

MINE TIMBERING.

Methods in Vogue Are Far From Being Economical.

From necessity mine timbering is largely a matter of "rule of thumb," a following of tried methods which experience has demonstrated to be safe, says the Canadian Mining Review. It is seldom possible to calculate the loads which will be thrown upon timbers below ground, since data are unavailable, but very often it is feasible to determine the directions of the strains, and in such cases much is gained by setting the timbers in accordance therewith. A truly scientific discussion of the subject can probably not be given. Certainly none has yet appeared in print. The treatment of this question in works on mining is usually a confusing representation of good and bad systems, offered without comment. We do not even find the paper on mine timbering by Willbur E. Saunders in the Mineral Industry, Vol. VIII, any exception to the rule, though it is altogether the best of its kind in the English language. It is to be hoped that Mr. Saunders will make good this defect in his forthcoming book on the same subject.

The methods of timbering employed in most mines is far from being economical. The criticisms we would offer may be stated under several heads. First, there is a tendency to use too much material. Not that too many sets, or tulls, are used, but they are very generally too large, and of improper cross-section. For example, square columns are about one-fourth stronger than round ones of the same diameter, and yet round timbers are far more commonly seen in mines. Again, with increased length of timber the area of cross-section is usually increased also, despite the well known fact that, where the longitudinal strength of the timber per unit of area remains constant for the first 20 to 30 feet, beyond which there is a decrease amounting to about 40 per cent at 70 feet. The safe load on a timber column is taken at 600 pounds per square inch for heights under 20 feet, which will apply to all the varieties of timber in general use. Cedar (arbutus), spruce and aspen are the weakest of the common woods, showing an ultimate strength of 4,400 pounds per square inch, while red pine gives 6,300 pounds, white pine 5,400 pounds, black spruce 5,700 pounds and white spruce 4,500 pounds.

The panning is done principally in calabashes, or the half shells of big gourds. The powder is placed in the calabash, which is then filled with water. A current of water is imparted to the water, which starts all the higher dirt in motion with it.

At each turn of the pan a portion of the water is swished over the edge, carrying out the bulk of the dirt by the time the first water is exhausted. By the addition of water several times and repetitions of throwing it out by rotary motion, nothing but the gold and black magnetic iron ore is left in the bottom of the pan. A still more careful washing takes place in some localities by the use of a second smaller dish, and the iron ore is finally removed, after drying, by the use of a magnet, but in some of the regions to the far north, where the Igorrotes are even more primitive than those of the Benguet district, the black sand containing gold is packed in small tubes of bamboo and sold in this condition at the seacoast to Ilocano and Chinese traders for a song.

What surprises the average American is the total absence of practical machinery for mining, and then, again, that if there are actually valuable mineral properties in the Philippines, they have not been exploited and developed long since by the Spaniards and foreign residents of the island. There seems to be but one possible explanation for this commercial inactivity, and that lies in the defective Spanish laws relating to mineral wealth, which made it possible for the title to mineral lands to revert at any time to the crown.

No one could possess a known valuable claim without being ruined by Spanish officials, who demanded hush money. No one could import mining machinery without attracting the government's attention to the fact that an enterprise was about to be established in which the government might have the lion's share; hence there has been a paralysis of mining industry.

The writer referred to says he has not seen a flume in any portion of the mining region he traversed, though there are miles of deep, black sands in the narrow river bottoms which might pay if sluiced out and amalgamated. They have not even got as far as miners' cradles.

In placing the stulls which are to carry a load of broken ore or waste rock it is always desirable to determine the direction of the thrust which the wall rock may exert, and to set the wall rock so that this line will make a small angle with its axis on the upper side. This will cause the timber to have a tendency to bend upward against its load of superincumbent rock. A tendency to buckling is thus counteracted, and greater stability is secured. It would of course be better to make the line of thrust coincide with the axis of the timber, but as this line cannot be determined with absolute accuracy, the plan suggested is more feasible.

Attention to such details as we have indicated will lead to far more economical mining, and render the mines safer and subject to less interruption of routine work by renewals of timbers. There are few points in mine management that require reform more than this one of timbering.

