

# THE ATLIN CLAIM.

VOL. 6.

ATLIN, B. C., SATURDAY, JANUARY, 18, 1902.

NO. 131.

## Slaughter Sale!!

Men's Heavy Clothing, Blankets, etc., etc.

	Regular Price.	Sale Price.
Men's All-Wool Heavy Blue Sweaters	\$3.00	\$1.00
" " Mackinaw Shirts	3.50	1.50
" " Sweaters	5.00	1.50
" " Halifax Tweed Sweaters	3.50	1.50
" " Shirts	3.00	1.50
" Heavy Klondike Caps	3.00	.65
" Fur Caps	3.75	1.00
" Blue Denim Parkas	2.75	1.00
" D.-B. Molekin Coats	8.50	3.50
" Fine Navy Blue Mackinaw Suits	8.50	3.50
" Caris Waterproof Gray Suits	10.00	4.00
" Heavy Corduroy Coats	12.50	7.00
" " Wool-lined Canvas Coats	12.50	5.50
" " Rubber-lined	7.50	3.50
" " Rubber-lined	7.00	2.75
" Fine Blanket-lined Sleeping Bags	15.00	3.50
" 14-lb All-Wool Silver Gray Blankets	14.00	8.40
" 12-lb "	12.50	7.50
" 10-lb "	10.00	6.50
" 14-lb Fine Vicuna Blankets	17.50	10.50

## BLACKETT & CO.

IRON STORE, First and Trainor Streets, Atlin, B. C.

## The Canadian Bank of Commerce.

CAPITAL PAID UP \$8,000,000.

Branches of the Bank at Seattle, San Francisco, Portland, Skagway, etc.

Exchange sold on all Points.

GOLD DUST PURCHASED—ASSAY OFFICE IN CONNECTION. J. S. MUNRO, Manager.

## The Carriboo Hotel,

Wm. WALMSLEY, Proprietor.

FIRST CLASS IN EVERY RESPECT.

Fine Wines, Liquors and Cigars.—Stabling for Horses.

OPPOSITE DEPOT. CARIBOU, Y. T.

## The Vancouver General Store.

Dealers in Provisions, Dry Goods, Etc., A. S. GROSS & Co.

## Pioneer Bakery and Restaurant.

SPECIALTIES IN

FANCY CAKES & PASTRY.

Fresh Bread, Rye Bread, etc.

CHAS. MYER, Proprietor.

Good Rooms to Rent—By the Day, Week or Month at reasonable rates.

## JIMMY REGAN

Shelf and Heavy Hardware,

Ample Club and Genuine Hockey Skates.—Men's Half Soles and Shoe Nails.—Henry Diston & Son's Saws.—Windows, Doors, Glass and Putty, etc., etc.

Full Line of Winchester—Black & Smokeless—Rifle & Shotgun Cartridges.

Goods Bought Sold and Exchanged.

## The Bank of British North America

Established in 1826. Incorporated by Royal Charter.

PAID UP CAPITAL - - - - - \$4,866,666

RESERVE FUND - - - - - \$1,793,333

Head Office in Canada: Montreal. H. STICKMAN, General Manager. Branches in all the principal cities of Canada, and agents in New York, San Francisco, Seattle, Tacoma, Portland, Spokane, Boston, Chicago, Etc.

### ASSAY OFFICE

Gold Dust Assayed, Purchased or Taken on Consignment. Quartz Assaying at Reasonable Rates.

## A TERRIBLE AWAKENING.

### Fatal Collision of the S.S. Walla Walla.

Cape Mendocino, Cal., the Scene of an Awful Accident—Between Thirty and Forty Lives Supposed to Have Been Lost.

SKAGWAY, Alaska, Jan. 16th.—The following details of the fatal collision between the Walla Walla and the French barque, Max, were brought here by the Parallon.

