

OUR LONDON LETTER

Few Changes in Prices of British Columbia Stocks.

THE HALL MINES SHARES

British Columbia Lost a Good Friend in the Late Barney Barnato, But Others are Rallying to Its Support - The Duncan Company Launched.

London Office, ROSSLAND MINER, 108 Bishopgate street (Within). LONDON, Nov. 2. (Special.) Changes in prices have been by no means important. Hall Mines are back to £1 6s. on the uncertainty as to the dividend shortly expected on the ordinary shares. Klondike-Columbia Goldfields have gone better today on the introduction of their second offering, the "Dawson City" Dominion Trading Corporation, limited, capital £800,000. On the advisory board in British Columbia, Hon. J. H. Turner, Hon. C. E. Pooley and Joseph Boscowitz figure. Vancouver Syndicates are flat and dull and people were by no means pleased at the want of lucid information at the meeting. There is absolutely no dealing in these. Klondike Territories (N. W.) maintain their price although they have been rather badly mangled by some of the papers owing to the character of their properties. "B. C. Claims" are firm, but Dundee remain quiet at about 1s. 6d. The feature lately has been the numerous inquiries by big firms about sound companies. I hear a rumor this afternoon that Colonel Peyton and United States Senator G. W. Turner have arrived, but cannot confirm it.

Lost a Support in Barnato. In the London Stock Exchange the growth of interest in British Columbia is steady and continuous, if not particularly ostentatious. British Columbia lost a prominent supporter in B. T. Barnato, but William Wright, Grant Govan, W. H. Jewell, and rumor hath it, even the great Horatio himself, have gathered round the standard, and may be expected to do yeoman service in carrying it to the front.

Among other "House" men interested in British Columbia dealings we may mention C. Schweder, Wilby Bros., Sir R. W. Carden & Co., J. De la Cohen, Reaveley & Co., Mr. Gill, T. Y. Watson, A. T. Schwabe & Co. and Lusden & Meyer. The long expected Duncan company is out at last, and has assumed the duties of maternity with almost indecent haste, it having simultaneously with its own prospectus launched the particulars of its first child, the Queen Bess Proprietary. As there is a Queen Bess in the West Australian market it is a pity another title was not chosen.

The Stock Market. Following are today's quotations in the stock market:

Table with 3 columns: Stock Name, Price, and Change. Includes B. C. Developments, Klondike-Columbia, Dawson City, etc.

ROAD FOR FORT STEELE

The C. P. R. Concludes to Not Leave It Out in the Cold. M. J. Haney, chief of construction on the Crow's Nest branch of the Canadian Pacific railway is authority for the statement that Fort Steele will be given a connection with the Crow's Nest branch. It will be in the shape of a siding run from the Crow's Nest branch. It has been supposed that Fort Steele was to be given the cold shoulder completely by the C. P. R., but it was doubtless too important a point to be entirely neglected and hence it was determined to give it a little consideration.

The announcement that the branch would be built was made by M. J. Haney a few days ago and was communicated to the people of Fort Steele by P. G. Nash, assistant superintendent of construction, shortly after. Mr. Nash stated that a contract of surveyors would begin the work of locating the line within a week. He could not say exactly where the line would be located, as that would be a matter of detail for the engineers to attend to. The connection would follow the survey as rapidly as possible. It is the intention to continue the construction of the branch up the valley to and beyond the North Star and Sullivan mines. These mines will furnish fully 100 tons per day for shipment as soon as the road is connected with them. For that reason the C. P. R. desires connection with them at the earliest possible moment. The Fort Steele Prospector in speaking of the railway situation has the following to say:

"There is a large traffic in sight already for a road from Fort Steele up the St. Mary's river. As is well known a charter is now being applied for, for a railway from this place to the Sullivan group, and this movement it is shrewdly suspected is being made under cover by the Great Northern railway. In any event, if the C. P. R. failed to touch at Fort Steele the whole of the business of an independent railway up the St. Mary's would go via the Kootenay river, and would fall into the hands of the Great Northern at Jennings, Mont. The Great Northern is now building a boat at Jennings to catch this traffic at Fort Steele, and the only possible way it can be headed off is by the C. P. R. itself building from here up the St. Mary's and catching as well what trade it can from the river boats here."

"The Canadian Pacific has already had a very unpleasant experience of Great Northern competition in West Kootenay and under circumstances almost identical with those which would exist if the Great Northern should 'steal a march' on the C. P. R. on the St. Mary's river. The Kaslo & Slocan railway, 30 miles long, was built by the Great Northern people while the C. P.