Stole a Baby's Robe. A lady went into Goodeve's drug store last evening at 5:30 o'clock, leaving her baby buggy outside. She took the baby with her into the drug store. When she returned to the sidewalk she found that someone had stolen the baby's robe from the carriage. This is about as mean a theft as has ever occurred in this city.

Will Manage the Treadwell. Mr. Joseph Macdonald, for a long time manager for the Helena and Frisco, in the Coeur d'Alene section, has been appointed general manager of the Treadwell mines in Alaska, and is now on his way to his new post of duty. Mr. Macdonald is a brother of Mr. Bernard Macdonald, manager for the properties of the British America corporation.

Approaches to the bridge which the Canadian Pacific railway is building across the Columbia river near Robson, are completed, and material for the abutments are now being taken in. The work of constructing the bridge will occupy several months.

PRIMITIVE MINING METHODS IN THE PHILIPPINES.

Native mining is primitive at a gold mine in the Benguet district; the mountain is seamed with quartz veins from a few inches to five feet across, all said to be of gold bearing; yet the Igorrote miner has never got beyond the oxidized ore of the surface. He takes an iron pick—a simple stick, shod with a steel point six inches long—and with this strikes and prides out blocks of disintegrating rock. Perhaps during his working period, which seldom lasts more than two hours a day, he detaches 20 to 40 pounds of quartz, which he carries down the gorge to his home for the next operation of crushing.

A miner succeeds, by week of this labor, in letting himself into a burrow 10 feet at the most, and then only takes the trouble when the vein is rich, as it necessitates his burning a torch, prepared by the women from thin sticks of resinous pine, which every few minutes smokes him out. A writer says one is disappointed at this method of gold mining, and the seams of quartz suggest possibilities for a stamp mill, but the next stages of crushing and abstracting the gold entirely overcome a progressive mind. From behind a thin shade of boughs, near the houses below, rose a thud, thud, stopping now for an instant, and then taken up again monotonously. Peering behind the screen one discovers an old hag, wrinkled and dried by threescore years of a toilsome life, swinging to and fro from the hips, in her squatting position on the ground, and with her outstretched and rigid arm rocking a slightly cylindrical stone of 50 pounds upon another, larger in size and slightly concave.

Between the faces of these two stones is crushed the quartz. The big pieces are first smashed into lumps as large as a walnut by volcanic boulders, and then these are taken, one at a time, and crushed to coarse dust under the primitive arrastra described. The fairly uniform coarse dust is then fed between the rocking stones, and finally comes out after two hours of patient labor as an impalpable powder.

The men are lazy, but the poor old women will sit for hours moving this crusher back and forth, spreading and grinding quartz into new positions with a dexterous swish of the hand, and then, after a day's labor, will have but a scant ten pounds of powder ready for the last operation of "panning."

The panning is done principally in calabashes, or the half shells of big gourds. The powder is placed in the calabash, which is then filled with water. A current of water is imparted to the water, which starts all the higher dirt in motion with it.

At each turn of the pan a portion of the water is swished over the edge, carrying out the bulk of the dirt by the time the first water is exhausted. By the addition of water several times and repetitions of throwing it out by rotary motion, nothing but the gold and black magnetic iron ore is left in the bottom of the pan. A still more careful washing takes place in some localities by the use of a second smaller dish, and the iron ore is finally removed, after drying, by the use of a magnet, but in some of the regions to the far north, where the Igorrotes are even more primitive than those of the Benguet district, the black sand containing gold is packed in small tubes of bamboo and sold in this condition at the seacoast to Ilocano and Chinese traders for a song.

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Pale and Bloodless

THOUSANDS OF ANAEMIC GIRLS HURRYING TO THE GRAVE.

A Young Lady at Cobourg, Ont., Whose Case Was Pronounced Hopeless, Tells How She Regained Health and Strength—A Lesson to Mothers.

