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THE B.C. MINING JOURNAL.

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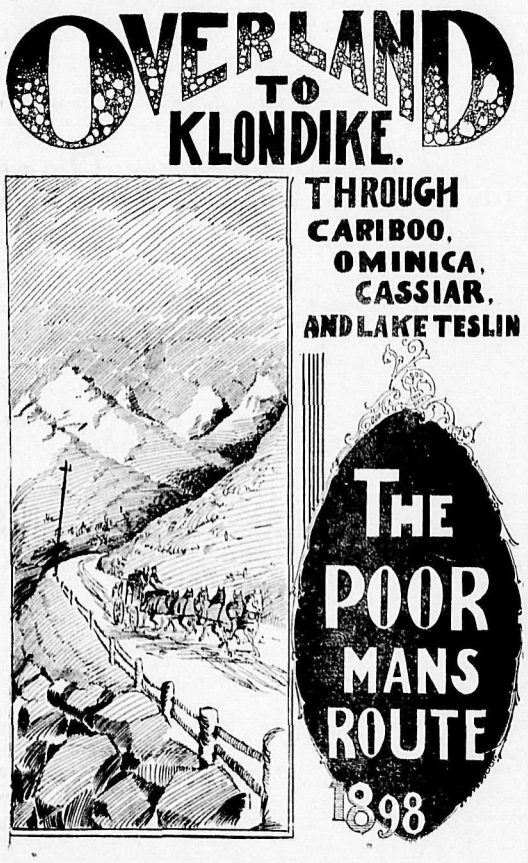

The many letters of inquiry received of late by the residents of Ashcroft and those residing along the Cariboo road, at Clinton, the 150, Soda Creek and Quesnelle, shows that a knowledge of the actual condition of the overland route to the gold fields of British Columbia, the Northwest Territories and the Yukon, is being eagerly sought for by the public. To meet these inquiries this issue is published.

The New York World sent a special correspondent, Mr. W. M. Pindell, to investigate this route, and he had this to say in an article published in the World, October 24th.

Put in a nutshell, the route in question begins at Ashcroft on the Canadian Pacific railroad; follows the Cariboo stage route to Quesnelle; from Quesnelle follows the trail of the old Great Western overland telegraph line to Hazleton; from Hazleton to Telegraph creek on the Stickine river, and from the Stickine river to Lake Teslin. Lake Teslin is the very headwaters of the Yukon river, and from its extreme upper end, where the travelers will land, it will be an easy matter to transport themselves, their horses and their supplies by flatboat to Dawson city or to any other point along the Yukon where they may think there is a better chance of finding gold.

All this without the aid of a map, and without information concerning the wide stretch of country to be traversed, is very vague and meaningless. It requires, however, only a glance at the map to grasp the general features of the route, and as I have just returned from a journey over a part of it, and as I have talked with people who have traversed much more of it, I am able to supply information which will be common enough no doubt a year hence but which at present is comparatively little known.

Starting at Ashcroft, which is a little trading town on the Canadian Pacific railroad, 204 miles east of Vancouver, I went to Soda Creek, 165 miles due north, in the old-fashioned six-horse stage coach which makes the journey twice each week. The road is in excellent condition, and there are capital inns at intervals of thirty miles all along the route. It is over this road, of course, that the Klondike caravans of the near future will be passing, and although it runs for miles along the sides of high mountains, it is nowhere dangerous to a rider or driver of any ordinary degree of skill or caution. At Soda Creek you have an option of two routes. You may continue on the stage coach, or you may take the comfortable little steamer Charlotte down the Fraser river to Quesnelle. The distance is sixty miles.

Now all of this an old and well-known road, and in that section of the country—a road over which commercial and other travellers think no more of going than they do over any of the beaten tracks of the eastern States. But it is at the end of this 220 mile journey that the real trip to the Klondike begins. Quesnelle is in reality "the jumping-off place"—the last white settlement until you reach the Skeena river at Hazleton, 300 miles away.

You cross the Fraser river at Quesnelle by a steam ferry-boat, and then, only a few hundred yards from the river's brink, you plunge into the great silent wilderness of lofty pines and rugged mountains, which continues unbroken for hundreds of miles to the north. There is an interesting bit of romance about your road after leaving Quesnelle. It follows what is known as the old "Telegraph Trail"—a great swath 120 feet wide cut straight through the forest, and intended originally to reach to Behring Straits, opposite the continent of Asia. It is the scar left by a great commercial failure, this old Telegraph trail. It is at once a scar and a memorial to the persistence and genius of Cyrus W. Field. People who jeered at Mr. Field's idea that electric signals could be transmitted by wire laid under the Atlantic ocean, set about building a telegraphic line to Europe, while Mr. Field was tinkering with what they regarded as day dreams. So they plunged into the great northwest woods to build a line to Behring Straits and so to Asia, and so on again to the civilization of western Europe. But while they were still cutting timber, Mr. Field got to sending telegraph messages between New York and London, so they shouldered their axes and came out of the woods leaving the telegraph trail behind them as a monument to the hundreds of thousands of dollars they had sunk in the enterprise.

The great 120 feet wide swath is now much overgrown, of course, but through the center of it there runs a wide smooth path, over which I myself rode a great many miles; and when I say that it is not an uncommon thing for a man to ride a bicycle from Ashcroft to Quesnelle, and that the telegraph trail from Quesnelle northward would make a smoother and better bicycle path than the stage road from Quesnelle southward, I do not know that anything further need be said about this particular stretch of the Poor Man's road to the Klondike. Furthermore, I can say, as bearing upon the condition of this part of the road, that Mr. J. D. Devereaux, a young surveyor, left Quesnelle on September 7th last, and made the trip alone to Hazleton—over 300 miles—in thirteen days. He had two horses, and he writes me that he was delayed a good deal by fallen timber.

After leaving Hazleton, which is a Hudson's Bay company's trading post, the first stage of the journey northward is fifty miles to Nasse river, which you cross by an Indian ferry. Then you are only 150 miles from Telegraph creek and the Stickine river, with a good trail all the way, and Indian ferries for all the streams of any size or difficulty. From Telegraph creek there is a fine government trail over the route surveyed for a railroad by the Canadian Pacific Company, a distance of 120 miles, to the head of Lake Teslin. Here the worst part of the journey ends, for getting down the lake and from the lake down the Yukon river to Dawson city, is only a matter of plain boating. It is not unlikely that a steamboat will be plying on Teslin lake by next spring, and, even if that is not the case, the construction of flatboats capable of carrying travelers with their horses and supplies is a simple matter, with all the fine timber there is at hand for the purpose.

From this general outline it will be seen that there is here open a perfectly safe and comparatively easy route to the Klondike gold fields which heretofore has not been in any of the columns of matter which have been printed in newspapers and books since the excitement over the gold discoveries began. It is not to be understood, however, that the people along the route—the people who inhabit the region between Ashcroft and Quesnelle—are not alive to the fact that at no very distant day their country is destined to be on the line of a much traversed route to the north. But the Canadians are nothing if not a conservative race, and the Canadians of British Columbia are no exception to the rule. Had such an opening to a country which so many thousands desire to reach been through any part of the United States, it is perfectly safe to say that steam and electric railways, as well as steamboats for the navigable waters, would already have been far advanced in construction. The trail from Quesnelle to Hazleton and Telegraph creek has been traversed for years by carriers of the Hudson Bay company, and the route from there on to Lake Teslin and the headwaters of the Yukon, is equally familiar to hundreds of surveyors and adventurous spirits who have traversed it time and again. That it is a perfectly clear, open route to the Klondike has been generally commented upon by the people up there, but there has been what in the United States would be considered a curious apathy in turning the fact to profitable account; not, however, that there are wanting men up there with a keen appreciation of the situation. Dr. F. S. Reynolds, publisher of the BRITISH COLUMBIA MINING JOURNAL, was an early advocate of this overland route, and has done much work in connection with it. Senator James Reid and Wm. Adams, M.P.P., of Quesnelle, two of the leading men in the province, have also taken much interest in the matter. It is obvious that people on the coast are not going to exert themselves to point out how the argonauts may give them a wide berth on the way to the gold fields. So with this, and the languid attitude of the Fraser river people, this excellent overland route to the Klondike has been totally overlooked by all who thus far have gone or talked of going to the gold fields.

The general plan to be followed by those who may contemplate experimenting on this route is very simple. They should be in Ashcroft about the middle of April, and then buy their supplies. A party of four or five would probably get along best. Each person will need two cayuses, and cayuses are tough little Canadian horses. They are very cheap in Ashcroft. Two good ones may be had for $50. One would be used, of course, as a beast of burden and the other to be ridden. By starting in the early spring, good grass and feed for the animals will be found all along the route from the starting point to the Yukon.

Supplies, likewise, can be bought to advantage at Ashcroft, although they may be renewed at Quesnelle, Hazleton and Telegraph Creek. As for the time occupied in the journey, it may be roughly estimated, as the conditions now are, at about six weeks. As the route becomes known, and as the British Columbia people awaken to the situation, the trails and the river crossings, and the steamboat facilities will be so improved that this time limit from Ashcroft at Dawson City will be much diminished.

And right here in this connection it may be said that a very important feature of this route lies in the fact that the travelers will arrive at their destination with a very valuable property in the horses which have carried him there, and which will be sold readily, up where means of transportation are in such demand, for many times their original cost.