The Walla Walla, owned by the Pacific Coast Steamship Co., sailed from San Francisco on Jan. 1st for Puget Sound Ports. She carried 36 first class and 28 second class passengers with a crew of 80. When off Cape Mendocino, on the California coast, at 4 a.m., Thursday morning, an iron barque loomed up in the haze and crashed into the Walla Walla's bow, then sailing vessel slid off into the darkness and was seen no more. All passengers and crew of the steamer, except the few on watch, were asleep, and were awakened by the crash. The steerage quarters were forward and it is believed some of the passengers and crew were crushed to death. A big hole was made in the steamer's bow and she sank in 35 minutes. Officers and crew maintained strict discipline and the boats and life rafts were speedily lowered. All who were not killed by the collision got off except Capt. Hall, who went down with the ship. He was picked up later by one of the boats uninjured, with the exception of a few bruises. Owing to the choppy sea the boats could not make a landing on shore only a few miles distant, and drifted all day. Sixty-five people were picked up by the steamer Dispatch and taken to Eureka. Another boat, under command of Engineer Brown, containing thirteen persons, reached land at Trinidad but was swamped and six persons were drowned, including J. Williamson, Quartermaster, W. Marol, fireman, and L. Drube, a passenger, names of the other three unknown. On receipt of the news tugs were at once sent from Eureka to look for the missing boats. The tug Ranger picked up one containing eleven passengers and three of the crew.

EUREKA, Cal., Jan. 3d.—Capt. A. L. Hall, master of the wrecked steamer, gives the following account of the disaster; "We left San Francisco on Wednesday bound for Victoria and Puget Sound. Weather thickened as night advanced and on Thursday morning a heavy fog, accompanied by light rain, set

in about 4 a.m. I was suddenly awakened by an awful crash in the port side well forward. Second Officer Luke was on watch at the time. The housing in the vicinity of my cabin was shattered by force of the collision. After the crash the vessel, which I think was a French barque, judging from the language used by her sailors, rebounded and groped alongside. I called her to stand by, but she drifted past and was lost to view. I could not tell how badly she was injured, but do not imagine she was severely hurt as she struck us bow on, and though her forward rigging must have been broken it is not likely her hull suffered materially.

Those of the passengers who had not been awakened by the crash were aroused at once. The vessel began to fill immediately and sank in 35 minutes; there was no confusion on board. I gave orders to have the port boilers blown out, as it was necessary to give the vessel a list to keep the gaping hole in her side out of the water. In a few minutes all the life boats and rafts were out with the exception of two, which were smashed. One of these boats contained nine or ten passengers and all were thrown into the water, but managed to board a life raft which had been launched a few minutes previously. The second boat was smashed by striking some heavy object in the water and her passengers also managed to save themselves by climbing on another raft. We had no knowledge of the approaching vessel, the weather being so thick she was not seen until she struck. It was very dark at the time, while the uncertain light interfered to a great extent with the rescue of passengers. I remained on board assisting them and went down with the ship. After I had been down, I don't know how long, the social deck broke off and I floated to the surface with it. Sighting a life raft, I commenced swimming and succeeded in reaching it after a hard struggle and was pulled on board by the three occupants. We floated about all day and early in the evening were picked up a few miles to the north of the wreck by the steamer Dispatch which was proceeding to Seattle. From the information I have since received concerning the rescue of passengers and crew I am unable to state how large the death list will be, but in my opinion it will not be less than twenty and possibly may reach forty or fifty. A number were injured by falling timbers and I am certain many of the steerage passengers perished in this manner; the housing of the forward part split into matchwood.

"While not very rough, the sea was nasty and choppy and the continual wash over the rafts was a severe hardship, especially to the ladies, many of whom were in the last stages of exhaustion when picked up by the Dispatch."



## The Atlin Claim.

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 able in advance. No paper will be delivered  
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SATURDAY, JAN. 18th, 1902.

AFTER a pretty careful examina-  
 tion of the drifting operations going  
 on in the different sections of the  
 camp this winter, it is safe to pre-  
 dict that from the prospects ob-  
 tained and the quantity of ground  
 available for such operations, Atlin  
 will afford satisfactory returns from  
 its deep drifting for many years to  
 come. This winter's work is being  
 done, for the most part, with a view  
 to permanency and not, as heretofore,  
 as a makeshift for a grubstake.  
 It is, at the moment, impossible  
 to define the boundaries of the an-  
 cient auriferous beds now under ex-  
 ploitation on Pine and Spruce  
 creeks, or, for that matter, on Boul-  
 der, Outer or other creeks, but in  
 the case of the "yellow channel"  
 being exploited on Gold Run, and  
 Pine creek, it is known that this  
 channel is not less than 200 feet  
 wide. As to its value, no estimate  
 can well be made, but this much is  
 assured, it will pay good wages to  
 all employed with a reasonable mar-  
 gin besides. There is every ex-  
 cuse for our prediction, which is  
 fairly well substantiated by the  
 fact that all those engaged in the  
 work are highly satisfied, and we  
 are led to the belief that these drifts  
 will be carried on winter and sum-  
 mer, to the great good of the camp,  
 the merchants and the miners.