R. were contenting themselves with the Nakusp & Slocan road. The result has therefore been that the Great Northern, through its narrow gauge line from Kaslo, has captured and holds to this day the bulk of the great business of the Slocan country. If they come in here today, with a line 30 miles long up the St. Mary's, they could repeat their Slocan performance."

Built on Gold. About 28,000 ozs., or nearly £112,000 was the average daily production of the gold mines of the world last year. That was the highest in the history of gold mining. The total output in 1896 in all parts of the world was nearly £41,000,000, 2,000,000 more than in 1895, and more than double the output of 1890. The richest gold mine in the world is located under the thriving town of Ballarat, Victoria, Australia. It has about 25,000 inhabitants, nearly all of whom are employed in the mine. There are more than 100 miles of tunnels under the city, some of them being at a depth of 2,000 feet. The entrance to the mine, which is controlled by a corporation and is known as the Band, Barton and Albion Councils, is outside the city. The rock in which the gold is found beneath Ballarat is not rich in the yellow metal. It yields but half an ounce of standard gold to the ton, and yet the Band, Barton and Albion mine has yielded more than £50,000,000 of gold since it was opened 30 years ago. The work done so systematically and so thoroughly that it is enormously profitable in spite of the low grade of the ore. The supply of paying quartz seems practically inexhaustible, and as the vein is extensive, being spread over much territory, the mine bids fair to last for centuries. The workers in the Band, Barton and the Albion are much more comfortable than the workers in a coal mine. There are no noxious gases and no danger from explosions. Pure air is forced through various shafts and thus into the drivers. The tunnels are drilled far apart, so that there will be no danger to the city above, where all is trade and bustle.

Society Incident. London correspondence of New York Mail: There was a certain very beautiful countess at one table, with another lady and three men. Presently at the table adjoining the one occupied by her beautiful ladyship came another fair woman, accompanied by an elderly woman and a couple of men. A friend at my table turned to me and said: "That is the Hon. Mrs. So-and-So. She has a fashionable dressmaking and millinery establishment in Mayfair." Hardly were the words out of his mouth before the "lady dressmaker" stepped to the side of the countess at the adjoining table and exclaimed in a loud voice: "Why don't you pay me my bill? Why don't you answer my letters? Why don't you pay me for that gown that you've got on, and for that hat which I made myself? For two or three years I have supplied you with almost everything you wear, even your corsets, and they are cheap at two guineas a pair. Why don't you pay me, instead of driving a victoria with two horses, and buying your daughter a chainless bicycle?" The men at the tables endeavored to silence the "lady dressmaker." The countess simply looked at her and did not answer a word, and finally the manager of the restaurant came up and told the "lady dressmaker" that she would have to leave the place if she made any further unpleasantness. A few moments afterwards both parties were quietly supping and chatting and smiling together as if nothing had happened to disturb them.

Stone Age in British Columbia. When I arrived on this coast in 1854, says a writer in the Antiquarian, the Indians generally made and used implements of stone, such as arrow and spear points, knives, adzes and axes, and continued to make and use them for years after that. The material they used was chert, jade, a black and gray slate, and a dark and gray basalt. I think I may have seen the process of making these articles when I first came here, but am not certain. However, these were made at least by the Indians inhabiting this island. A black bearskin was spread on the ground with the hair side down; then a flake of chert, jade, or of basalt, first roughed out by striking two pieces together was laid on the bearskin between the fingers and chipped into shape with another stone, or a bone, by gradual pressure. In this way they soon formed very perfect arrowheads, some having points as sharp as a needle. The base of the weapon was worked out by simple pressure, then inserted in the cleft shaft, and securely held in its place with pitch, asphaltum, or a glue made of fms of the halibut. The larger spear heads were usually made of slate, split into flakes, worked out, and then rubbed until polished. Their adzes and axes were of chert, jade or basalt, and were of various shapes and sizes. Some of them were finely finished and polished, while others were rough and ill-formed. One class of them were evidently made to be used by holding in the hand, but the great majority of them had handles of some description.

LABOR NEWS. An invitation to mediate in the British engineering dispute has been declined by the Prince of Wales. The San Francisco board of health has condemned a number of Chinese cigar factories as menaces to the public health. The strike of 500 miners in the Hastings mine of the Victor Coal and Coke company at Trinidad, Colorado, has been settled by compromise. Hand compositors on several Buffalo newspapers struck recently for an increase of wages averaging \$3 per day. Several officers granted the union's terms. All the salt furnaces on both sides of the Ohio river are closed owing to the rise in the price of coal, and 900 men are thrown out of employment. Ben Tillett, the famous London labor leader, now in Australia, has notified the American Federation of Labor that his visit to the United States is deferred until next year, owing to the state of his health.

