

NEEDS OF THE CAMP

They Were Outraged to Minister Sifton Thursday Night.

HIS PLEASANT REPLY

He Said the Great Need of Rossland Was Some Means of Treating the Low Grade Ores—Mr. Bostock, M. P., Favors a Railway Commission.

The Hon. Clifford Sifton, minister of the interior; Hewitt Bostock, M. P., member for Kootenay-Yale-Cariboo; A. J. Magurn, Ottawa, correspondent of the Toronto Globe, and J. A. J. McKeena, private secretary to Mr. Sifton, arrived in Rossland Thursday afternoon. The party was met at the station by a committee, including Mayor Scott, John J. McKane, Oliver Durant, John Ferguson, Mr. C. H. Parker, A. M. Whiteside, and W. H. McHarg.

An impromptu public meeting was arranged, and it was held Thursday evening in Dominion hall, which was completely filled. J. S. C. Fraser, vice-president of the board of trade, was in the chair. In behalf of the board, John McKane, the secretary, presented to Mr. Sifton a memorial, pointing out some of the particular needs of the camp. After calling attention to the unexplained growth of the city, the communication pointed out that from the time of its establishment up to date the postoffice here had yielded a revenue of \$25,176.80, while the custom house had returned \$239,141.13, and it was suggested that Rossland had contributed her full quota to the governmental budget.

The showing made by the customs house and the postoffice, said Mr. Sifton in reply, was a surprising one, and he would endeavor to have the town recognized if the receipts continued. The question of adding a minister of mines to the cabinet was one that deserved serious consideration. Personally, he would consider it a grateful thing if the mining interests were recognized by the minister—by such a man as the Hon. Mr. Bostock. [Applause].

If the population of the camp does not increase so rapidly as it might, said Mr. Sifton, remember that Rossland has the greatest mineral resources in the world, and they are bound to receive the attention they deserve. Capital may be slow in coming, but when it starts, the difficulty will be to provide opportunities for it to embrace.

Mr. Sifton felt that the greatest need of the camp was some means of treating its low grade ores, and he was sure that this would be provided. It was to help bring about this end that the Crow's Nest Pass line had been subsidized at a cost of \$3,500,000. He had been told that it was the desire of the people of Rossland to have this road built directly by the government [applause]; but the action which had been taken in subsidizing the C. P. E. represented the best thought of the government.

Mr. Sifton would view with pleasure a railway commission that would restrict the onerous traffic rates of the C. P. E., but under the charter of that road such a commission was impracticable. However, the Crow's Nest Pass subsidy stipulated that all rates over it were to be subject to governmental control and in this way a railway commission, if organized, would have at least some sphere of usefulness.

The recent important strikes in the Trail Creek, Ontario and Klondike countries made a Canadian mint a feasible proposition, but he was not justified in committing himself offhand to the plan without giving the matter the careful thought that the subject deserved. He was sure, though, that the government would look into the matter.

In regard to the clause in the memorial urging that the government to found public schools of metallurgy, Mr. Sifton would only say that he had given the matter careful thought, and might be heard from soon on the subject.

While giving all credit to the enterprising Americans who were developing this district, yet he was satisfied that Canada would soon produce a class of men equal to any in the development of her unequalled resources.

In response to the cries of the audience, Mr. Sifton spoke briefly of the Klondike. He was just back from Dyea, where he made a trip over Chilcoot pass and back over the White pass to discover the true condition of affairs at the great gateway to the Klondike. Mr. Sifton said that the reports published regarding the wonderful richness of the country had not been exaggerated—"at least, not in the newspapers published on our side of the line" [laughter]. There were thousands of miles of unexplored land which should at least be gold-bearing ground, and many another Eldorado creek remains undiscovered. Mr. Sifton predicted a tremendous influx into that district next spring.

Mr. Sifton was followed by Mr. Bostock, the M. P. from Yale-Kootenay-Cariboo. Mr. Bostock was much interested in the proposition to found a Canadian mint, and hoped to see more gold and silver coins in use. There was no better advertisement for a country than to have a good coinage, but nevertheless, under the prevailing financial systems, the question of establishing a mint deserved most serious consideration.

He favored a railway commission, but hoped that if it were organized it would implant itself at Ottawa, but would travel over the country and visit personally those sections where dissatisfaction existed; where, as in this camp, vast bodies of low grade ore must be treated at the minimum cost, then more than ever must low freight rates be secured.