IN the weekly "News-Adver-  
 tiser" of Dec. 24th last, under the  
 heading "News of the Mines," ap-  
 peared a paragraph, headed "A  
 Boom With a Lurking Reserva-  
 tion," in which a remark made by  
 Mr. E. J. de Lamare, relative to his  
 idea of next year's prospects on his  
 Boulder creek property, was severely  
 criticised. From the criticism it is  
 evident that the writer has very  
 little knowledge of the mining pos-  
 sibilities of this district, particularly  
 with regard to its hydraulic possi-  
 bilities, when he questions the prob-  
 ability of obtaining \$40,000 a month  
 from the ground. We might men-  
 tion instances without number  
 where men have taken out from 50  
 to 150 and as high as 200 ounces  
 from a week's sluicing with pick  
 and shovel, on this and other  
 creeks in the district, why then,  
 doubt \$40,000 a month, when a  
 thousand times more gravel can be  
 washed by hydraulic means, and  
 especially with such a plant as Mr.  
 de Lamare has installed upon his  
 property. Furthermore, some forty  
 men were working on Boulder last  
 season — a very short one — and  
 took out over \$100,000 for the sea-  
 son's operations. The pay chan-  
 nel now exposed on Mr. de Lamare's  
 property has shown values from \$5  
 to \$50 per cubic yard, and the esti-  
 mate given by him is locally con-  
 sidered conservative.

## ALL MAIL.

No Exceptions to Be Made  
 as to Classes.

Instructions Issued From Ottawa  
 Notifying Postmasters That  
 All Mail Matter Will Be For-  
 forwarded to Atlin.

Following up the instructions is-  
 sued from the Postmaster-General's  
 department in Ottawa, similar in-  
 structions have been sent out from  
 Washington, D. C., notifying post-  
 masters that all classes of mail ad-  
 dressed to the Atlin and Yukon  
 districts will hereafter be made up  
 and forwarded from the Seattle  
 postoffice. A previous order for-  
 bade the admission of other than  
 first-class mail for these places. The  
 order from the Supt. of Foreign  
 Mails is to the following effect: "In  
 view of instructions received from  
 the Hon. the Postmaster-General of  
 Canada, you will please cause  
 articles other than letters, post-cards  
 and newspapers, destined for the  
 Yukon and Atlin districts to be in-  
 cluded in the mails made up at and  
 despatched from your office to the  
 office of Skagway, Alaska, during  
 the winter season. At Skagway  
 they will be included in the mails  
 which the postmaster there has re-  
 cently been instructed to make up  
 for and despatch to the office of Log  
 Cabin."

### For a County Court Judge.

The claims of the district for a  
 Resident County Court Judge have  
 again been laid before the proper  
 authorities by the Board of Trade,  
 and a very strong letter was drafted  
 and copies forwarded to each of the  
 following, the Minister of Justice,  
 Ottawa, G. R. Maxwell, M. P.,  
 the Attorney-General, Victoria,  
 and to the Boards of Trade of Van-  
 couver, Victoria and New West-  
 minster. The following are a few  
 of the pertinent points of the com-  
 munication: "We have always  
 been told that the matter would re-  
 ceive 'serious consideration.' The  
 time has arrived when it requires  
 more than 'serious consideration.'"  
 Regarding the laxity in the enforce-  
 ment of the mining laws and the  
 opportunities open for "jumpers,"  
 the letter says: "Much litigation in  
 consequence ensued which drove  
 capital from the camp already there  
 and effectually deterred other,  
 which would have come in, from  
 seeking investment in our mines,  
 both placer, hydraulic and quartz.  
 The question probably will be  
 asked, How much legal work is  
 transacted in the district? but we  
 would point out that the life and  
 progress of the district depends on  
 the immediate settlement of all dis-  
 putes and mining questions and  
 difficulties, which are naturally  
 arising daily throughout the year.  
 . . . We would ask that prompt  
 action be taken in this essential  
 matter and that it be not merely  
 placed on the shelf of 'serious con-  
 sideration.'"