The recent conference of the four railroad brotherhood at Peoria, Ill., agreed upon a plan of federation which is to be submitted to the various lodges of trainmen, conductors, firemen and telegraphers in the United States, Canada and Mexico.

Operations were resumed Friday morning on the underground development of the Deer Park. The shaft has been pumped out, the machinery overhauled and everything put in shape for continuous and uninterrupted work. Fred Mulholland, the general manager, and Lew Mulholland, the vice-president, are both on the ground, and will remain continuously in charge of the property. C. F. Smith, a Butte mining man of wide experience, has been secured to superintend the development of the mine itself. The fourteen men in all employed on the property, and work will be prosecuted continuously under three shifts. The shaft is now down 145 feet, and it will be immediately deepened to the 200-foot level, when a crosscut will be run each way in search of the fourteen men in all employed on the property, and work will be prosecuted continuously under three shifts. The shaft is now down 145 feet, and it will be immediately deepened to the 200-foot level, when a crosscut will be run each way in search of the fourteen men in all employed on the property, and work will be prosecuted continuously under three shifts. The shaft is now down 145 feet, and it will be immediately deepened to the 200-foot level, when a crosscut will be run each way in search of the fourteen men in all employed on the property, and work will be prosecuted continuously under three shifts.

WORK ON DEER PARK

Shaft Is Pumped Out and Underground Operations Resumed.

FOURTEEN MEN AT WORK

The Shaft Is to Be Deepened to 200 Feet - The Intention Is to Put in a More Complete Power Plant Than the One That Is Now in Use.

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Besides overhauling the machinery and getting the cabins in shape, a new road has been built. It is an extension of the Hattie route, which connects with the main South-western road at the little south of the Sunset No. 2. By the new route the Deer Park can be reached without traversing the very steep road which formerly afforded the only means of getting to the property. Supplies have been brought in to last all winter.

Mr. Mulholland, the general manager, says that the company has reorganized its property and is satisfied that the Deer Park will make a great mine.

ELECTRIC DRILLS

An Expert Electrician Talks About New Machinery for Mining.

Frank Darling of Nelson, the Kootenay representative of the Canadian General Electric company, was among the arrivals in the city Thursday. Mr. Darling has had wide experience in the application of electricity to mechanical and engineering problems, including mining and rock work. In a chat with a MINER reporter last evening he detailed some of his experience with electric drills, which are being introduced into the Deer Park.

"For open work they are excellent," said Mr. Darling, "and in many cases they are the best and most economical machines that can be used for drilling. They are best adapted for quarrying, where a perpendicular hole is required, and for the movement of the drill is just as abrupt and strong as the forward motion, which is often an important feature. Steam, which is most used in surface drilling, is likely to condense in the pipes, which means a considerable loss in power, and when, too, the steam pipes are cut in two, the steam is lost. Electric cables are flexible and most convenient. For these reasons electricity is the most economical power obtainable for surface drilling in many instances, since the dynamo deliver about 95 per cent of the power supplied to them, held in place by the forward movement of the cables, and the loss in transmission for short distances is trifling."

"Convenient and suitable as electric drills are for surface work, as yet they are hardly successful in tunneling and mining. Besides being cumbersome and hard to move, they are likely to get out of order from the severe uses to which they are put in mining. Electrical engineers are now at work on drills suitable for the mining industry, but so far their efforts have not met with any brilliant measure of success."

THE COST OF MINING

The Expense of Machine and Hand Work Compared.

There has been considerable said concerning the cost of mining in the Trail creek district. The following figures are obtained direct from the managers of the mines themselves, and may be depended upon as being reliable. The first mine from which a statement was secured was a Bed mountain property that is being developed entirely by hand. Five men are employed, including the foreman, working two 10 hour shifts. The nature of the work in hand is a crosscut tunnel, driven through a very hard syenite formation. The tunnel itself is 4 1/2 x 6 1/2 feet in size, and is now in over 250 feet. Working by hand under the above circumstances, the tunnel is being driven at the rate of 42 feet per month, or 17 inches per day. The average cost for this development is \$15 per foot, which comprises \$10 for labor and \$5 for superintendence, and \$1.50 for explosives.

