

SUGGESTIVE UTTERANCE.

the Western World in its current is-
sues:

in consenting to maintain one-fifth
reserve in silver under certain con-
ditions, the Bank of England unques-
tionably recognizes that silver has not
yet been displaced as redemption money,
and that such a possibility is too remote
to be considered. Whether the proposi-
tion of the bank matures or not, the ef-
fect so far shows that the English mind
recognizes the trend of events and fore-
sees the reinstatement of silver as basic
policy of the world. Not only is a great
deal of foresight manifested by the man-
agement of that financial institution,
making a suggestion preliminary to
recognition of silver as a safe enough
medium for the redemption of the obliga-
tions of the largest bank in the world,
but the characteristic British selfishness
has not yet been displaced from its incep-
tion. The development of the mineral re-
sources of British Columbia indicates to
the Bull his prospective future as a
producer of silver ores, and it can be
said to his credit that he never throttles
industrial life that springs up full of
promise in any portion of his wide do-
minions. Unlike the short-sighted, silly,
fiscal policy of the American Republic,
Great Britain fosters the development of
her resources, and will find bimetallic in-
stitution in the mineral fields of the
North. When it becomes the chief pro-
ducer of the white metal, silver will
take its place beside the now tri-
umphant gold, and the single-standard
policy of America will again see
the day when they have been outgeneraled by
the mother country. Bimetallicism is
coming, but the cream of the prosperity
will bring to the world will be skim-
med from the bowl of industry by the
tongue of the British lion."

This suggestive leader in the current
policy of the Western Mining World is
resting as showing, like many other
nations, that American newspaper-
men are by no means a unit in applauding
peculiar methods of the fiscal policy
of the United States. The Western
World rightly appreciates the fact that
this policy, though often inclined to
be over cautious, is on the whole
wisely and successfully directed with-
out need for bluff and bounce of the
Carter-Morgan order. Our contempor-
aries, however, doubtless unintentionally,
exaggerate the effect on British public
opinion of the rich silver resources of
British Columbia. The Bank of Eng-
land's decision is based on other and
other reasons than an appreciation of
the fact that it is still quite clear that the
resources of British Columbia—
as we know them to be—don't yet
justify any means in the British mind
to like resources of Colorado and
New Mexico. The United
States is only just beginning to real-
ize the very modest extent of the

some quantities in British Columbia.
The British press, which fairly repre-
sents general opinion, hasn't yet got be-
yond an occasional statement that there
are some few gold and silver mines in
this Province, from which it may be in-
ferred that it is possible that some future
day British Columbia may come fairly to
the front as a precious metal producer.
Farther than this even such intelligent
British public opinion as is fairly well
informed, has not advanced, as any-
one who corresponds with English finan-
cial men on British Columbia's natural
resources very promptly ascertains. Our
Province in reality has "not arrived" yet
in Great Britain, and it is in the business
world useless to deny this fact, notwith-
standing the good undoubtedly done by
the Laurier visit in directing British ob-
servation towards our Dominion's great
natural resources, mineral and other-
wise.

FRANCE AND SILVER.

The Times in a special article dealing
with the causes which led France to pro-
pose the free coinage of silver, says that
the French ambassador proposes 15½ to
1 as the ratio at which France would
open her mints, and then proceeds to
review to bimetallic movement in
France. It points out that in spite of
protection the price of wheat continued
to fall in France until Meline, in 1895,
in view of the immense agricultural
vote, changed front and decided that as
protection had failed, and a high price
for wheat was necessary, bimetallicism was
tried. The Times continues: "At the
conference in May, in the presence of
M. Loubet and of M. Magnin, he (M.
Meline) said to Senator Walcott: "Our
support will not be wanting." It must
be said that what the Times hinted is
absolutely correct. Politics is at the
bottom of all this. It is stated in the
city that France is not serious and that
the governor of the bank is aware of this.
It must, however, be noted that the
Times represents the most bigoted sec-
tion of the gold party in England.