Placer Act, 1901, consolidated,  
 for sale at this office.

### Platinum Pointers.

As a guide to miners and pro-  
 spectors, who desire to save the  
 platinum values from their black  
 sands, it would be well to note that  
 all the platinum metals are gray in  
 colour, with a comparatively feeble  
 luster; are very flexible and can be  
 dissolved in aqua regia and precipi-  
 tated by ammonium or potassium  
 chloride. This applies to all but  
 palladium, which will remain in  
 solution. Platinum is not acted on  
 by hydrochloric, hydrofluoric, nitric

and sulphuric acids or a mixture of  
 hydrofluoric and nitric acids. Aqua  
 regia, and any liquid containing  
 chlorine, or able to evolve chlorine  
 or bromine, dissolves platinum.  
 Mendeleeff.

### Mortgagee's Sale.

NOTICE is hereby given that the "Zara,"  
 "Anna Lena," "Blackbird," "Lion,"  
 "Daisy" and "Jackie" placer claims, situ-  
 ated on Gold creek, Atlin Mining Division of  
 Cassiar District, B. C., will be sold by public  
 auction, on January 11th, 1902, at 10 o'clock  
 in the forenoon, at the Government Build-  
 ings, Atlin, B. C.  
 W. POLLEIN GRANT,  
 Solicitor for Mortgagees.  
 The above sale has been postponed to  
 Tuesday, 21st inst.

## Hydraulic Mining Machinery.

Mining, Pumping & Sluicing Machinery,  
 Centrifugal Sand, Gravel &  
 Dredging Pumps.

HYDRAULIC DERRICKS — From 3 to 10 tons lifting capacity.  
 HAND POWER DERRICKS of 1 to 2 tons lifting capacity.  
 HYDRAULIC GRAVEL ELEVATORS.  
 HYDRAULIC GIANTS, WATER GATES,  
 ANGLE STEEL RIFFLES &  
 HYDRAULIC RIVETED PIPE.

## The Joshua Hendy Machine Works.

Nos. 38 to 44 FREMONT STREET,  
 SAN FRANCISCO, CAL.  
 Write for prices, circulars and catalogues, or call on  
 A. C. Hirschfeld, Agent, Atlin, B. C.

## THE ROYAL HOTEL,

E. ROSSELLI, Manager.  
 Corner Pearl and First Streets, Atlin, B. C.  
 This New and Commodious Hotel was opened to the Public, April  
 16th, 1901.—Everything in it is New.—Strictly First Class.  
 FINEST WINES, LIQUORS AND CIGARS—CASE GOODS A SPECIALTY.

## M. Foley.

Importer of General Merchandise  
**Miners Supplies**  
 OUTFITTING A SPECIALTY  
 FIRST STREET, ATLIN, B. C.

## THE KOOTENAY HOTEL.

George E. Hayes, Proprietor  
 COR. FIRST AND TRAINOR STREETS.  
 This First Class Hotel has been remodeled and refurnished throughout  
 and offers the best accommodation to Transient or Permanent  
 Guests.—American and European plan.  
**Finest Wines, Liquors and Cigars.**  
 Billiards and Pool.

## THE GRAND HOTEL

FINEST EQUIPPED HOTEL IN THE NORTH. EVERYTHING  
 CONDUCTED IN FIRST-CLASS MANNER.  
**French Restaurant in Connection.**  
 DAVID HASTIE, PROPRIETOR.  
 Corner of First and Discovery Streets.

## THE GOLD HOUSE,

DISCOVERY, B. C.  
 Comfortably Furnished Rooms—By the Day, Week or Month.  
 AMERICAN AND EUROPEAN PLAN.  
 J. P. ROSE, MGR. & CO.



# J. A. Fraser & Co.,

First Street, Atlin, B. C.

Handle only the best Goods in the Market.

DEALERS IN

Groceries, Fruits, Flour, Feed and Provisions.

BEST SERVICE GUARANTEED.

Try our Teas and Coffees.

## A FIGHTING LAWYER

Skagway Develops a Terror to the W. P. & Y. Ry.

Geo. Melvin Miller Would Fight to a Finish—Desires to Interest Atlin Merchants.