The second example is a fully developed mine on Red mountain, which is being worked with power furnished by its own compressor. In this case the cost of sinking a double-compartment shaft, including breaking, timbering, explosives and lights, exclusive of hoisting, is set at \$60 per foot. The estimated speed, including stations, is set at one foot per day. The item of hoisting is not included in this case as the engineer, besides attending to the hoisting plant, also looks after several other departments. In this property the cost of tunneling is set at \$12 per foot, including all expenses of

AN EXCEPTIONAL OFFER

Commencing Oct. 1, 1897, THE WEEKLY MINER will be sent to any address in Canada or the United States until Jan. 1, 1899, for one year's subscription.

drilling, tramming, explosives and lights. This item remains about the same whether or not operations are being carried on in the country rock or along the vein. The cost of breaking and delivering ore is set at \$2.50 per ton. This includes drilling, lights, tramming, sorting, timbering and delivering on the cars direct, without the use of teams.

THE GREAT WESTERN DEAL

That the Great Western has changed hands is doubted in certain quarters. One of Rossland's leading brokers received a letter from one of the principal shareholders in the property on Wednesday from Spokane, and he stated positively and unequivocally that the property had been sold, and the figure mentioned in THE MINER was named as the price for which it was disposed. Another well known mining man saw the check which was paid by Hon. Charles H. Mackintosh to the Great Western people. Still another broker was told by Hon. Charles H. Mackintosh that he had made the first payment for the Great Western, and he added other details as to his intentions in relation to its development. It is said that there is a desire to keep the sale quiet for a few days in order that certain stock that it is desirable to secure may be bought up.

THE IRON COLT ORE

The management of the Iron Colt has been negotiating with the smelters for rates for some time past, and it has finally received a flattering offer from the Hall Mines smelter at Nelson. The ore of the Iron Colt is largely made up of lime and iron, and is just what is wanted to properly flux the copper-silver ore that is present in the mines of the Hall Mines. The Iron Colt ore is so desirable that the Hall Mines smelter people will reduce it for nothing, giving all there is in it. All that will be necessary will be to mine the ore and pay the cost of transportation. If the ore is only worth \$15 per ton it will yield a profit of from \$7 to \$8 after paying for mining and transportation charges. The management of the Iron Colt intends to take advantage of the offer.

HIGH ASSAYS

Assays received Thursday from the Jubilee group on Porcupine creek, near Ymir, returned values of over \$1,900, \$1,700 and \$1,700 respectively. The ledge is a quartz vein about 20 feet wide, and an assay over 15 feet of it returned values of \$20. The extraordinarily high values reported are believed to be carried in tellurium. The group is owned by Ross Thompson, S. Garnham, Frank Britton, G. Keefe and E. Donohue, all of Rossland.

CARIBOO CREEK NOTES

Litigation Over Townsite Is Ended - Roads and Mines. Robert Meehan is in Rossland from Cariboo City and he reports that the title to the townsite of 820 acres has been confirmed to Mrs. McDougall, and this gives a clear title to the company that is handling the townsite. During the past summer he has been engaged in the task of improving the town in the way of laying out roadways, building bridges and walls, so to make the place more suitable for the reception of inhabitants. Now that the title is no longer in dispute it is expected that the place will grow rapidly. Mr. Meehan has built a dwelling-house of one story with ground dimensions of 14x20 feet and a two-story hotel, 22x40 feet, which is warm and comfortable. It is the intention in the spring to open up communication with the several mining properties in the vicinity of Cariboo City. A road to Goat creek has been finished for the distance of a mile and a half, and there yet remains two and one-half miles to finish. The intention is to finish this soon. This road will connect with the one built by the government at Goat creek. It is the design to so arrange matters that the Silver Queen and other properties can ship their ore via Cariboo City. During the past season some 40 prospectors have been prospecting in the Cariboo creek neighborhood, and it is estimated by Mr. Meehan that about 200 claims have been taken up. With the development that has been in progress during the past summer and fall, and that which will be done during the winter, it is certain, he says, that there will be at least half a dozen mines that will begin shipping in the spring.

Mr. Meehan has several claims along the lake and will in the spring begin the work of developing them. He thinks that the future of the district will be one of importance, for the reason that the ore is of high grade, easily worked, and the values lie near the surface.

THE NORTHPORT SMELTER

It Will Be Ready For Operations Sooner Than Was Expected. Sol Cameron, the contractor who is building the Le Roi smelter at Northport, returned to that town Thursday after a brief stay in Rossland.