THE YUKON AND CASSIAR

Dr. G. M. Dawson, writing in the
Sept. issue of the Canadian Mining Re-
view, thinks that in due course gold
quartz will in the Yukon, despite climat-
ic and other great natural difficulties,
follow placer working. He is also of the
opinion that the beginning of quartz
mining will not long precede "the estab-
lishment of a chain of permanent mining
camps extending from Kootenay to the
inland boundary of Alaska." Canada's
eminent geologist accordingly holds that
there is a promising precious metal belt
in B. C., which extends in an oblique
westerly direction, through wide and at
present little prospected northern dis-
tricts of B. C. This belt would include a
large part of Cassiar, in which the well
capitalized British railroad, trading and

KASLO & SLOCAN RAILWAY.
TIME CARD.

Trains Run on Pacific Standard Time.

Going west	Daily	Going east
Lv 8:00 a.m. Kaslo.....	Ar 3:50 p.m.	
" 8:30 " South Fork.....	" 3:15 "	
" 9:30 " Spruells.....	" 2:15 "	
" 9:51 " Whitewater.....	" 2:10 "	
" 10:03 " Bear Lake.....	" 1:45 "	
" 10:18 " McGilligan.....	" 1:15 "	
" 10:38 " Junction.....	" 1:12 "	
Ar 10:50 " "	Lv 1:00 "	

SANDON N. COPY.

Lv 11:00 a.m. Sandon.....	Ar 11:45 a.m.
Ar 11:30 " Cody.....	Lv 11:25 a.m.

R. W. BRYAN.

Superintendent.

COLUMBIA & WESTERN RY. CO.

Time Table No. 6, to take effect July 3, 1897.

EASTBOUND.

No. 2 passenger (daily except Sunday)	
Leaves Rossland	3:00 p.m.
Arrives at Trail.....	3:50 p.m.
No. 4 passenger (daily)	
Leaves Rossland.....	11:00 a.m.
Arrives at Trail.....	12:00 p.m.
No. 6 passenger (daily except Sunday)	
Leaves Rossland.....	7:00 a.m.
Arrives at Trail.....	7:50 a.m.

WESTBOUND.

No. 3 passenger (daily except Sunday)	
Leaves Trail.....	8:15 a.m.
Arrives in Rossland.....	9:30 a.m.
No. 1 passenger (daily)	
Leaves Trail.....	12:30 p.m.
Arrives in Rossland.....	1:30 p.m.
No. 5 passenger (daily except Sunday)	
Leaves Trail.....	5:45 p.m.
Arrives in Rossland.....	7:00 p.m.
Connections made with all boats arriving and departing from Trail.	

GENERAL OFFICES: E. P. GUTELIUS,
TRAIL, B. C. Gen. Supt.

FOR PUGET SOUND POINTS



SS. ROSALIE

Leaves Victoria (except Sundays) for Port
Townsend, Seattle and Tacoma, at 8:30 p.m.,
making close connection at Victoria with
the SS. "Charmar," returning leaves
daily (except Sundays) at 10 a.m.

Passengers may, if desired, remain on
board at Seattle for breakfast, as steamer
lies at her dock until 10 a.m., when she leaves
for Victoria.

Round trip tickets at reduced rates. For
tickets and information call on

J. K. DEVLIN, Agent,

21-7-97tt 75 Government St.

Union Steamship Co., of B.C., Ltd.

Head Office and Wharf
VANCOUVER, B. C.

Northern Settlements--SS. Comox sails
from Company's Wharf every Tuesday
at 9 a. m. for Bowen Island, Howe
Sound, Sechart, Jervis Inlet, Froese, Tax-
ada Island, Lund, Hernandez Island,
Cortez Island, Read Island, Valdez Island,
Shoal Bay, Phillips Arm, Frederick Arm,
Thurlow Island, Loughborough Inlet,
Salmon River, Port Neville, and sails
every Friday at 3 p.m. for way ports and
Shoal Bay, calling at Butte Inlet every six
weeks.

Rivers Inlet and Nass River--SS. Coquit-
lam sails on 8th and 2nd of each month
and will proceed to any part of the Coast
should inducements offer.

Moodyville and North Vancouver Ferry--
Leaves Moodyville: 8, 9:15, 10:45, 12, noon,
2, 4 and 5:45 p. m. Leaves Vancouver:
8:35, 10, 11:30, 1:15 p.m., 3:15, 5:15 and 6:25.
Calling at North Vancouver each way,
excepting the noon trip.

Freight Steamers--SS. Capilano and S. S.
Coquitlam, capacity 300 tons, D. W.

Tugs and Buoys always available for towing
and freighting business. Large storage
accommodation on company's wharf.

H. DARLING.