Anaemia is the term used by doctors to indicate poverty of the blood. The prevalence of this trouble is most alarming, especially among young girls, and a large percentage of the altogether too numerous cases of consumption which annually ravage the country have their origin in this trouble. The first indication of anaemia is a pale, sallow or waxy complexion. This is followed by loss of appetite, frequent headaches, indisposition to exert palpitation and frequently fainting fits. These symptoms may not all be present, but the more there are the greater the urgency for prompt and effective treatment, which should be persisted in until all traces of the trouble have vanished. Among the thousands who have been brought near to the brink of the grave from this trouble, and ultimately restored to health through the use of Dr. Williams' Pink Pills, is Miss Gella Boyd, an estimable young lady whose home is at Cobourg, Miss Boyd gives her experience as follows:

"It is nearly ten years since my illness first commenced, and although I was doctoring more or less I received little or no benefit, as the doctors did not seem to understand my trouble. Two years ago my health became so bad that another doctor was called in, and he stated that my case was a most severe type of anaemia, and that while he could help me, he could not cure me. I was in a stage that he could hold out little hope of a cure. At this time I was as pale as chalk, my eyelids were swollen and would hang down over my eyes like sacks of water. My feet and limbs would swell, and were always cold. I was subject to violent headaches, severe palpitation of the heart, and if I stood over long I would be dizzy that I could scarcely retain an upright position. My appetite failed me almost entirely, and I grew so weak that I was a mere wreck. While in this condition I read in a newspaper of the cure of a young girl whose case was much like mine, through the use of Dr. Williams' Pink Pills, and I determined to try them. Those who know me did not think any medicine could do me any good or that I would ever get better, but I determined at all events to give the pills a fair trial. I have used them for nearly a year, with the result that I feel like a new person. The swelling in my eyelids and limbs has disappeared; my appetite is good and my face is regaining the color which left it years ago. I can sew and do work about the house, and this great change in my condition is due solely to the use of Dr. Williams' Pink Pills. It is not too little to say that they have saved my life, and I strongly urge girls who are similarly afflicted to give them a thorough trial."

COURT HOUSE CONTRACT. The Provincial Government Will Finish the Building.

The contract which Mr. James Lawn had for the building of the court house has been taken over by the provincial government. The minister of public works has decided to finance the work. This was partially due to the difficulty which has been experienced in getting material for the building. This has caused considerable delay in the work. The work will be finished under the provincial lands and works department.

Boundary Is Lively. Mr. Richard Williams, of the Canadian-Rand Drill company, is in the city from Greenwood. Mr. Williams reports that the Boundary country never looked better than it has for the past few months. The miners there are commencing to produce largely and more men are now employed than ever. In addition to this, new investments are being made, and the town is becoming much livelier than they were earlier in the year. He thinks that the coming year will be one of great prosperity for the Boundary.

MR. F. W. PETERS PROMOTED. He Is to Be Assistant General Freight Agent.

Mr. F. W. Peters, district freight agent of the Canadian Pacific railway, with headquarters at Nelson, has been promoted and will in a short time assume the duties of his new position. Mr. Allan Cameron has resigned as assistant general freight agent and general agent for the Canadian Pacific Steamship company. Mr. Cameron was appointed general agent of the Union Railway and Navigation company at Hongkong. Mr. Peters will take the position made vacant by Mr. Cameron's resignation. Mr. Peters has been district freight agent for the Kootenay for the Canadian Pacific railway for several years, and in that capacity has made a host of friends whom he will regret to leave, and who will be sorry to see him depart. While Mr. Peters regrets to leave this section, he cannot afford to ignore a promotion which carries with it a larger salary. His headquarters will be in Vancouver.

T. OCURE A COLD IN ONE DAY. Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. 25c. E. W. Grove's signature is on each box.

T. Mayne Daly, Q. C. C. R. Hamilton. W. de V. le Maistre. Daly, Hamilton & le Maistre. Barristers, Solicitors, Notaries. Rossland, B. C.

NOTICE OF STOCKHOLDERS' MEETING.