The works are rapidly nearing completion, and the buildings are ready for their sheathing of sheetiron. The big smoke stack is also nearly finished. Water for the smelter will be procured from Deep creek, and a long flume is being constructed for its conveyance. Great pains are being taken to make the flume as perfect as possible, and it is being buried with earth to prevent damage from falling trees and the like. Besides furnishing the smelter with water the flume will provide it for the townsite as well. A head of 250 feet has been obtained by the location of the reservoir up Deep creek gulch.

A POWERFUL FLEET

It Is Largest Ever Gathered in North Pacific Waters. San Francisco, Cal., Nov. 17. - From officers of the Wild Swan, the British gunboat which has arrived here, it is learned that the reinforcements on the way to the British North Pacific squadron will make it the most powerful fleet the Great Britain has ever had in these waters. There are now en route two cruisers, the Leander and Phaeton, and with them are two torpedo chasers, the Sparrowhawk and the Slasher. The latter are the first vessels of the kind to be sent to the North Pacific station. The Wild Swan left last night for England. She expects to meet the Leander, Phaeton, and the torpedo boats at Coquimbó.

CLUBS OF THE CITY

Rossland Club Has a Large Roll of Members.

WILL MOVE DECEMBER 1

The Athletic Club, Though Only Recently Formed, Has a Membership of 50 and Is in a Flourishing Condition - Its Many Conveniences.

The Rossland club has secured the building formerly occupied by the Shaw hotel on West Columbia avenue for a club house, and will move into the new quarters about the first of December. The change was made necessary by the rapidly-increasing membership of the club and a desire for more room.

It is the intention to make the new club house one of the most comfortable and pleasant in the province. The ground floor will be utilized for billiards - an added feature - while the second floor will contain the smoking and the reading rooms, together with the bar. The top flight will be divided into card and committee rooms, together with a few bedrooms for the use of the members. There will probably be accommodations for preparing luncheons. The club was organized just a year ago, with a membership of 25, but so successful has it proven and so steady has been its growth that it now has 125 members, including not only residents of Rossland but of the neighboring towns and the coast cities as well.

The Athletic Club, which has its club-rooms in the Lancaster, is growing rapidly, and now has about 50 members, while new applications are being received at every meeting of the committee. The apparatus which was ordered some time ago, is now on the road and should be here shortly. It includes parallel bars, Indian clubs, and flying rings, which will prove a valuable supplement to the present fixture, which comprise a punching bag, fencing foils and masks, singletick, boxing gloves and similar implements.

A bathroom has lately been constructed with hot and cold water, where, after exercising the members may take sponge and shower baths. Lockers are also at hand for the reception of the private apparel of the members.

The club hall is equipped with a pool table and a neat bar, while in the reading and smoking room copies of all the leading Canadian and foreign publications are on file. The aim is to make a pleasant home-like club, where one may recreate with comfort, and in the opinion of the members, the aim is being admirably carried out. The entrance fee is only \$3, and the monthly dues \$2.50. The club is one of the substantial organizations of the town.

WILL examine and report on mining properties, superintendent development work, and render weekly reports if desired. All reports strictly confidential. Have had nineteen years' experience in mines and mining, over four years in the Trail Creek region; nearly two years in the Le Roi mine. Use Moresing & Neal code.

E. W. LLJEGRAN, Re-Superintendent of the Le Roi Mine P. O. Box 446, Rossland, B. C.

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A. D. CHARLTON, Asst. Gen'l. Pass. Agent, No. 355 Morrison St., Portland, Ore. Write for new map of the Kootenay country.

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THE WEEKLY MINER

contains all the mining news of Kootenay.

Canadian Pacific Nav. Co.

(LIMITED.) Time Table No. 26, taking effect March 1st, 1896.

VANCOUVER ROUTE. Victoria to Vancouver-Daily, except Monday at 2 o'clock. Vancouver to Victoria-Daily, except Monday at 12:15 o'clock, or on arrival of C. P. R. No. 1 train.

NEW WESTMINSTER ROUTE. From Victoria for New Westminster and way landings-Sunday at 2 o'clock; Wednesday and Friday at 7 o'clock. From New Westminster to Victoria and way landings-Monday at 12:15 o'clock; Thursday and Saturday at 7 o'clock.

NORTHERN ROUTE. Steamships of this Company will leave for Fort Simpson and intermediate ports via Vancouver, the 1st and 15th of each month at 8 o'clock. When sufficient inducements offer, will extend trips to West Coast points and Queen Charlotte Islands.

