show that the total amount of freight that went down the river to Dawson during the season of navigation amounted to 42,011 tons, against 12,451 tons in 1899. The first steamer to arrive up the river with freight after the opening of navigation last spring, was the "Flora," which arrived here about 14 days before the season opened. She made 14 trips during the season and landed here a total of 852 tons. The "Ora" made 25 trips and landed 670 tons.

The "Flora" made 13 trips and landed 5,047 tons of freight, the "Ora" made 25 trips and landed 6,700 tons. The "Clifford Sifton" made eight trips and brought down 1,064 tons, and the "Lightning" made 11 trips and brought 3,550 tons, and the "Bonanza" King brought 1,846 tons. The "Anglin" made 12 trips and brought 2,064 tons, and the "Clifford Sifton" made eight trips and brought down 1,064 tons.

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New Coast Steamer Service

Chillan, South American and British Pacific Navigation Co.'s to Run Here.

Ship Gertrude Is Off the Coast in a Leaking Condition.

Steamship service is to be established between British Columbia and South America. The line was spoken of when the steamer Condor, of W. H. Grace & Co., arrived here some time ago with nitre and sugar, and took back a cargo of lumber. One of the principals of the owning firm was a passenger on the Condor, and the advantages for a service between British Columbia and South America were looked into by him, with the result that before leaving here he said that such a service would be run by his company before long. Now other profitable freights are offering to South America from British Columbia, and steamship owners are stepping up and talking of establishing a line to handle the freight.

The Chillan South American Navigation Company and the British Pacific Steam Navigation Company have both decided to place their steamers on this route, running first to Mazatlan and San Francisco, and next spring extending the line to Victoria and Vancouver. The two companies will run steamers alternately, giving a fortnightly service. According to advices received here, the British Pacific Steam Navigation Company is already negotiating with the Canadian and British governments in regard to the proposed service. It is not known what demands will be made for nitre, sugar and other South American products, and return cargoes of lumber, that is influencing the proposed shipment of ore to Chill, details of which step have been given in the Colonist. It is said that the Chillan steamer, which is now at Victoria, is to be built by the British Pacific Steam Navigation Company, and will be used in the fixing of the dry ores of the Chillan smelters. Shipments of ore will be made from San Francisco to Victoria, and from Victoria to San Francisco every month.

The British Pacific Steam Navigation Company will send the "Condor" to Victoria on December 26. From that date the two companies will alternately depart weekly. The British Pacific Steam Navigation Company will depart from Valparaiso by way of Panama to Ocos, the northern port of Guatemala. An arrangement has been made with the Chilean government, which is to be brought from the North Star and St. Eugene mines of the Chillan district, and the steamers at San Francisco for Antofagasta. The company has been given the right to carry the ore south from San Francisco. The San Francisco Chronicle says the steamer "Gertrude" of the British Pacific Steam Navigation Company, which is now at Victoria, is to be built by the British Pacific Steam Navigation Company, and will be used in the fixing of the dry ores of the Chillan smelters. Shipments of ore will be made from San Francisco to Victoria, and from Victoria to San Francisco every month.

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