Notice is hereby given that a special meeting of the stockholders of the Fisher Maiden Consolidated Mining & Smelting company has been duly and regularly called, and will be held at Rossland, British Columbia (the city where said company has its chief place of business in the province of British Columbia), at the office of Dale & Hamilton, Bank of Montreal Building, at 2 o'clock, on the 18th day of December, 1900, for the purpose of authorizing the proper officers of said company to make, execute and deliver a mortgage upon the whole and every part of its property for the purpose of securing the whole of the indebtedness due or owing by said company, and to do any and all acts, matters and things necessary or incidental to said purpose.

GEORGE O. NEWBLETON, Secretary.

A. C. GALT Barrister, Etc., Rossland. Postoffice Building. Telephone 67.

BETWEEN PORTLAND AND CHICAGO on the "PORTLAND CHICAGO SPECIAL." Sunday, April 22nd, the O. R. & N. will put on a new fast train between Portland and Chicago, via Huntington. Leaving Spokane at 7:38 a. m., giving connections from branch lines, will arrive at Pendleton in time to make direct connection for all points east. The schedule has been arranged so as to reach Chicago in three days, or 12 hours in advance of schedule enroute in effect. The "Special" will carry first class and tourist sleepers, together with a composite car, that is supplied with all the latest publications, library, barber shop, etc.

The train leaving Spokane at 3:40 p. m. will connect at Umatilla as heretofore with through sleeper to Chicago and Kansas City.

(Consult the nearest ticket agent for detailed information.) W. H. HURLBURT, General Passenger Agent, Portland, Oregon.

NORTHWESTERN LINE. THE FAST LINE TO ALL POINTS. DOUBLE DAILY TRAIN SERVICE. The Dining Car Route Via Yellowstone Park. Safest and Best.

Solid Vestibule Trains Equipped with Pullman Palace Cars, Modern Day Coaches, Tourist Sleeping Cars. Through tickets to all points in the United States and Canada.

SPokane Time Card. ARRIVE. DEPART. No. 11, West Bound, 9:30 a. m., 9:35 a. m. No. 12, East Bound, 9:35 a. m., 9:40 a. m. No. 3, West Bound, 10:30 p. m., 11:00 p. m. No. 4, East Bound, 11:45 p. m., 11:55 p. m. *Coeur d'Alene Branch, 5:30 p. m., 7:25 a. m. Palouse & Lewiston, 1:15 p. m., 9:30 a. m. *Central Wash Branch, 1:30 p. m., 9:30 a. m. *Local Freight West, 5:30 p. m., 6:00 a. m. *Local Freight East, 1:30 p. m., 7:30 a. m. *Except Sunday.

H. P. BROWN, Agt. R. M. Ry., Rossland, B. C. J. W. HILL, General Agent, Spokane, Wash. A. D. CHARLTON, Asst. Gen. Pass. Agent, Portland, Oregon.

Kootenay Railway & Navigation Company. Limited. OPERATING Kaslo & Slocan Railway International Navigation & Trading Co. Bedington & Nelson Railway, Kootenay Valley Railway.

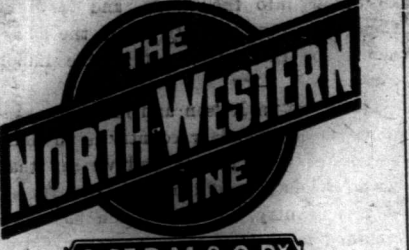
Schedule of Time Pacific Standard Time. Kaslo & Slocan Railway. Passenger train for Sandon and way stations, leaves Kaslo at 8:00 a. m. daily, returning, leaves Sandon at 1:15 p. m., arriving at Kaslo 3:55 p. m.

International Navigation & Trading Company. Operating on Kootenay Lake and River. S. S. INTERNATIONAL. Leaves Kaslo for Nelson at 6:00 a. m., daily except Sunday. Returning, leaves Nelson at 6:40 p. m., calling at Balfour, Pilot Bay, Ainsworth and all way points. Connects with S. F. & N. train to and from Spokane at Five-Mile Point.

S. S. ALBERTA. Leaves Kaslo for Kootenok and way points at 7:00 a. m. Tuesday, Thursday and Saturday, connecting with B. & N. Ry. for Bonner's Ferry, Idaho.

