

the prospecting has been done has only shown the same good results.

"The veins are rich and clearly defined and there seems to be no end to the number of them.

"The coming season will no doubt prove the most active one in the history of the country, for capital is eagerly willing to get a chance to open up the fine prospects already in hand, thus offering added inducements to the prospectors to seek for new claims.

#### Brief Business Notes.

A. S. McArthur, butcher, Kamloops, is adding groceries.

Dobson & Co., fuel dealers, Vancouver, have sold out.

Samuel Brightman has opened a butcher shop in Nanaimo.

Hesson & Irving, grocers, Vancouver, have sold out.

A. G. Theobald & Co., painters, have opened in Victoria.

There is a movement on foot to lyke Necomin Island.

B. and L. Leguine are applying for permission to build a wharf at Kalowua, on Okanagan Lake.

The Kaslo Transportation Company is now running daily sleighs to Bear Creek from Kaslo.

The Bourder Saloon, Vancouver, has changed hands, the new proprietor being W. J. Glenross New Westminster.

Capt. S. F. Scott, auctioneer and general commission merchant, Nanaimo, has sold out to D. Johnstone & Co., Victoria.

The ss. Empress of India arrived last week with 1177 tons freight, 52 sacks mail, 31 saloon passengers and 329 Chinamen.

The Gold Cure Company is being incorporated in British Columbia under the foreign companies Act, with a capital of \$25,000.

The steamer Island Belle is to be put on the route from Vancouver to New Whatcom, Fairhaven, Port Townsend, Seattle and Tacoma.

Sydney Smith, a farmer living on the Yale and Port Kells road, New Westminster, is boring for coal, induced by surface indications.

The weekly *Monitor*, published by W. J. Gallagher, has made its appearance in Vancouver. It is the relic of the late Vancouver *Telegram*.

John B. Pike, Vancouver, gives notice of an act to incorporate a company to construct and operate a canal from Pitt river to Burrard Inlet.

Mr. Grant has filed articles of incorporation for the Northern Shipping Company; capital stock of \$50,000, with Vancouver as headquarters.

The barque River Ganges cleared for London with 29,461 cases of salmon, 14 casks of furs and other packages. The whole cargo is valued at \$148,733.

The general office of the Columbia & Kootenay Steam Navigation company have been removed from Revelstoke to Nelson. The company intend building a steel boat for the lake trade.

The Benjamin Bangs has cleared from Hastings mills, Vancouver, with 194 cars for Halifax and 180,085 feet of rough lumber. The cargo is valued at \$10,015, and is consigned to Bentley & Fleming.

P. W. King, manager of the Oriental Trader's Co., Vancouver, has returned from an extended trip in the eastern provinces, and reports having done a good business in Oriental merchandise.

A subscription paper was circulated in Kaled and in about an hour \$500 was raised with which to construct a sleigh road from the south end of the Kootenay Lake to the boundary line, there to connect with the road now being built from Bonner's Ferry.

Boards of Trade are to be organized at the two chief towns on Kootenay Lake. At Kaslo the names of sixty-six business men are on the list. The Nelson preliminary meeting held on December 14 and was attended by about thirty business men.

E. Priest, C. E., has been surveying at Duncans for a ditch on behalf of the North Cowichan Corporation. The Corporation intend lowering Somenos Lake, so as to bring under cultivation some 2,000 acres of land. The ditch will be 1½ miles long, 30 feet wide and 5 feet deep.

A private bill will be introduced at next session of the legislature incorporating a company to construct and equip a line of railway from Nakusp, on Upper Arrow Lake, to the forks of Carpenter Creek, West Kootenay.

The Kamloops Coal Co. (Ltd.) have been informed by R. Marpole, superintendent of the Pacific division C. P. R., that "the test of the small quantity of North Thompson coal, delivered to us for that purpose, was successful in demonstrating it to be a good steaming coal, suitable for use on our locomotives."

Although less than a year has elapsed since the transfer of mining property in Slovan district was placed on record, \$200,934 in cold cash have been paid for mineral claims situated in the district. There are now 750 locations on record in the office at New Denver. Assessment work has been performed on 120 locations, only 25 claims being abandoned. The records show that 300 licks of sale, agreements, and contracts have been recorded, and that \$554,500 is still due on sales and bonds.

The Skyline mine, five miles west of Ainsworth, is going to be worked this winter with a full force of men. The property is owned by Salt Lake and Ainsworth parties, and they have been encouraged, after two or three years of hard work, by the building of the smelter at Pilot Bay. The mine has recently had a full force of men put on, and will now boom in true mining camp style. The property now has a shaft down about 200 feet through solid ore. Assays run very high in silver, with a corresponding per cent. of lead.