The following communication was received from a Skagway attorney who has made a name for himself in that town. George Melvin Miller is his name, and he it was who figured so prominently in that breach of international etiquette by pulling down the Canadian flag above the Customs office in Skagway, and upon which "patriotic" act he still gloats, as will be seen by an extract from the clipping enclosed with his letter. Comment on our part is unnecessary as to Mr. Miller's philanthropic intentions.

GENTLEMEN:—If your readers are concerned about the reduction of rates on the White Pass & Yukon route, perhaps the enclosed will interest them.

The legal firm of McClure & McClure, of Seattle, will be associated with me in the fight for the people and we propose to carry it to a finish along the lines indicated by the enclosed clippings.

According to their latest tariff sheet, their freight rates are five and a half times higher on the American side of the line than on the British. We want all parties interested to contribute toward the expense of conducting the test cases to a finish in the Appeal Courts. We believe the Atlin people are even more vitally interested than are our own people,—Yours very truly,—

Geo. MELVIN MILLER.

Skagway, Alaska, Jan. 6th, 1902. From the clippings referred to, which have gone the rounds of the Skagway press, we quote the following from the pen of Mr. Miller: "The land on which the W. P. & Y. Ry is built is still ours, belonging to the people who bought it from Russia. The railroad company has not paid one dollar for it or for its exclusive use and occupation. A railroad built on public land is a public highway.

"This company has not only taken and occupied without consideration the only available pass through the mountains, but it took from the public domain also without consideration much of the material of which this road is built.

"The charges on this road heretofore made and now in force as published, amount to nothing less than outrageous robbery. They have taken our own property without consideration and are using it rob us of what little we have left.

"American citizens are sovereign on American soil. No set of men controlled by aliens, whether organized under the name of the

White Pass & Yukon Railroad or any other, can rob us and effectually get away with the plunder while we have courts of justice and American citizens for jurors.

"These usurpers, not content with taking our public property and using it for robbing us of our money, were bold enough to aid and abet the Canadian officials in their attempt to steal the whole port of Skagway last June, by permitting the said officials to raise the British flag on their depot building in Skagway. They thus became a party to the crime of disregarding the treaty or modus vivendi that placed the Provisional Boundary line at the Summit, twenty-one miles from Skagway, showing their disregard for law and justice and at the same time in the most public way possible, insulting every American citizen.

"To fight an unscrupulous and greedy corporation successfully is no small task, even if fighting on the side of justice and right. These test cases will probably be appealed to the higher courts. We are undertaking a public service in uprooting a public wrong and ask all persons interested, either from personal motives or otherwise, to unite with us in this work. If you have paid this company at any time what you think are unreasonable charges and want to recover the overcharges, bring or send to me your shipping papers or a memorandum of the same, with such sum of money as you feel disposed to contribute towards the support of these test cases.

"We pulled down the British flag that floated unlawfully over Skagway, and kept it down; and now we propose to pull down the unlawful alien oppression that floats over the community like a black plague and keep it down. All we need is truth, courage and common sense. Truth to stand upon, courage to strike and common sense to direct the blows. The question of what amounts to "reasonable charges" will depend upon the cost of construction of the road, cost of operation, amount of business done and interest upon its bonds as proved at the trials.

### Placer Mining in Siberia.

Early last year considerable excitement existed in certain mining circles over the placer mining prospects of Siberia, the following extracts, taken from the "Mining & Scientific Press," would put a damper on anyone who ever had an idea of mining in the Czar's domains:

"Dearly bought experience seems to have satisfied foreign capital that Siberia is a poor country for mine exploitation by others than Russians. Russia is perfectly willing to have the foreign capital, but only permits it in Russian companies, and reserves the control to Russians. The Government, mine owners and people have absurdly exaggerated ideas as to the value of their placers, are extravagant and incompetent in management, and

burden the business with costs and royalties, that make profit impossible, even with very rich ground. At the same time, Russians do very well with these same placers when mining on their own account. They are good prospectors, and confine their losses to prospecting, not mining any ground that will not pay extraction costs."