BARCLAY SOUND ROUTE. Steamer Maracle leaves Victoria for Alberni and Sound ports the 10th, 20th and 30th of each month. When sufficient inducements offer, will extend trips to West Coast points and Queen Charlotte Islands.

G. A. CARLETON, General Agent, Victoria, July 1st.

Canadian Pacific Railway.

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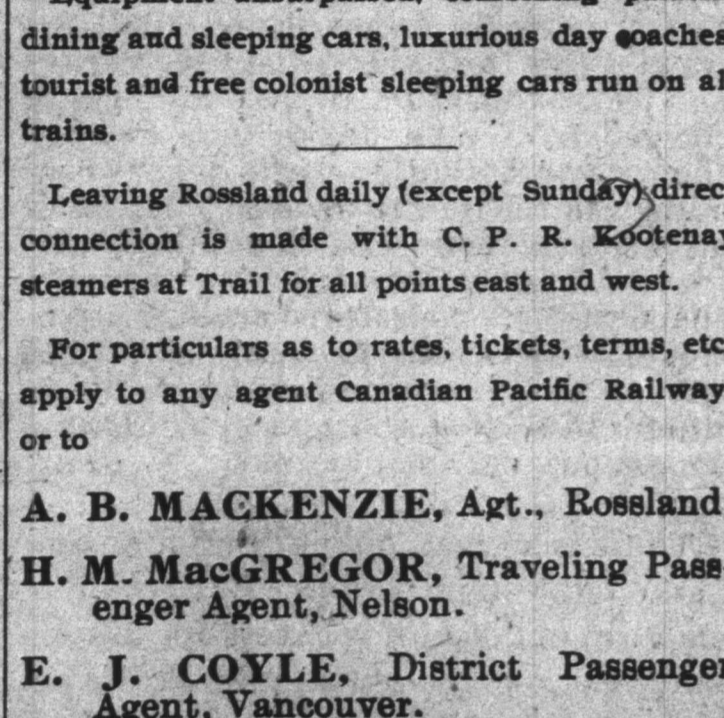
Leaving Rossland daily (except Sunday) direct connection is made with C. P. R. Kootenay steamers at Trail for all points east and west.

For particulars as to rates, tickets, terms, etc apply to any agent Canadian Pacific Railway or to

A. B. MACKENZIE, Art. Rossland.

H. M. MacGREGOR, Traveling Passenger Agent, Nelson.

E. J. COYLE, District Passenger Agent, Vancouver.



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A. D. CHARLTON, Asst. Gen'l. Pass. Agent, No. 355 Morrison St., Portland, Ore. Write for new map of the Kootenay country.

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INTERNATIONAL NAVIGATION & TRADING COMPANY, Ltd.

Sts. International and Alberia. ON KOOTENAY LAKE AND RIVER. Time Card in effect July 12, 1897. Subject to change without notice.

Leave Kaslo for Nelson and way points, daily except Sunday, 5:45 a. m. Arrive Northport 12:15 p. m. Rossland, 3:40 p. m. Spokane 6 p. m. Leave Nelson for Kaslo and way points, daily except Sunday, 4:45 p. m. Leaving Spokane 8 a. m. Rossland, 11 a. m. Northport, 1:30 p. m. Arrive Kaslo, Sunday, 10:30 p. m.

New Service on Kootenay Lake. Leave Nelson for Kaslo, etc., Tues. Wed., Thurs., Fri., Sat. 8:30 a. m. Arrive Kaslo 12:30 p. m. Leave Kaslo for Nelson, etc., Mon., Tues., Wed., Thurs., Fri. 5:00 p. m. Arrive Kaslo, Sunday, 10:30 p. m. Bonner's Ferry and Kootenay River Service.

Leave Kaslo, Saturday 9:30 p. m. Arrive Boundary, Sunday 6:30 a. m. Arrive Bonner's Ferry, Sunday, 10:30 a. m. Leave Bonner's Ferry, Sunday, 1:30 p. m. Arrive Boundary, Sunday, 5:30 p. m. Arrive Kaslo, Sunday, 10:30 p. m.

Close connection at Bonner's Ferry with trains east bound, leaving Spokane 7:40 a. m., and west bound, arriving Spokane 7:00 p. m.

The Alberta leaving for Bonner's Ferry. GEORGE ALEXANDER, Gen'l Mgr. Kaslo, July 12, 1897.