And a further very important point is that the country, all the way up, will not only supply the horses with fodder but will give all the food in the way of game that is wanted for the travelers themselves. Wild fowl and fish are in bewildering abundance all along the route. Furthermore, plenty of Indians will be met with, and, if they are properly treated, they will be found obliging and very useful. There are several Indians villages between Quesnelle and Telegraph Creek; and, in fact, all the way over to the headwaters of the Yukon.

But the most important feature of all lies in the fact that there is gold all the way up from Fraser river north. The route lies right along the great gold and silver belt which extends from Mexico to Alaska. Chinamen manage to make a profit by gold washing right in the vicinity of Quesnelle, although that region was pretty well cleaned up by the forty-niners who followed the gold thus far up into the north. But very valuable finds have recently been reported from the Skeena river, and the argonauts would find promising fields for prospecting all the way on to the Yukon, and might strike their fortune even before they reached the golden Klondike.

But, even if they did push on to the Klondike, they would arrive there pretty well seasoned pilgrims, and not the bewildered, flabby tenderfeet who are dumped with their year's supplies on the bank of the Yukon, with no means of transportation to get to their destination, and utterly unbroken in to the rough life before them.

Mr. W. H. Griffin, who made the trip from the head of Lake Teslin to Dawson and return last fall, made the following statement to me:

"Teslin Lake is about 150 miles long and averages about three miles in width. A large but sluggish river empties into it at its upper end, and here the Indians have their canoe cache, where they leave their boats during their absence while going to and coming from Juneau on their annual trips to dispose of their furs.

"Here, at the head of the lake, we built our boats and started on our prospecting. There are three streams emptying into the lake from the north. Two of these, the Oklohene and the Netticene, are quite large and very swift. There is only one river running in from the south. There is no part of the lake that is not navigable for light draught steamers, and the greater part of it is extremely deep. The shores are for the most part rocky and precipitious, but beautiful camping places can be found along the north shore. As you approach the lower end of the lake the banks are of clay, quite high, and coming down into deep water.

"The lake gradually grows narrow, and before you are aware of its proximity you are entering the Hootlinqua river, which is the outlet of this large body of water. We expected to find a narrow river, but instead of that there was no current to speak of for some miles. As we proceeded down the river which is 180 miles long, the speed of the current increased until it was running at the rate of about five miles an hour. The Hootlinqua is perfectly safe for any rowboat, and navigable for light draught steamers through its entire length. The same can be said of the rest of the route to Forty-Mile with one exception. This exception is the Five-Finger rapids, which any boat can run with ordinary caution without unloading.

"While on the lake, we met Mr. J. Callbreath, who has just come through from Telegraph Creek with his pack train of thirteen horses. He informed me that the trail was in good condition

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POUDRIER'S REPORT.

The following descriptive letter is from A. L. Poudrier, Dominion land surveyor of Robson, B. C., under date of October 6th, 1897: The government of British Columbia has spent many thousands of dollars during the last eight or nine years in exploring and surveying the northern portion of the province, and although the work is not quite completed, the portion more nearly related to the Yukon country is fairly well known.

Having been employed during several years at that work, it has been my good fortune to travel many times through that great valley which begins at the Fraser river and reaches the source of the Yukon, that is, Teslin lake. The valley of the Yukon is simply a continuation of that cut, and, no doubt, in the far ages, this king of streams was by far longer than it now is.

As many persons intend to go to Alaska in the spring, starting from Washington and going via Ashcroft, a description of the route may prove of interest. I will say nothing of the first part of the road as Ashcroft may be reached either by rail or overland from Washington.

There is a first class wagon road 220 miles in length, from Ashcroft to Quesnelle. This road is in perfect order, and a stage line, as regular in its time card as any railway, makes the round trip every week. The land is fairly settled along the whole distance, and farm houses and regular stopping places are met at short intervals. For those who travel with their own pack horses, free feed is plentiful all along.

Quesnelle is a small town on the banks of the Fraser river. It has a first class grist mill, where flour is nearly as cheap as in Spokane. For many things needed on a long trip to the north, such as fur robes for bedding, moccasins, and duffel (a thick woolen cloth, made especially for Indian trading) no other place equals that little town.

The Fraser has to be crossed here, and there is a good ferry. One has now reached the gold country of the Cariboo excitement, and at Quesnelle the banks of the Fraser have been washed and re-washed. This, too, is the beginning of the old telegraph trail and in many places the wire can still be seen strung up or lying along the wayside.

The country from Quesnelle to the Nechaco valley and Fraser lake, a distance of 150 miles, may be generally described as a rolling country, with no high mountains, and covered with a growth of small populars, birch and black pine, nearly all of the second growth; only a few tall trees of the old original forest are to be seen.

The trail crosses many small streams and follows the banks of numerous lakes, where rich meadows and open glades give the richest of food for animals at nearly all parts of the trail. When the water is high, one stream, which is called the Chillacco or Maud river, gives trouble. That is, at the end of June or early in July. Only one other stream of consequence is met; that is the Blackwater, and it is crossed on a good bridge.

On reaching the Nechaco valley, rich meadows—which will be the farms of the future—are traversed by the trail along beautiful lakes, where many Indians are living. The Nechaco is crossed to reach Fort Fraser, a Hudson Bay post and a large Indian village.

From Fort Fraser the trail follows the south bank of lake Fraser for 12 miles, through a rich, rolling park-like country; and the stream emptying Lake Francais into Lake Fraser is crossed near the village of Nadina. The ford is easy, the Indians in this part are called "Carriers," and are good, hospitable and honest.

From Nadina the trail follows the valley of the Endako, which empties into the Stellaco. It is a wide valley with much open land and bunchgrass, good for farming and grazing.

The distance from Stella to Hazleton on the Skeena, is 150 miles. After reaching the source of the Endako the trail enters the valley at Buckley or Hagwilget river, falling into the Skeena. This valley is similar to the Endako, with broad meadows, beautiful open grassy slopes, light park-like woods full of small fruit in season, the streams and many lakes are full of fish—salmon, trout, char and two or three other kinds. Small game is plentiful all the way from Quesnelle.

This road is not far from the Omenica gold fields, and gold is found on almost every creek along the trail from Lake Fraser, though no very rich ground has been struck. It is quite possible, however, that some of the small streams might give good results to the prospector.

Hazleton was the last place where the wire was stretched for the telegraph company.

The country north of the Stickine is perhaps a little wooded than further south, but, nevertheless, food for horses is very abundant. Gold is found on nearly every stream, and on the Thulton and Dodedonto rich prospects have been located.

Two noted gold fields are known in New Caledonia—the Omenica, the north of Lake Fraser, and the Cassiar, which begins at Telegraph creek. Large amounts have been taken from this locality. In Omenica powerful companies have started hydraulic mining on a large scale, and, no doubt, the same will soon be done in Cassiar. People with experience in that line and with sufficient capital do not need to go as far the Yukon. Cassiar offers as rich a prize as Klondike to the hydraulic miner.

Large tracts are not yet prospected at all, even for placers, and nothing whatever has been done in the line of quartz mining. It is known that rich deposits of galena ore occur on the Skeena, and rich copper ore is to be found on the Stickine and on Lake Teslin. Native copper has been mined for ages by the Indians from this locality and has hammered into shields used for currency, which can yet be obtained.

There is no doubt that the road from the sea to Telegraph creek, by the Stickine, will be largely used next spring; and as the great field for prospecting will be the upper Yukon, Lake Teslin should be a busy spot next year.

For those who wish to take horses or cattle, the way I have described from Quesnelle offers no dangers of any sort, no difficulties. Far from it; it is one of the most pleasant trails to travel, and I have remembrance of many happy days employed riding daily along and camping at night loaded with small game. With such a climate during spring, summer and autumn, it is easy to forgive a few weeks of cold weather.

TELEGRAPH TRAIL.

The following is the report of the old telegraph trail from Quesnelle to Hazelton by J. D. Devereaux, representative of the B. C. MINING JOURNAL. Mr. Devereaux left Quesnelle September 7th and arrived at Hazelton September 19th, making the trip in good time.

Hazelton, B. C., September 22.

Sir: Complying with your instructions dated September 2nd, I immediately made arrangements for the trip from Quesnelle to Teslin lake via the old telegraph trail.

I submit my report of the condition of the trail between Quesnelle and Hazelton, the feed thereon and the feasibility of a road being opened up to the aforesaid place.

On the 7th inst., I startel and traveled on a splendid trail to the 12 Mile camp, where feed was in abundance. Pushing on I arrived at Goose lake (or 25 Mile Camp,) where a halt was made for the day. Feed very plentiful and trail in good condition.

8th. Started early, passed 36 Mile camp at 9:15; feed good. Arrived at Blackwater at 2.50, where camp was made for the day. The present locality cannot be improved upon for a road (with exception of the descent to the Blackwater.)

9th. Traveled over a good trail for 17 miles to Mud river, feed plentiful but a dreaded camp to packers owing to the present state of crossing facilities. This may be avoided by cutting a road further west, and by bridging the Mud river canyon, which is very narrow. On the other side the trail is good with exception of a few mud holes near Lost Horse Meadows, 10 miles from Mud river. Went on to the south end of Nathelby's lake where good feed abounds, and camped, covering 30 miles for the day.