"The discoverer of gold placers in Siberia has the right to locate one verst—3500 feet—of surface on discovery. He is not, however, permitted to mine this at once, but must apply to the Governor-General at Irkutsk for a survey for which he must deposit a sum equal to about \$50. This survey is made by a Government mining engineer, and the applicant, who has the right to prospect meanwhile, must select one-fourth of one square verst from the full area he has located, to which his claim is thereafter limited. When the survey is completed and filed he is granted the right to mine under the supervision of a Government engineer, whom he must pay. It happens, usually, that not less than two years are required between the date of discovery and the granting of the right to mine. In this country a miner would figure on working out his claim in less time."

### Mining Hints.

In shooting down holes in mine blasting, as a substitute for tamping and a modification of the method of loading that successful use has demonstrated to be an improvement, consists in the use of water. The hole, after being thoroughly cleaned out is filled with water. The paper wrapping of the powder sticks is removed and the powder is dumped into the water and sinks through it to the bottom of the hole. The primer is put in and the paper then is pushed through the water till in contact with the powder. So loading, the powder charge is compacted in the bottom of the hole, the strongest part; and a charge that, loaded the ordinary dry way would fill 20 inches depth of the hole is compacted into 8 or 10. The water does not seem to affect the explosive power of the powder, and its position at the bottom of the hole adds to its power for breaking the rock.

In grading a water ditch it is not necessary to increase the grade in going around bends. A slight widening accomplishes the same purpose. The maximum grade that can safely be given depends upon the quantity of water and the nature of the ground in which the excavation is made. Generally the grade should be such as to give a mean velocity of 3 or 4 feet per second.

### KIRKLAND HOTEL.

FIRST STREET, ATLIN.  
J. KIRKLAND, - MANAGER.  
First-class dining room  
And Elegant Sleeping Rooms.

## Photographs

OF  
Alaska, Yukon and Northern B.C.

FROM  
Skagway to Atlin & Dawson

GO TO  
See HIRSCHFELD

### Notice.

NOTICE is hereby given that application will be made to the Parliament of Canada, at its next sittings for leave to incorporate a railway company, called the "Lake Bennett Railway Company," to construct, equip, operate and maintain a railway from a point on or near the Dyea river, on the International Boundary, between British Columbia and Alaska, to a point at or near Lake Bennett, thence to a point on the Yukon river at or near Selkirk in the Yukon Territory.

With power to equip, construct and operate branch lines; to build, own and maintain docks and wharves; to equip, own and build boats and to operate the same; to equip, own and operate telegraph and telephone lines and to generate electric power for heating, lighting and motive power; to expropriate land necessary for the said railway and to levy and to collect tolls, and to make traffic arrangements incidental to said line of railway.

Dated at Vancouver, B. C. this 15th day of November, 1901.

D. G. MACDONNELL,  
Solicitor for Applicants.



### TAX NOTICE.

NOTICE is hereby given, in accordance with the Statutes, that Provincial Revenue Tax and all assessed Taxes and Income Tax, assessed and levied under the Assessment Act and Amendments, are now due and payable for the year 1902. All taxes collectible for the Atlin Assessment District are due and payable at my office, situated in Atlin.

This notice, in terms of law, is equivalent to a personal demand by me upon all persons liable for taxes.

E. J. TRAIN,  
Acting Assessor and Collector.  
Atlin, January 2nd, 1902.

### Notice of Dissolution.

NOTICE is hereby given that the partnership heretofore existing between the undersigned at Atlin, B. C., has this day been mutually dissolved. All debts owing to the said partnership must be paid to, and all debts due by said partnership will be paid by E. B. Dixon.

Dated at Atlin, B. C., this 31st day of Dec, 1901.  
D. BURTON.  
E. B. DIXON.

### LAND ACT, 1901.

NOTICE is hereby given that Sixty days after date I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase the following described tract of land in the Atlin Mining Division of Cassiar, B. C., commencing at a post planted on the shore of Taku Arm about half a mile north of the mouth of Atlin River, thence east 40 chains; thence 40 chains S.; thence 40 chains W., more or less to the shore of Taku Arm, thence following the shore of Taku Arm to the point of commencement.

ARTHUR C. DICK.  
October 23rd, 1901

## BROWNLEE & LOWRY

J. H. Brownlee, P. L. S., D. L. S.  
R. C. Lowry, A. M. I. C. E.  
Civil and Hydraulic Engineers,  
and Surveyors.  
PEARL STREET, ATLIN, B. C.

Placer Act, 1901, consolidated,  
for sale at this office.