B. & N. AND K. V. RYS. Mixed train leaves Bonner's Ferry Tuesday, Thursday and Saturday, connecting with steamer "Alberta" at Kootenok and returning same day.

Steamers call at principal landings in both directions, and at other points when signalled. Tickets sold to all points in Canada and the United States. To ascertain rates and full information address ROBERT IRVING, Manager, Kaslo, B. C.



Four Fine Fast Trains Each Way Minneapolis and St. Paul Chicago and Milwaukee EVERY DAY IN THE YEAR

"The North-Western Limited" sleep heated, electric lighted, with electric berth lights, compartment sleepers, buffet library cars, and free chair cars is absolutely the finest train in the world.

"The North-Western Line" also operates double daily trains to Sioux City, Omaha and Kansas City.



NONE BETTER SOLID VESTIBULE TRAINS PALACE DINING and OBSERVATION CARS--NEALS A LACARTE

Direct connection at St. Paul, without change of depot, with all trains for Chicago, Toronto, Montreal, New York and all points west and south.

Close connection east and west bound at Spokane with trains of the Spokane Falls & Northern railway.

Leaves Spokane daily for West 7:45 a. m. Leaves Spokane daily for East 10:15 a. m. West bound trains make direct connection for Victoria, Vancouver, Portland, San Francisco and all points on the Sound.

During the season of navigation this bound trains connect at Duluth with the magnificent steamships North-West and Northland, of the Northern Steamship company line operated in connection with the Great Northern Railway.

For further information, maps, folders etc., apply to any agent of the Spokane Falls & Northern railway, Kaslo & Slocan railway, Kootenay Railway & Navigation company, or to F. I. WHITNEY, General Passenger and Ticket Agent, St. Paul, Minn. H. A. JACKSON, Commercial Agent, Spokane, Wash.

Canadian Pacific Nav. Co. (LIMITED.) WHARF STREET, VICTORIA. Time Table No. 54.—Taking Effect Nov. 1, 1900.

NEW WESTMINSTER ROUTE. Leave Victoria for New Westminster, Ladner, Lulu and Islands—Tuesday and Friday at 7 a. m. Leave New Westminster for Victoria and West Point—Wednesdays and Saturday at 7 a. m.

NORTHERN ROUTE. Steamships of this company will leave for Fort Simpson and intermediate points, via Vancouver, 1st and 15th of each month.

Steamships of this company will leave every Wednesday for Wrangle and Elgway at 8 p. m.

BARCLAY SOUND ROUTE. Steamer leaves Victoria for Alberni and Sound ports, on the 1st, 7th, 14th and 20th of each month, extending latter trips to Quatsino and Cape Scott.

The company reserves the right of changing this time table at any time without notification. G. A. GARLSTON, General Freight Agent. C. S. BAXTER, Passenger Agent.

WINTER SCHEDULE. Spokane Falls & Northern Nelson & Fort Sheppard R'y RED MOUNTAIN RAILWAY. The only all-rail route between all points east, west and south to Rossland, Nelson and all intermediate points; connecting at Spokane with the Great Northern, Northern Pacific and O. R. & N. Co. Connects at Nelson with steamer for Kaslo and all Kootenay lake points. Connects at Meyer's Falls with stage daily for Republic, and connects at Bossburg with stage daily for Grand Forks and Greenwood.

Atlantic S. S. Lines

CHRISTMAS RATES AND SAILINGS. (From Portland, Me.) Allan Line-Parisian..... Dec. 6 Allan Line-Tunisian..... Dec. 13 Allan Line Steamers call at Halifax one day later.

(From St. John, N. B.) Beaver Line-Lake Superior..... Dec. 7 Beaver Line-Lake Ontario..... Dec. 14 Beaver Line Steamers call at Halifax one day later.