10th. Trail very rough for 4 miles along Nathelby's lake, but as soon as the trail leaves the lake and strikes high ground it becomes good again to the north end of Bobtail lake, where good feed is found. Continuing, for the first two miles a few mud holes are found, but can be easily avoided. The balance of the day's travel to Tsin-Cut lake was over a good trail with a few exceptions, where it was found very brushy. There is an abundance of feed here, principally peavine. The distance traveled for the day was 34 miles, most of the way being quite suitable for a road bed.

11th. Traveled all day over a very good trail (patches of prairie land intervening every three or four miles) to the crossing of the Nechaco, 37 miles from Tsin-Cut lake, where swimming must be resorted to in order to cross. This can easily be avoided by bridging the canyon 1½ miles below. The canyon is narrow, and further, has an island in the center very suitable for a road.

13th. Traveled through partly open country until 2 o'clock, then through 4 miles heavy timber to prairie again. Camped on the south end of Burn's lake or the head of the Endako river. Covered 28 miles.

14th. Traveled through comparatively open country all day. Feed very plentiful; camped on the extreme head of the Fraser river water shed. Covered 20 miles.

15th. One mile's travel brought me to the divide, where feed begins to get scarce, but plentiful enough for grazing purposes until I reached Elwyn lake, where I made camp for the day, having covered 22 miles.

I would advise that a new road be cut on the north side of the divide. By doing so more feed can be taken in, and also avoid the two crossings of the Buckley river, which are very troublesome in the spring.

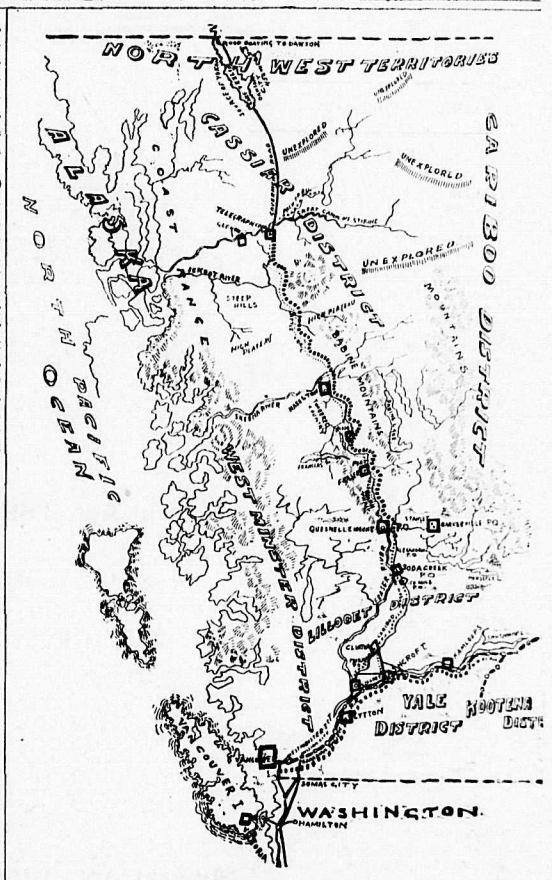
16th. Made a late start, traveled all day through partly open country, camped on a large prairie at night Traveled 18 miles.

17th. Traveled along side hill until 10:20; open country with good feed. A gradual descent for two miles into level country where a better place for a road cannot be found. Camped on a small prairie with peavine and blue joint growing as high as the horses. Covered 28 miles.

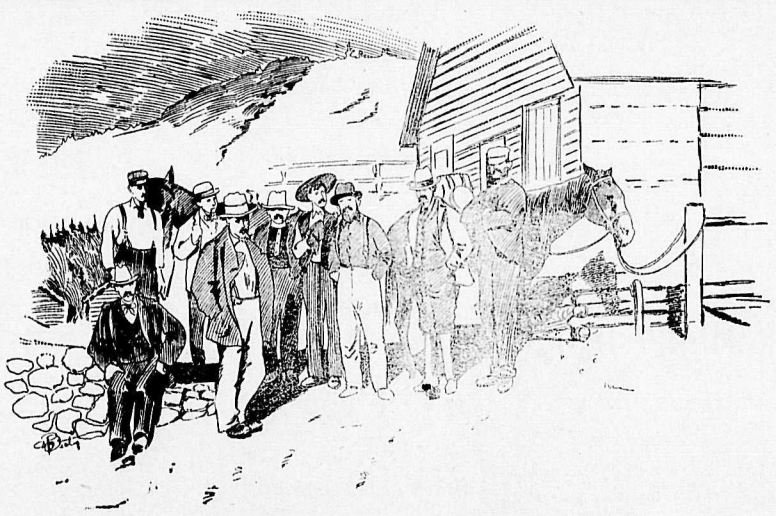
18th. Traveled all day through level country and splendid feed; crossed the Mauricetown at 12:15. Camped at night on what the Mauricetown Indians call the Halfway prairie. Traveled 23 miles.

19th. Made an early start and arrived at Hazleton at 10.30, after traveling 12 miles over a good trail. Here we once more find a Hudson's Bay Company's store, where the greatest kindness is shown to travelers by the genial manager, R. S. Sargent.

The approximate distance between Hazleton and Quesnelle is 327 miles.



SKETCH SHOWING OVERLAND ROUTE.



PARTY LEAVING TELEGRAPH CREEK FOR THE GOLD FIELDS EAST OF LAKE TESLIN.

The British Columbia Mining Jonrnal.

Issued every Saturday.

F. S. REYNOLDS,

Editor and Proprietor.

Subscription Price, per annum - - $2.00

Advertisements will not be discontinued until paid. Advertising rates on application

SATURDAY, FEBRUARY 12, 1898.

Lac La Hache.

Lac La Hache a pleasant spot to me in memory dear.
The lake a smooth and broad expanse, its waters deep and clear,
A pleasant lake, a glorious lake! in which two islands stand,
One might well wish his home was there, so peaceful and yet grand.

And oh! what sport! what fish are caught with hook and line or seine.
A great variety of fish, but trout though in the main,
How oft at night, by Flambeau's light, men filled with murderous glee,
Will pull the net and fish will get as from the deep blue sea.

Now comes the cold and frosty morn. The ice is clear. Look out!
For now another kind of sport, they're skating after trout.
And soon a monster fish is seen, the leader gives a shout,
Then every skater on the ice goes for that luckless trout.
To keep him shoreward is the strife of every skater there,
If they succeed in this, they're sure to bring him to the air.

Well might the fishermen of old look down with envious eyes
And wish they were once more on earth, and claiming such a prize.
I've fished a good deal since a boy (and hid my books and slates)
But ne'er enjoyed such sport, as chasing trout on skates.

—J. GRELL.

Encroachment Not Permitted.

Ottawa, Jan. 31.—American encroachment upon Canadian territory along the Alaskan boundary will not be permitted, although the States have preferred a claim to the territory from Dyea and Skaguay to Lake Bennett. The instructions which were sent forward from Ottawa to the mounted police, at the latter place, are to collect duty upon all American goods passing the summit of White Pass or Chilcoot Pass. In so doing, the government are taking a step which will commend itself to Canadian coast interests.

The submarine cable direct from Halifax to Jamaica has been successfully laid, and is now open for business. This announcement was duly cabled by the Royal Jamaica Society of Agriculture to the principal boards of trade throughout Canada, and formed the subject of reciprocal congratulations between the two countries. The strategic and commercial importance of direct telegraphic communication with the British West Indies can scarcely be overestimated.

"Overland to Klondike."

The pamphlet recently gotten out by the Mining Journal has been mailed to all enquirers, and to our exchanges and the leading newspapers of Canada and the United States. Several hundred copies have already been furnished to the stores and business houses in Ashcroft, and by them sent out to enquirers. Arrangements were made in the east with different railroad companies that are interested, and that have already sent out several thousand copies, whereby they will from now on send them to all enquiring about the route. Arrangements are also being made to have a Baltimore house publish the pamphlet at that city in large numbers, so a large circulation is assured. From this time on the pamphlet, containing in all 70 pages, including ten full page views of points and objects of interest along the route, a good and accurate full page map showing the overland route, advertisements, etc., will be sent out by J. H. Clements, Druggist and Stationer, postpaid on receipt of twenty-five cents. Any advertiser who has not received a copy or copies will be supplied with the same gratuitously on application. Address—J. H. Clements, Druggist and Stationer, Ashcroft, B.C.

How to expose a humbug—money-back it.

How to establish such things as *Schilling's Best*

tea, coffee, soda, baking powder, flavoring extracts and spices

—money-back them.

36 For sale by Harvey, Bailey & Co.

RAW FUR NOTICE.

I, the undersigned representing Joseph Ullmann of St. Paul, New York and London, England, wish to inform my friends and the public generally that I do not intend to travel as heretofore. Those favoring me with shipments of Raw Furs can rely on fair treatment, and prompt returns assured. Write for price list. G. W. BALDWIN,
40-6m Winnipeg, Man.

HOPE, YALE, LYTTON AND CACHE CREEK DIVISIONS OF YALE DISTRICT.

NOTICE *is hereby given, in accordance* with the Statutes, that Provincial Revenue Tax and all taxes levied under the Assessment Act are now due for the year 1898. All of the above named taxes collectible within the Hope, Yale, Lytton and Cache Creek divisions of the District of Yale are payable at my office, Yale.