D. E. Brown, asst. general freight and passenger agent of the C. P. R., who has a roving commission in the interests of that corporation, has returned from a six months trip through China, Japan and India, where he has been making traffic arrangements, looking after World's Fair business, opening up and inspecting agencies etc. He reports a successful trip. He leaves in a few days for Montreal and will start from there for Australia on similar business.

The *Miner* has the following. The most important event that has occurred in the history of West Kootenay for months is the application made for a charter to build a railroad from Nelson to Bar Lake City. We know what sort of a man D. C. Corbin is, and if he has resolved on this extension of his system he will put it through. The temper of the B. C. House of Representatives is such that there is no risk of this charter being refused. A charter has also been applied for to build a road from Sheep creek to Trail creek and into the Red Mountain country.

The smelter returns from the Wellington mine, Slovan, owned by the Columbia & Kootenay Prospecting and Mining Co., show the following results from three sample parcels of ore: No. 1. 2989 lbs., lead, \$15.59; silver, \$280.20; gold, \$2.09 per ton. Net proceeds after smelting and freight charges are deducted, \$397.35. No. 2, lead, \$43.87; silver, \$198.30 per ton; net proceeds on 2053 lbs. ore, \$209.84; No. 3, 3705 lbs ore, lead, \$41.72; silver, \$195.90; net proceeds, \$381.05. The average cost of smelting at and freight to the smelter in Montana was \$36.55. These results based on silver at 85c per ounce are most satisfactory; in fact are wonderful and prove so far as they go that notwithstanding the low prices of silver and lead, mining in West Kootenay can be made extremely lucrative.

The B. C. *Gazette* contains notice of the incorporation of three new canning companies. The first, the Pacific Coast Packing Co., of New Westminster, with a capital stock of \$15,000, in shares of \$150, and is represented by George T. Wilson, George Cassidy and N. H. Bain, the first trustee. The Federation Brand Salmon Canning Co., Walter Morris, S. M. Okell and A. J. McLellan, of Victoria, is formed with a capital of \$50,000 in 1,000 shares, to take over the business of "McLellan's Cannery" on the Nave, and deal in fish prepared for market in every known way, the head office being in Victoria. The Stoveston Canning Co.,—M. Costello, R. A. McMorran and Edward Hunt, trustees—place their capital at \$50,000 in \$50 shares, and propose to can and deal in salmon and to manufacture fish oils and fish manures.

#### Grain and Milling.

Millers complain much of depression in their industry these days, and therefore they need something to keep up their spirits. Evidently recognizing this want, the *Northwestern Miller*, of Minneapolis is out with a special funny number, adapted particularly for millers. It is not as elaborate a number as previous holiday issues of this enterprising paper, but it is entertaining. Instead of turning over business adverses, millers should send 25 cents for a copy of this paper and enjoy a good laugh. There is lots of real humor in this number.

The Duluth correspondent of the *Northwestern Miller* says:—Duluth elevators are rapidly filling up, and if receipts continue liberal a few weeks more they will be full to the brim, and the stream of grain now flowing towards this end of Lake Superior, will have to be diverted to some other market for an outlet down the lakes. Receipts were heavier last week than during any corresponding week of December, being 1,092,317 bus., against 1,160,622 bus. for the corresponding week a year ago and 2,093,826 bus for the preceding week. Shipments were 4,140 bus, against 553 bus the week before and 23,109 bus a year ago. Elevators here now have 12,182,881 bus of wheat, exclusive of nearly 600,000 bus afloat in the harbor. Our elevators contained their maximum holdings just before the opening of navigation last April, when they contained 14,727,482 bus. The capacity of elevators here has been generally represented to be and probably is about 21,000,000 bus, but their actual working capacity is acknowledged to be less than 19,000,000 bus. It is not likely that they will be able to receive wheat at all from Feb. 1. till navigation opens, as, if receipts continue as heavy as in the past three weeks, they will be filled before February. Grain in store here is shown below:

No. 1 hard .....	531,062
No. 1 northern .....	9,966,218
No. 2 northern .....	1,264,615
No. 3 spring .....	103,785
No. 4 grade spring .....	56,282
Ref. and condemned .....	33,996
Special bin .....	101,893
Total wheat .....	12,182,881
Afloat in harbor .....	571,160

Total .....	12,753,931
In store last year .....	5,136,928

Joseph Woodruff, who came to Killarney, Man. from Ontario about three months ago and erected a flour mill, has sold out all his right and title in the mill to Young Bros. and Thomas Buck. Mr. Buck is a practical miller and was employed as miller at Wakeon in the first grist mill that was erected in this district. He has been employed for some time past at the Bois-Sevain flour mill. The mill is now running.

The Canadian Pacific Railway Co. have intimated to the grain men throughout the province that the privileges extended the proprietors of elevators in regard to the shipping of barley and oats will be withdrawn after Monday, and in future these grains may be loaded direct on board the cars instead of being obliged to pass through the elevator.