(From New York) White Star Line-Teutonic..... Dec. 5 White Star Line-Germanic..... Dec. 12 Cunard Line-Etruria..... Dec. 8 Cunard Line-Lucia..... Dec. 15 American Line-New York..... Dec. 12 Red Star Line-Friesland..... Dec. 11 N. G. Lloyd Line-Lahn..... Dec. 11 French Line-La Gasconne..... Dec. 11 Allan State Line-Sardinian..... Dec. 8

(From Boston) Cunard Line-Saxonia..... Dec. 8 Dominion Line-Commonwealth..... Dec. 12 Passengers arranged to from all European ports. For rates tickets and full information apply to C. P. R. depot agent, W. A. B. MACKENZIE, City Ticket Agt., Rossland, B. C. W. P. F. Cummings, Gen. S. S. Agent, Winnipeg.



Your attention is called to the "Pioneer Limited" trains of the "Chicago, Milwaukee & St. Paul Railway." "The only perfect trains in the world."

You will find it desirable to ride on those trains when going to any point in the Eastern States of Canada. They connect with all Transcontinental Trains and all Ticket Agents sell tickets.

For further information, pamphlets, etc., ask any "Ticket" Agent or R. L. FORD, C. J. EDDY, Pass. Agent, General Agent, SPOKANE, PORTLAND.

THE ONLY LINE EAST VIA SALT LAKE AND DENVER TWO TRAINS DAILY SHORTEST AND QUICKEST ROUTE

Coeur d'Alene Mines, Palouse, Lewiston, Walla Walla, Baker City Mines, Portland, San Francisco, Gripple Creek Gold Mines, and all points East and South. Only line East via Salt Lake and Denver. Steamship tickets to Europe and other foreign countries.

Leaves Daily Spokane Time Schedule Effective May 13, 1900 Arrives Daily 7:35 a. m. EAST MAIL—For Coeur d'Alene, Parnington, Colfax, Pomeroy, Waitburg, Dayton, Walla Walla, Fendleton, Baker City and all points for the EAST.

FAST MAIL—From all points EAST, Baker City, Fendleton, Walla Walla, Dayton, Waitburg, Pomeroy, Moscow, Pullman, Colfax, Garfield Farming, and all points for the WEST. DEPARTS—7:00 Parnington, Garfield, Colfax, Pullman, Moscow, Lewiston, Portland, San Francisco, Baker City and all points EAST.

EXPREBS—From all points EAST, Baker City, San Francisco, Portland, Colfax, Garfield and Farmington..... 9:00 a. m.

STEAMER LINES. San Francisco-Portland Route. STEEL SHIP SAILS FROM AINSWORTH DOCK, Portland, at 8:00 p. m., and from Speer Street Wharf, San Francisco, at 11:00 a. m., every five days.

Portland-Alaska Line. MONTHLY SAILINGS BETWEEN PORTLAND and the principal ports of China and Japan under the direction of Dowdell, Carlin & Co., general agents.

Snake River Route. Steamers between Riparian and Lewiston leave Riparian at 1:30 a. m. daily, returning leave Lewiston at 7 a. m. daily. Steamer leaves Lewiston every Sunday at 1:30 p. m. for Wild Goose Rapids (stage of water permitting).

For through tickets and further information apply to any agent S. F. & N. System or at O. R. & N. Co.'s office, 430 Riverside avenue, Spokane Wash. H. M. ADAMS, General Agent. W. H. HURLBURT, Passenger Agent, Portland Oregon.

CANADIAN PACIFIC RY. AND SOO LINE. First-class Sleepers on All Trains From REVELSTOCK AND KOOTENAY LDG. TOURIST CARS. Pass Dunmore Jet. daily for St. Paul Saturdays for Montreal and Boston, Mondays and Thursdays for Toronto. Same cars pass Revelstoke one day earlier.

A POINTER for your Eastern trip is to see that your ticket reads via CANADIAN PACIFIC. Trains Depart—8:00 For Nelson, Kaslo, Cananda, Grand K. B. B. For Kaslo, Greenwood, Midway, etc. 18:00 For Nelson, Sandon and Slocan Daily. points, Revelstoke, Main Lane and Pacific Coast, and via Crows Nest Route for all Eastern points. For time-tables, rates, and full information, call on or address nearest Local Agent, or A. B. Mackenzie, City Agt. Rossland. W. F. Anderson, E. J. Coyne, T. P. A., A. G. P. A., Nelson, B. C. Vancouver, B. C.