Assessed taxes are collectible at the following rates, viz:

If paid on or before 30th June, 1898.
Three-fifths of one per cent. on real property.
Two and one-half per cent. on assessed value of wild land.
One-half of one per cent. on personal property.
On so much of the income of any person as exceeds one thousand dollars the following rates, namely, upon such excess of income, when the same is not moer than ten thousand dollars, one per cent; when such excess is over ten thousand dollars, and not more than twenty thousand dollars one and one-quarter of one per cent.; when such excess is over twenty thousand dollars, one and one-half of one per cent.
If paid on or after 1st July, 1898:
Four-fifths of one per cent. on real property.
Three per cent. on the assessed value of wild land.
Three-fourths of one per cent. on personal property.
On so much of the income of any person as exceeds one thousand dollars the following rates, namely, upon such excess, when the same is not more than ten thousand dollars, one and one-quarter of one per cent.; when such excess is over ten thousand dollars and not more than twenty thousand dollars, one and one-half of one per cent.; when such excess is over twenty thousand dollars one and three-quarters of one per cent.
Provincial Revenue Tax $8 for every male person over the age of 18 years.

30- WM. DODD,
Assessor and Collector.
Yale, January 29th, 1898.

Mineral Act, 1896.

(FORM F.)

Certificate of Improvements.

NOTICE.

FORTY THIEVES MINERAL CLAIM. Situate in the Lillooet Mining Division of Lillooet District.

Where located—South Fork of Bridge River.

Take notice that we, Robert B. Skinner and John Marshall, free miner's certificates No. 63790A, and 75318, intend, 60 days from the date hereof, to apply to the mining recorder for a certificate of improvements, for the purpose of obtaining a crown grant of the above claim.

And further take notice that action, under section 37, must be commenced before the issuance of such certificate of improvements.

Dated this 20th day of November, 1897.

R. B. SKINNER,
3249 JOHN MARSHALL.

Mineral Act, 1896.

(FORM F.)

Certificate of Improvements.

NOTICE.

BERTA MINERAL CLAIM. Situate in the Lillooet Mining Division of Lillooet District.

Where located—South Fork of Bridge River.

Take notice that I, C. A. Phair, free miner's certificate No. 55695 intend sixty days from the date hereof, to apply to the mining recorder for a certificate of improvements, for the purpose of obtaining a crown grant of the above claim.

And further take notice that action, under section 37, must be commenced before the issuance of such certificate of improvements.

Dated this 20th day or November, 1897.

C. A. PHAIR.
3249

Mineral Act, 1896.

(FORM F.)

Certificate of Improvements.

NOTICE.

URAL MINERAL CLAIM. Situate in the Lillooet Mining Division of Lillooet District.

Where located—South Fork of Bridge River.

Take notice that we, Robert B. Skinner and John R. Williams, free miner's certificates No. 63790A and 75404, intend, sixty days from the date hereof, to apply to the mining recorder for a certificate of improvements, for the purpose of obtaining a crown grant of the above claim.

And further take notice that action, under section 37, must be commenced before the issuance of such certificate of improvements.

Dated this 20th day of November, 1897.

R. B. SKINNER,
3249 JOHN R. WILLIAMS.

NOTICE.

MINERAL POINT MINERAL CLAIM, situate in Lillooet Mining Division of Lillooet District.

Where located,—Cayoosh Creek.

Take notice that we, R. H. Verity and Wm. Wilkinson, free miner's certificate No. 46,046 ank 46,047, intend, sixty days from the date hereof, to apply to the Mining Recorder for a Certificate of Improvements, for the purpose of obtaining a Crown Grant of the above claim.

And further take notice that action, under section 37 must be commenced before the issuance of such certificate of improvements.

R. H. VERITY,
WM. WILKINSON.
Dated this 11th day of October A. D. 1897.
24-35.

NOTICE.

Instruction given on the Mandolin and Guitar. Mandolins furnished for $12.

1m PRELL & LOZOTT.
Ashcroft Hotel.

ADMINISTRATOR'S NOTICE.

SEPARATE TENDERS will be received by the undersigned until the 26th day of February next for the following parcels of property belonging to the Barley estate.

A pre-emption of 320 acres of land, known as the Lakeside farm, situated on Dragon lake, with all improvements, implements, houses, and tools belonging thereto, also including his claim to the meadows in connection.

For any further particulars apply to the undersigned.

The right is reserved to reject any, or all bids.

39-42 JOHN A. FRASER,
Official Administrator.

Klondike. Cariboo.

The undersigned offer for sale their well-known pack train consisting of the following:

60 head of pack mules with complete outfit of packing rigging with each mule.

5 head of riding mules with saddles, etc., etc.

8 head of 4 year old mules with or without packing outfit. These latter are only halter broke.

1 only bell mare with saddle, etc. goes with train.

This is without doubt the most complete packing outfits in B. C. and is for sale "en bloc." For terms, etc., apply to

VIETH & BORLAND,
150-Mile House, B.C.

I. O. G. T.—ASHCROFT LODGE No. 25, I. O. G. T. Meets every Thursday evening in Oddfellows Hall 7:30 *o'clock. Visiting members cordially invited* to attend. J. B. BRYSON, SEC.

NOTICE.

Thirty days after date I will make application to the assistant commissioner of lands and works for Cariboo district to lease for a term of 5 years, eighty (80) acres of meadow and situate on the south branch of the Narcoslee river and about eight miles southwest of the old Hudson Bay Fort at Alexandria, commencing at a post marked A. J. S. Twan, south west corner post, thence north 20 chains, thence east 20 chains, thence south 20 chains and thence west 20 chains to initial post.

JOHN S. TWAN.
Alexandria, B. C., February 7th, 1898. 40-1

NOTICE.

All persons indebted to the late Mathew Pinkerton, miner, of Barkerville, B.C., deceased, are requested to pay the amount of *such indebtedness to the undersigned on or* before the 1st day of May, 1898. And all persons having claims against the said deceased are requested to forward the same to the undersigned on or before the 1st day of May, 1898.

JAMES STONE,
JOHN STEVENSON,
Barkerville, B.C., Executors.
January 13th, 1898. 38-45

NOTICE.

Notice is hereby given that 30 days after date I intend to apply to the chief commissioner of lands and works for permission to lease eighty acres of meadow land adjoining Lot 228, Group 1, in the district of Lillooet, commencing at a stake at the north-east corner of the said lot and marked "C. R. Doxat's north-west corner, thence 10 chains east, thence 80 chains south, thence 10 chains west, thence 80 chains north to initial post.

40-43 C. R. DOXAT,
per H. C. Rayson.
Clinton, B. C., January 26, 1898.

NOTICE.

Notice is hereby given that 30 days after date I intend to apply to the chief commissioner of lands and works for permission to lease eighty acres of meadow land adjoining Lot 229, Group 1 in the district of Lillooet, commencing at a stake marked "C. R. Doxat's south-west corner," situate half way between the north-west corner and north-east corners of the said lot, thence east 20 chains, thence north 40 chains, thence west 20 chains, thence south 40 chains to the initial post.

40-43 C. R. DOXAT,
per H. C. Rayson.
Clinton, B. C., January 26, 1898.

NOTICE.

Notice is hereby given that the partnership heretofore existing between Allison Woods and Joseph L. Keeler, under the firm name of Woods & Keeler, doing business at "The Welcome" Restaurant, Ashcroft, has been this day dissolved by mutual consent; Allison Woods will continue the business, to whom all debts are to be paid and who will settle all accounts against the said firm.

Dated this the 17th day of January, A.D. 1898.

ALLISON WOODS,
Witness: JOSEPH L. KEELER.
A. CLAWSON,
A. MOONEY. 38t5

NOTICE.

A SITTING OF THE COUNTY COURT of Cariboo will be held at Ashcroft, B.C., on Monday, the 14th day of March, A.D. 1898, at the hour of 10 a. m.

By Order,
JOSEPH WM. BURR,
Deputy Registrar,
C.C. of Cariboo.
Ashcroft, B.C., Jan. 30, 1898. 40-5

FOR SALE OR TO RENT.

That farm known as the Moffit's ranch at Alexandria, B. C., consisting of two pre-emptions of 650 acres more or less, 150 of which have been partially cleared and cultivated. A good large dwelling house with barn, stable, *grainery and other outbuildings and sheds.* There is a never failing spring of water, 15 to 20 inches, less than 100 yards from buildings, also a grant of 400 inches of water out of 4-Mile creek for irrigation.

A good dairy could be established. The soil is well adapted for raising first-class wheat and other grain and vegetables. The whole wil be sold on reasonable terms and time given for part payment. It will be leased with a view to ultimate purchase the rent to be taken as payments by way of installments. When payment *is made in full a title will be transferred.*

For further information apply to

40-43 ROBERT McLEESE,
Soda Creek, B. C.

ADMINISTRATOR'S NOTICE.

SEPARATE tenders will be received by the undersigned until the 26th day of February next for the following parcels of property *belonging to the estate of A. McAlinden.*

1. The Hidden Treasure claim, a quartz claim situated on Grouse creek, a short distance above McAlinden's store.
2. The Mary Ann claim, a 900 foot placer claim on McBean's flat, Antler creek, adjoining the Nason claim on the east.
3. Six interests in the Yellow Lion claim, a 1,200 foot claim of twelve interests on Cunningham creek.
4. One and one-half interests in the Nason claim on Antler creek.
5. The Cascade Mining claim, a placer claim of 900 feet on Grouse creek.
6. The Short Bend claim, a 900 foot hydraulic claim on Grouse creek, fully equipped, and in good order for working, with all tools, sluice boxes, and pipe and monitor belonging to the claim.
7. A dwelling house, store, butcher shop, stable, and warehouse on Grouse creek, including stoves, furniture, dishes, wood and a large assortment of second hand mining tools.

For any further particulars apply to the undersigned.

The right is reserved to reject any, or all bids.

39-42 JOHN A. FRASER,
Official Administrator.
Quesnelle, B. C., January 21st, 1898.

F.C. INNES

Mining Broker

VANCOUVER, B. C.

All descriptions of mining properties bought and sold. Correspondence solicited.

STUDEBAKER WAGONS.

McCormicks Binders and Mowers, McClary's Famous Stoves, Farming Tools and General Hardware.

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Wells Fargo, Columbia Flouring Mills Co., of Enderby.
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HORSEFLY! - FORKS QUESNELLE!

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Goods received, Stored and Forwarded with dipatch to any point in the Interior reached by wagon or pack train. Consign you goods to our care and we will settle railway charges and ship on to destination with least possible delay.

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BOARD AND LODGING BY THE DAY, WEEK OR MONTH.

Best Wines, Spirits and Cigargs. Good stabling. Headquarters for the Cariboo, Lillooet and Dog Creek lines of stages. Hunting and fishing in the vicinity.

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ASHCROFT, : : CLINTON.

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Headquarters for Miners and Ranchers Supplies, Flour, Rice, Sugar, Rock and Fine Salt, Coal Oil, Blacksmiths and House Coal, and all heavy goods purchased in carload lots and prices right. Riding and Pack Saddles Hunters Outfits, Rifles, Shot Guns, Ammunition, etc.

Sole Agent for Giant Powder Company of San Francisco, full stock on hand at their new magazine, Fuse, Caps, etc., etc. Geo. Gage & Sons celebrated Dominion Wire Bed Springs, Mattrasses, Pillows, &c.

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MILLINERY AND DRESSMAKING department under competent management in connection with store at Ashcroft.

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Orders and enquiries by mail have prompt attention.

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REPAIRING DONE WITH NEATNESS AND DESPATCH

All orders by mail promptly attended to and satisfaction guaranteed

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Mining companies organized and floated. Properties bonded and reported on for foreign o local syndicates. Having been residents of the province for the past twenty-six years, we are therefore in a position to furnish the most reliable information to be obtained respecting the valuable mineral resources of the province. Correspondence solicited.

Office of the "Golden Cache Mines Company, Ltd.," of Lillooet, B. C.

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Celebrated Alexandri Lager and Porter Specially Recommended.

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Lager Beer and Porter. The Best Quality only Brewed from choice Malt and Hops

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In connection with our Brewery we have added a new and complete plant from San Francisco for the manufacture of Soda Water, Ginger Ale, Sarsparilla, Champaigne Cider and Mineral Water of all kinds.

All orders from city and country will receive our personal and best attention. Your patronage solicited. Special attention to all orders from Cariboo and way. You will find our prices will make it an object to give us your orders.

CHARLES HACH,

(Successor to The Sehl-Erskine Furniture Co., Ltd.)

MANUFACTURER OF

Furniture, Upholstery, Mattresses, Window Blinds, etc.

And direct importer of Carpets, Linoleums, Oilcloths, Childrens' Carriages, Crockery, Glassware, etc.

55, 57 and 59 Cordova St., ... Vancouver, B. C.

150 MILE HOUSE

The distributing point for all the hydraulic mines at Horse Fly, North and South Forks and main Quesnelle River, also the stock ranges of Chilcoten and Beaver Lake Valley.

At this Point will be found a good assortment of

GENERAL MERCHANDISE & MINERS SUPPLIES

Also one of the best Hotels on the route. Information cheerfully given.

VEITH & BORLAND. Proprietors and Stock Raisers.

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General Blacksmiths.

Carriage builders. Horseshoeing a specialty. A supply of iron and wagon material always on hand.

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Good Accommodations for Travelers at any of These Places.

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Places	Miles
Cache Creek	6
C. McDonald's	12
Hat Creek	14
20-Mile House	20
24-Mile House	24
CLINTON	32
50-Mile House	44
61-Mile House	56
70-Mile House	55
83-Mile House	68
87-Mile House	72
100-Mile House	83
105-Mile House	90
108-Mile House	93
111-Mile House	96
115-Mile House	100
117-Mile House	102
122-Mile House	107
127-Mile House	112
135-Mile House	119
139-Mile House	123
143-Mile House	126
145-Mile House	129
150-MILE HOUSE	135
Soda Creek	165
Alexandria	183
Moffat's	189
Australian Ranch	198
Bohanon's	200
Quesnelle	220
Cottonwood	241
Beaver Pass	265
Stanley	270
Barkerville	280

Places below, Road branch from 150-mile House but the distances are from Ashcroft.

Big Lake	159
Beaver Lake	167
Quesnelle Forks	191

Since 1859 Over $60,000,000 in Gold Have Been Taken Out of Cariboo.

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Land Surveyor, Civil Engineer and Draughtsman,

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Engineering and Survey work. Reports on mining properties. Maps and plans prepared of any portion of Cariboo district.

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For Sale.

The undersigned is prepared to furnish to any one requiring the same pack animals in any number up to 500, well broken and for saddles and packs for $28 each. Correspondence solicited. B. F. ENGLISH.
Ashcroft, B. C.

S. A. Rogers

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General Merchant

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All kinds of Miners' Supplies on Hand.

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THE ONLY LINE

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Connections at Vancouver with steamer lines for China, Japan, Hawaiian Islands and Australia.

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Going east and south. Read down.			Going north and west. Read up.
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8.35	leave	REVELSTOKE arrive	16.30
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16.55	arrive	SANDON leave	7.45
18.40		SLOCAN CITY	6.00
22.00		TRAIL	18.00
23.00		ROSSLAND	19.00
22.30	arrive	NELSON leave	18.40

For full information as to rates, time &c., apply to the nearest ticket agent to

A. L. CLEMENTS, Agent, Ashcroft.
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Previous to taking stock we will clear out odds and ends and many lines of goods we are overstocked in at - -

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If you have a few dollars to spend in Dry Goods, Clothing or Boots and Shoes, now is your chance to get good values.

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Directly opposite Depot, - - ASHCROFT, B.C.

This Hotel has been lately refitted and refurnished. A new wing, 50 x 26 feet, containing nineteen rooms, including bath and sample rooms, will be opened by Oct. 1st.
Good table and good service.
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Wagons and Buggies made to order with the best of material. Horse shoeing a specialty. Shop next to Trim & Haddock's stables

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Good stabling in connection with the Hotel, also the headquarters for the Ashcroft and Lillooet Stage. Charges moderate.

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McCleary's Famous Cooking Stoves, Heaters, etc., Tinware and Graniteware. Tin and Sheet Metalware Made to Order for the Klondike trade.

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Meals at all hours, day and night. Fresh Oysters in any style always on hand. Private boxes for ladies and dining parties.

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Saddle, Pack and Driving Horses for sale and hire. Rigs kept at both stables.

Special trips made to Lillooet or points in Cariboo at any ime. Wire at our expense for rigs.

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The undersigned having just laid in a large and well selected stock of

Groceries, Clothing, Boots and Shoes Mining Outfits, and a General assortment of Hardware.

is prepared to give good satisfaction in prices and quality of goods as the following will show:

No. 1 Rice	$8	per 100 pounds.
Extra "	9	" "
Granulated sugar	9.25	" "
Granulated sugar in 10 lb sacks	1.00	
Bacon, clear sides smoked	16½	cents lb.
Beans	6½	"
Flour Hungarian and X X X X	$65	

Other goods equally low.

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To Cariboo, Omenica, Cassiar, Lake Teslin, or through to - -

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Will do well to examine our Stock and Prices.

☞ Correspondence solicited and information given to parties contemplating a trip to the gold mines of British Columbia and the Yukon district.

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Dealers in Groceries, Hardware, Drygoods, Boots and Shoes, Crockery, Drugs and Farm Produce.

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First Class Accommodation for Guests. Good Bar in Connection. Good Stabling and Feed for Horses.

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A full assortment of Dry Goods, Boots, and Shoes, Liquors, Cigars, Hard ware, Hay, Grain, and Miners Supplies, at reasonable rates.
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New management. Hotel headquarters for B. X. stages. Headquarters for mining men, well furnished rooms. Table supplied with everything in season. Most complete bar in Cariboo.

Stables in connection, Hay and Oats in quantity.

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Good Stabling in connection.

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Iron, Steel and Timber kept in stock, and a stock of Eastern made Carriages, Buggies and Road Carts kept on hand at reduced prices, and also made to order. Manufacturer of "The Lehman Tire Setter" which all Blacksmiths should use. All work warranted, and prices lower than ever. An assortment of Coffins and Caskets always on hand.

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suitable for freighting and farm purposes.

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all at prices to suit the times.

Orders filled promotly.

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Attention and atisfactionguaranteed to customers.

Main treet, - AHCROFT, B C.

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ORE CARS, ORE BUCKETS,
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Contractors for Complete Hydraulic Mining Plants.

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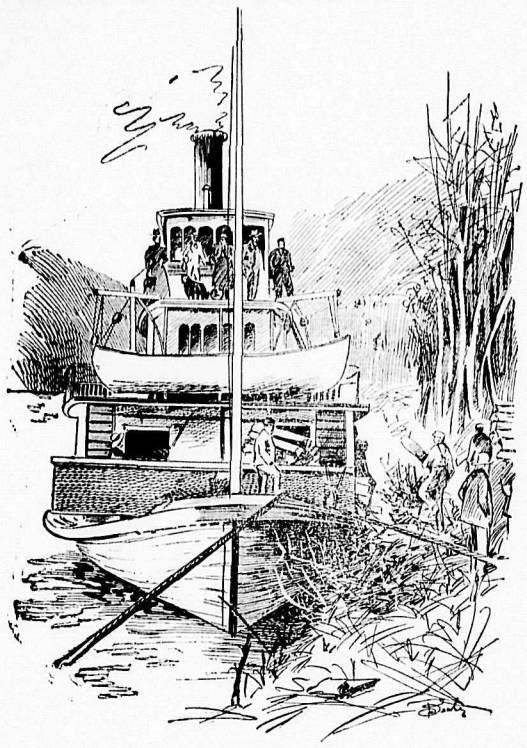


STEAMER CALEDONIA ON STICKINE RIVER.

PIONEERS OPINIONS.

Thomas Hamliton, to whom we are under obligations for much valuable information, says he was for seventeen years an employee of the Hudson Bay Company in that section, viz., Stuart's Lake, for four years at Nechaco river, and for some years a trader at Fort Connelly. During Mr. Hamilton's time many bands of cattle were successfully driven into Telegraph Creek and the Cassiar mines. The route, Mr. Hamilton says, is through a country abounding in feed, and the trail is easy *for packing or herding cattle.* From Telegraph Creek the new trail to Teslin Lake will put interior British Columbia within easy drive of the Yukon markets. No other route offers the inducement for overland travel to the Klondike that *the Cariboo-Cassiar-Teslin Lake* route does. Thousands will travel it next season. They will buy their pack animals in Ashcroft and begin the journey here. All along the route they can re-stock, and re-supply if they *wish at Telegraph Creek, and further* they can spend their time profitably in prospecting the creeks and rivers on their way, and may strike another Klondike before going many hundred miles, and Teslin Lake, 700 miles from *Quesnelle by trail, is bound to be a* great mining section, so say all authorities.

The following are extracts from a letter by Senator James Reid, of Quesnelle, received by the JOURNAL: I have yours of the 14th, and will comply with request as correctly as I know how. The charge by steamer as far as she can go at present, viz., Soda Creek to Cottonwood canyor, is one cent per pound, but in 100 ton lots could make some reduction. From thence it can be taken by boats or canoes up to the head of North Tatlah lake, say about 300 miles from Cottonwood canyon. This latter would cost about eight cents per pound. *This will leave you* in the middle of the Omenica country, and from thence via Fort Conelly by land to the Cassiar mines is about 200 miles. I may say that the Dominion government has an engineer now up *examining the Fraser, Nechaco and* Stuart rivers, with a view to their being made navigable for steamers, there being only three or four points which need clearing out in the whole 300 miles to Buckley House, at the *head of North Tatlah Lake, and as* soon as these places are made navigable, the North British Navigation Company intend placing steamers suitable for the trade of that route. Meantime, my idea of going into the Yukon, which is, I presume, the objective point, would be to bring goods to Soda Creek by team or train (freight this season $2\frac{1}{2}$ cents per pound), thence by steamer, which would land freight on either side of the river at Quesnelle for half a cent per pound (distance 60 miles), and from thence by pack animals by the telegraph trail to Tele-Creek and Teslin Lake. The cost, distance and time would be about as follows:

DAYS	PLACES	MILES	COST
12	Ashcroft to Soda Creek	163	$2\frac{1}{2}$c
1	Soda Creek to Quesnelle	60	½c
10	Quesnelle to Hazleton	240	say 6c
13	Hazleton to Telegraph Creek	200	" 5c
10	Telegraph C'k to Teslin lake	120	" 3c
52		783	17

This would be about the ordinary time for a pack train to travel, of course going light better time could be made. Another route to go north is directly up the Fraser to Giscomb Portage, distance from Cottonwood *canyon about 115 miles,* thence across a portage to Summit Lake, seven miles, thence by small boats or canoes via McLeod Lake down the Parsnip river to its junction with the Peace river, thence up the Findlay branch to near *the Liard river tributaries,* which lies between the Omenica country and tributaries of the Yukon. Any of the routes mentioned are within the gold-bearing zone lying in a direct north-west line from Cariboo to Klondike. *The only obstructions* to navigation on the Fraser river are Cottonwood canyon and Fort George canyon, and I think if the latter were improved somewhat the former could be managed as it is, so that steamers could run from Soda Creek to Giscomb portage, say 195 miles, at a cost for freight of say not over 3 cents a pound.

From P. C. Dunlevy, Soda Creek, B.C.: In answer to yours of the 14th ult. will say: There are but two places in the Fraser river where boats heavily laden should be lightened of part or their loads, first at Cottonwood canyon, at certain seasons, if unsafe to take a boat very heavily laden through. About one-half of the load should be taken out and packed around the canyon half a mile; there is a good wagon *road around. Second, Fort George canyon,* where the same should be done. Then you have plain sailing to the head of Tatlah lake by going up the Nechaco and Stuart Rivers into Stuart's lake, thence up Tatchie river a distance of fifteen miles into Lake Trombley, thence up Little River a distance of twelve miles into Lake Tatlah which is about seventy miles long.

Should you desire to follow the Fraser there are no obstacles in the way of boating until you pass Giscomb, or say about 80 miles above Fort George. There is no place along either of these streams one could not unload on the banks except in the canyons. I have had goods delivered at the head of Tatlah lake for six cents per pound. This was twenty years ago. No doubt it could be done cheaper now. If there was a trail from some point near the head of Tatlah lake in to the Stickine river it would pass by the headwaters of the Findlay and Omenica rivers. The country, I am creditably informed, is sparsely timbered, gravel hills with much quartz showing in many places, and while no prospecting has been done there, gold has been found by men passing through the country. There is scarcely *a shadow of doubt but that rich mines could be* found throughout the entire distance to Cassiar, as many of the bars in the Findlay have paid well, some as high as $50 a day to the man, and in every instance the bars grow richer the nearer you approach the heads of the streams. It would be of great benefit to British Columbia and the entire Dominion if the government would remove the obstacles in the river this winter and make it navigable through to Tatlah lake. The Provincial government could not spend a little money to a greater advantage to the province than opening the trail from Tatlah through this section of country by the head of the Findlay and *Omenica rivers. I feel quite sure they would* be amply repaid in revenue from this section in a very short time. By removing the obstacles to navigation in the Fraser and Nechaco rivers, steamers would be enabled to lay goods within twenty-five miles of the Omenica, whence they could have down stream to the Omenica mines, Germansen, and many other streams where gold has been found in paying quantities. I say nothing about the route up the Fraser to Giscomb portage, thence over the divide in to the Parsnip river, as I presume you care nothing about that country. The route by Nechaco is in almost line with Cassiar and Klondike. By all odds the best and cheapest way for persons going to the Klondike would be to cross the Fraser here and follow the trail via Fraser lake and Hazleton to to Telegraph Creek until navigation is possible. I have traveled over it as far as Fraser lake and can safely say it is an excellent trail, abundance of feed the entire distance and a *road any fairly good pack horse could carry* 300 pounds and upwards. It is a short and easy trip to the Stickine. Those going this trail could outfit at Ashcroft, Clinton, 150-Mile House, Soda Creek, Quesnelle and Hazleton at very moderate prices. I fear this is far from what you want in the way of information; however, it is reliable and may help you.

From John King, Spokane, Wash: John King, a miner well known in Spokane, who has prospected and explored in the Black Hills, Arizona, Nevada and was identified with the early history of the Coeur d'Alenes, spent two months this year on the headwaters of the Yukon, in the Cassiar and other districts. He was within 200 miles of Klondike and among other things says: "I was within 250 miles of the Klondike diggins, on Teslin lake, which is the chief source of the Yukon river. The chances of getting to Klondike down that lake and the Hootalinqua are most excellent. From Telegraph creek the route is by pack train and horses across table lands, teeming with grass and well wooded and watered, to Teslin lake, which is a large body of water. There are no high mountains by this route. Down Teslin lake the journey of 200 miles to the Hootalinqua river is made in Indian canoes or boats built by the passengers themselves. From there the journey is made in the same canoes down the Hootalinqua river into the Yukon and thence to Klondike, a distance from the lake of 150 miles.

"There are few white men in the Cassiar diggings now, but those there heard of the Klondike excitement be*fore I left. The abandoned placer* mines in that district have fallen into the hands of Chinamen, as has been the case in other districts on this continent. I landed in the Cassiar country the 10th of May of this year, and *work was then progressing on placer* diggings. The season does not end there until the 1st of November. The climate is not half as bad as painted. The cold is intense in the winter, of course, but it is a dry cold and there *are no winds to cut and bite.* The Hudson's Bay Company turns out its cayouses all winter, and in the spring they are fat and strong. There is grass in plenty for the animals, which paw and root the thin covering of snow away and get at the feed. The Diamond S. company has mules and is obliged to cut hay for its animals in the winter time. Trading posts are established along the trail from Telegraph Creek to Teslin lake. The government built the trail and it is a good one you may be sure. Horses are not plentiful as a good cayouse sells for $150. This is because the two trading companies have a monopoly of the furnishing of supplies and own nearly all the animals. They are the freighters and packers for all the inhabitants. In that country there are plenty of cariboo, moose and black bear. Fish abound in myriads. In Teslin lake salmon weighing as much as forty pounds are captured, and most of the mountain streams have trout in abundance. A few grouse and pheasant are occasionally shot, but the great game bird of that country is the ptarmigan of which there are countless thousands at times.

"I know of white men who have lived thirty years in that section and have grown children. It is a mistake to believe that the country is not inhabitable. The Diamond S. company has a trading post at the head of Teslin lake. All its goods are brought over the government trail from the head of the navigation on the Stickine. Early this spring the company tried the experiment of sending three barges laden with freight and provisions down the lake and rivers to the Klondike post. Indians were placed in charge. The barges were safely landed at their destination and the Indians returned. When asked if the water route was safe they told the post traders that there was no more danger than on the Stickine, and that steamers could run as well as barges.

"The man who goes to the Klondike by this route is exposed to few more *hardships than in any new country.* He will not be obliged to walk at all. He can go nearly every foot of the way on train, steamer, horse and small boat. Once at the head of navigation the man with an outfit can employ Indians, to do the drudgery of camp life and *will be* sure of safe pilots. The Indians, Taltons and Stickines get $2 a day and board. They do the cooking, set up the camp and perform all other duties. All the prospector or voyager is expected to do is to get off his horse, the Indians do the rest at night and in the morning.

"My property in that district consists of quartz claims. I am going back in two weeks by the route I have described. My principal place of operation will be on the Hootalinqua river. Should I decide to go to Klondike it will be an easy matter to get down the river to the Yukon. As I remarked before, the Indians say there are no dangerous rapids by this route. I believe it will be the future road to the Klondike."

GOLDEN CARIBOO.

From James Orr, of Vancouver: Of Cariboo and its mines much was heard in early days, but until the last few years but little since 1875. The mines that had produced so richly before and up to that date were about worked out, and the extreme cost of living with the high freight rates, the fact that it required heavy pumps to keep the shafts clear of water that it was necessary to sink in order to work to advantage in the old creek beds, and the further fact that most of the miners being of an adventurous disposition had moved on to Omenica and Cassiar caused Cariboo mines to be largely deserted. That there is yet untold millions in that section no one at all familiar with the country can doubt, and each year adds to the promise of an old time revival of the gold mining of from '59 to '75.

The personal experience of Mr. Jas. Orr, one of Cariboo's old timers, is well *worth hearing.* Landing at Williams creek in 1862, when the famous creek was in its glory as a producer. Gold, gold, gold everywhere. Mr. Orr was one of the owners in the Caledonia and was bookkeeper for the company. In *fifteen months they took out over half* a million dollars. They took out $6,500 from five pans of gravel, the prize pan being $1,680. This was in 1863. Out of the Caledonia, which was sixty-seven feet to bedrock, the best paying dirt was about two feet on bedrock and the run was often 150 feet wide. The Never Sweat was adjoining and washed up every day from 60 to 200 ounces; Beauragard as high as 800 ounces a day; New York from 150 to 200 ounces; Moffat's over $300,000 taken out of 100 feet square, which was the size of the Cariboo claims. The McLean claim was next but not so rich. The Tinker with 300 feet of ground paid in dividends over $700,000. The Watty, a small claim next, paid $80,000. The Cameron claims cleaned up over $1,000,000; the Rabby $300,000; Dead Broke $70,000. Below were some short but rich claims. Prince of Wales paid eight interests half a million. Above the Caledonia, the Lillooet and Cariboo were very rich. The Aurora, with its fourteen interests, paid in dividends after all expenses were paid, about $39,000 per interest. On the Diller, two men working on the windlass and two underground took out in ten hours 102 pounds of gold. In all over $300,000 was paid in dividends to the three interests in this claim. Above the Black Jack, which was rich, the Windup was a rich fraction. From Canyon to Prince of Wales, on up to the sawmill, the Ericson, Nigger and others paid from *$25,000 to $50,000 to the interest.* Dozens of other claims along old Williams creek paid enormously and the creek never received, says Mr. Orr, credit for nearly all of its enormous output, it being generally said that the sum of *$25,000,000 was taken out of 1½ miles.* Mr. Orr says it was twice that amount. In any case it was such a creek as was never before struck, and so far the Klondike is not in the race for record output. Other creeks in the neighbor*hood, Mr. Orr says, will yet prove as* rich perhaps as Williams creek was. Lightning Creek, Swift river, Slough creek, Willow river and dozens of other creeks which have never been bottomed will yet give up their hoard of gold. *Of Omenica, Mr. Orr,* who spent two years there, says it was barely scratched and the whole of the Cassiar country is yet comparatively virgin ground. The enormous cost of provisions, difficulty of access and cost of labor all combined to make the gold hunters drop any work that would not quickly and enormously repay. Today there is no better gold country to prospect than from Cariboo through to Klondike.

From Ashcroft through it is only a little over 1,200 miles, of which the first 220 miles is by a first-class wagon road, the next 560 by trail, and the balance by a splendid water course down Teslin lake and the Hootalinqua river. But within one year the excitement will very likely be centered in the Cassiar range of mountains, from which water sheds the sources of the Yukon largely spring. For prospectors who wish to go in cheap we say, start from Ashcroft in April, leave Quesnelle in early May and you can spend the season most profitably in prospecting through to Telegraph creek. If you should wish you can then sell your pack animals, for which there is always a demand at that point, and build a boat, and in a week from the time you leave Lake Teslin you can be at that now much talked-of spot on earth, Klondike.

THE STICKINE ROUTE.

Captain J. D. Tackabery, master of the steamer Alaskan, the only steamer on the Stickine river, speaks from experience, having navigated the river for years. In his opinion the Stickine-Teslin-lake route is the one route to the Yukon, and his opinion is being borne out by the fact that hundreds of men are flocking to Wrangel from Skaguay and Dyea, to await the opening of the river in the spring. Some years the river is open by the latter part of April, or between the first and sixteenth of May. He has never seen it later than the latter date. It remains navigable until October, when the ice commences to come down. On the last trip of the Alaskan some ice was encountered, but since then the weather has been warmer, which might again clear the river. The Alaskan is a rather deep draft boat for river traffic, so she cannot run as long as could lighter draught steamers.

Captain Tackabery advises men not to attempt to go up the river on the ice. It is, he says, a very hard and hazardous trip, and there is not much to be gained by it. Men are still at work on the trail from Telegraph creek to Teslin lake. There are 300 men at Telegraph creek waiting for the snow to fall so that they can get their goods over on sleds. Frank Yorke is taking his goods to the top of the knoll, four miles from Telegraph creek, so that when the snow falls he will have a down grade run to the lake. There will be considerable traffic over the trail this winter, so that the snow road should be a good one.

Before leaving Telegraph creek Captain Tackabery had a conversation with Mr. St. Cyr, the government engineer. Mr. St. Cyr says the route is a good one for either a wagon road or a railway. There is a very slight grade from Telegraph creek to what is known as the top of the hill, a distance of four miles. From there to the lake is four miles.

There are a number of men coming up the river in small boats, but they, Captain Tackabery says, will never get through to Telegraph creek, unless the ice is very late in forming. They will have to camp along the river.

ASHCROFT.

On the Canadian Pacific Railroad, 205 *miles east of Vancouver,* and in the valley formed by the Thompson river, a healthy pleasant village of about 400 people, good stores and good hotels. The mild and pleasant winters make the towns of Ashcroft and Kamloops desirable places in which to pass the winter, from the fact that 1,000 horses are continually freighting goods from Ashcroft to different points along the Cariboo road and to the different mining camps of the interior it is a lively town, and rapidly putting on metropolitan airs. Water works and electric lights will be put in yet this season. It is now thoroughly understood that the overland telegraph line will be extended from Quesnelle to Dawson City next season. This will make Ashcroft the distributing point for the Klondike news, and a telegraphic centre. Of fruits and potatoes Ashcroft can beat the world, for stock the surrounding ranches can give a good account of themselves. The western Canadian Ranching company owns not less than 10,000 head of cattle. John Wilson, of Ashcroft, is known the province through as the cattle king. He owns or controls several ranches and many thousand head of cattle.

British Columbia on the whole is prosperous, and good settlers, those that will make desirable citizens, are in demand, none others need apply.

LYTTON.

At the junction of the Thompson with the Fraser river, is a thriving village surrounded with good quartz ledges, and is a good field for prospectors. It is distant from Ashcroft about 50 miles west. Kamloops being the same distance east of Ashcroft. All places being on the Canadian Pacific railroad.

LILLOOET.

The prominence of this section is owing to its immensely valuable quartz mines that have within the past few months been more prominently brought before the public than ever before. The Golden Cache mines, the Ben D'Or group and numerous others show great values. The entire country will, next season, be alive with prospectors, and there is an unlimited field. To reach Lillooet, a good wagon road from Ashcroft, distance 60 miles. There is also a trail up the Fraser from Lytton.

KAMLOOPS.

Kamloops is a beautifully situated little city at the junction of the North and South Thompson rivers and at the head of Kamloops lake. There are about 2,000 people residing there. It is a railroad divisional point and is a growing, thriving place. Many prospectors going up the road to the northern gold fields, will buy their horses and outfits at this point. There is a good wagon road leading from Kamloops to Cache Creek and Ashcroft. Its merchants are a lively lot of people who keep pace with the times. It has two newspapers, the Sentinel and Standard, both are up to date and are of great assistance in making the resources of the interior and northern British Columbia known to the world at large. Kamloops has quartz mines of great value in its immediate neighborhood, principally gold and copper, also coal and iron.

SPOKANE.

A beautiful and wide awake city in eastern Washington. There are good roads and trails leading overland from Spokane to Ashcroft and thousands will congregate in Spokane in the early spring to make that the starting point for those living in that vicinity or south and east of there. The merchants carry a big stock and more or less supplies will be taken from there by the overland travelers. An important feature is that horses are plentiful and cheap. The Spokesman-Review has earnestly called the attention of would-be Klondike travelers to the fact that there is a safe and easily traveled all land route to the land of gold. There is easy railroad connection from Spokane to Ashcroft via Revelstoke. The merchants and board of trade of Spokane are entitled to much consideration for the work they have done in advertising the merits of the overland route.

KISKAGASH.

The Kiskagash district, situated on the route from Ashcroft to the Yukon, about sixty miles from Hazelton, sends out reports of good strikes. J. D. Devereaux, representative of the MINING JOURNAL, writing from Hazelton about the Kisgagash country says: "I have seen ore from thirteen claims in the Kisgagash district which all looked to be very highly mineralized. Some of it is known to run as high as $200 to $300 to the ton in gold alone, and, by information given me by the miners, the cream of the country is not touched yet. All the old experienced hands say that the Kisgagash country will be a better camp than the Kootenay can ever expect to be, as they have gold, silver, copper and lead, where the Kootenay is mostly silver, which is falling in value every day. Little or nothing is known about the wealth of this country by the outside world. Within the past five years I venture to say that $250,000 has been taken out of this country by individual miners, mostly Chinese."

Intending parties heading for the Klondike, and who take the overland route, would do well to prospect that part of the country. As is well known and is verified by all who have been in the northern districts by going over the old telegraph trail good mineral can be found almost anywhere. The great influx of people next spring will open up these districts adjacent to Cariboo, and it is quite probable that some will strike a nice Klondike nearer home.

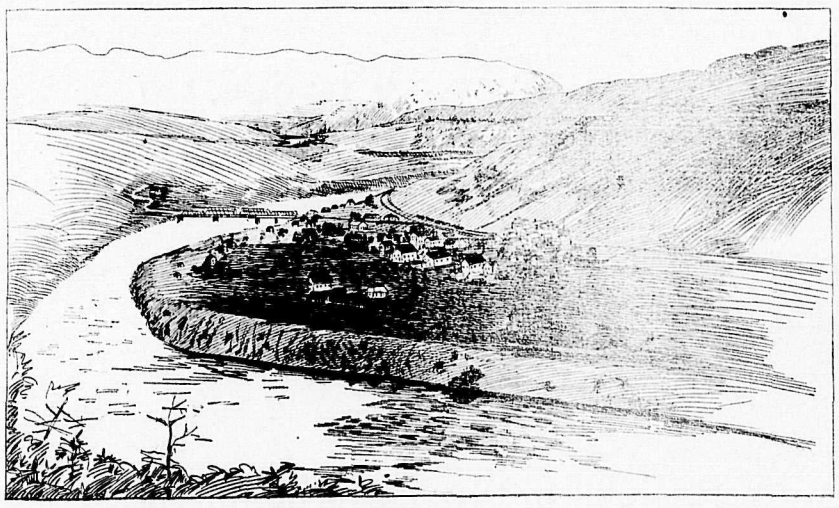
SOME FINE RANCHES.

Of *the country north from Ash*croft to Quesnelle it is sufficient to say that no finer farms or, as they are called, ranches, can be found in the world than the Williams Lake ranch, the Onward ranch, Vieth & Bor*land's, Dunlevy's, the Australian's, Bo*hanon's, W. A. Johnson's, the Adams & Morrison's, and scores of others found along the Cariboo road or on the Fraser and Thompson rivers. Along the the lake stream luscious fruits, splen*did vegetables* and anything grown in almost any country, and the dry air of the Thompson valley, health giving and pure, the mild winter with rarely any snow all goes to make this section a most desirable one for a home.

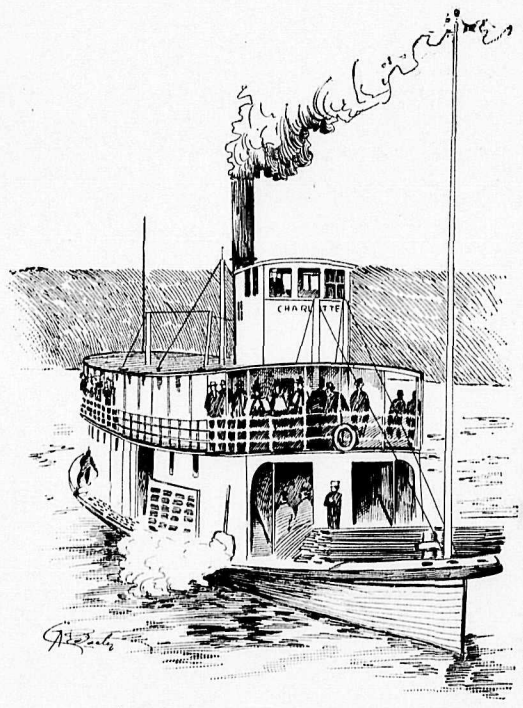
MINING LICENSES.

The attention of all intending to go to the Northern gold fields is called to the fact that a duty of 30 per cent. is collected on all goods brought into Canada, or any part of it, that the gold fields are principally in Canada, and that goods can be bought as cheaply and of as good grade at Ashcroft, Kamloops or Vancouver as at any place in the States or in British Columbia. There are liberal laws for miners. All nationalities stand alike. There are no large royalties to pay, and no reservation of alternate *claims. Prospectors can obtain licenses for* prospecting in both British Columbia and the Northwest Territories at Ashcroft. The former costs $5 and the latter $10 for one year. Direct railroad connection is made with Ashcroft by way of the Chicago, Milwaukee and St. Paul, the Soo Line and the Canadian Pacific Railway. Through rates are made, and through tickets sold at the offices of any of the above named roads. For any further information write to the advertisers whose notices are found in this issue.

Anyone wishing reliable information regarding the overland route from Ashcroft to Lake Teslin can secure the same by remitting 25 cents to J. H. Clements, druggist and stationer, at Ashcroft, for a copy of "Overland to Klondike," through "Cariboo, Omenica and Cassiar." Ten full page illustrations and a correct map of the roads and trails, issued by the B.C. MINING JOURNAL, and contains its special correspondent's report of the actual present condition of the trail, Surveyor J. D. Devereux having been sent over the route by the JOURNAL to examine and report on the same. The book contains in all 70 pages.



ASHCROFT, B.C.



STEAMER CHARLOTTE ON THE FRASER RIVER.

NECHACO.

Many inquiries have been made about the *Nechaco Districts, and consequently all the* information possible has been obtained from all sources. That it is a good summer stock range is unquestionable, and from all accounts there seems to be every reason to believe that a sufficiency of fodder can be produced from the natural meadows to winter stock. Its northerly position and its altitude, probably between 2,000 and 3,000 feet above the sea level, would naturally render it somewhat uncertain for the growing of grain crops. Still, with cultivation and drainage it may be susceptible to great improvement in the matte of summer frosts, which has been the experience in other places with similar characteristics. *In any case,* situated as it is, it is evidently not a country suitable for a man with a family and small means, and unless a settler is willing to live in an isolated condition, without any immediate prospects of roads, bridges, schools, postal facilities and other adjuncts of ordinary living, he is not advised to attempt it at *present. If a colony of fifty or more were to* settle there, it would be somewhat different, as conditions would be altered and the lack of facilities referred to would naturally soon be obviated. The present isolated condition is undoubtedly the reason that so few settlers have thus far taken up lands there. With railway communication, however, and access to the mines of Cariboo, many of the real or alleged difficulties in existence there would no doubt soon disappear, and a very large area of pastoral and agricultural lands would be added to the wealth producing power of the province.

KLONDIKE SUPPLIES.

For heavy supplies to be guaranteed delivered to you at Hazleton and Glenora when you call for them on the overland route write the undersigned. We can give you the Hudson's Bay Company's guarantee that the goods ordered through us shall be packed and awaiting your arrival and at the same rates that the company sell them for. Write for particulars.

REYNOLDS & ROBERTS.
Ashcroft, B. C.

RELIABLE KLONDIKE MAP.

A reliable map of the Overland route to the Klondike via Ashcroft, Quesnelle and Telegraph creek, showing river crossings, distances camping grounds, etc., etc., will be out shortly. All persons seeking information as to this route should see this map. Send 50 cents or $1 and get one by return mail. Address Fraser & Roberts, Ashcroft, B. C.