The Yukon would probably attract many miners and prospectors from this district, said Mr. Bostock, but he hoped they would consider the dangers that would be undergone there, and not forsake such a surety as this camp affords for the uncertainties of the Klondike. In closing, Mr. Bostock assured his hearers that he would give his best attention to the needs of this district.

Centre Star, the Le Roi, and the War Eagle, and together with John McKane and J. Ferguson McCrear, took dinner with T. G. Blackstock at the War Eagle. Friday the party leaves at noon for Trail, where the smelter will be visited, and they will then return east.

ORE FROM DUNDRE

The Hall Mines Smelter Has Closed Down for Repairs. NELSON, Nov. 10.—[Special.]—The first carload of ore from the Dundre mine at Ymir was shipped to Nelson today.

The Hall Mines smelter has closed down for repairs, the principal repair to be made being to the foundations of the engine. The opportunity will be taken to give the plant a thorough overhauling, and if necessary to rebrick the big blast furnace. The new lead stack is nearly ready for operation, and a good deal of custom ore has been received for it. The blowing-in process will probably take place in the near future. Good progress is being made on the new roaster and reverberatory furnaces.

At a meeting of the city council this afternoon the Kootenay Light & Power company made application for a franchise from the city. The matter was referred to the public works committee. A banquet was given tonight in honor of Hon. Clifford Sifton, minister of the interior, by the citizens of Nelson. It was at the Phoenix hotel and was largely attended. Mr. Hewitt Bostock, member from Yale-Kootenay-Cariboo district, was one of the guests present. A good dinner, good cheer, toasts and music were the order of the evening.

A BIG CORPORATION

British America, Ltd., Going Into Business on a Large Scale.

LONDON, Nov. 11.—[Special.]—One of the events of the mining season here is the flotation of the British America, limited, a British Columbia and Yukon corporation, with a capital of \$7,500,000. The outlook for the company is encouraging and promises to be a success, one half of the stock having been applied for and that, too, without the aid of a prospectus. The promoters have secured valuable properties in the Yukon. Mr. G. H. Bowker started for America in the steamship St. Paul on Saturday last. He will have charge of the Yukon business for the company, having lived there for 10 years. Mr. Bowker will confer with Hon. Charles F. Mackintosh, lieutenant-governor of the Northwest Territories. It is the lieutenant-governor's intention to resign his position for the purpose of becoming the managing director of the company's entire business. It is known that Mr. Mackintosh favors the Rossland camp as a place for investment providing that properties can be purchased at reasonable prices; if not the policy will be to invest in the Yukon for the time being, both for mining and trading.

RUSH TO ALASKA

Customs Officers and Provincial Police Are Recalled.

SKAGWAY, Alaska, Nov. 2, per steamer, via Seattle, Nov. 11.—The Canadian government has recalled a number of customs officials who have been stationed at the Tagish customs house, between Lakes Bennett and Tagish, and the British Columbia authorities have also recalled the number of provincial police, who have been stationed at Lake Bennett and Tagish customs house, since the great rush to the Klondike country began last July.

Deputy Collector of Customs Fred W. Davey, who has just returned from Tagish, said to the Associated Press that he had seen a number of men who were engaged in collecting duties that had been collected during the season on 1,400 outfits. The duty collected on each outfit averaged \$60. The duty was levied upon everything belonging to or in any way appertaining to an outfit, even the clothes and hat not being excepted. Several attempts at smuggling were detected, the goods being confiscated in most instances. Travel down the lakes has practically ceased, and Mr. Davey says that hundreds of people will be caught in the ice and sent to go into winter quarters wherever they happen to be when the ice surrounds them.

Rich gold discoveries are reported on the McClintock river and branches of the Hootalinqua, some diggings running as high as \$40 a day to the man. There has been quite a rush to the new fields, which will be prospected during the winter.

THE ROBSON SMELTER

Its Construction and Details Are Still Unsettled.

Wm. Aldrich, a practical smelter man who has had wide experience throughout the west in the reduction of ores, is registered at the Hotel Allan. Mr. Aldrich is here in the interests of the proposed Robson smelter, and is taking a look over the ground in company with J. Susmann, the expert who has been engaged for some time in connection with the same project.

While admitting the purpose of his visit here, Mr. Aldrich was reticent about the details of the enterprise. It was not yet fully decided, he said, that the smelter would be built. His location was likewise in doubt. As to the character of the smelter itself, nothing had been settled upon, and it was uncertain whether copper or lead should be used as a base for the reduction of the ores.

COSTELLO'S SENTENCE

Government Asked to Inquire Into Mr. Justice Walkem's Action.

A deputation of prominent and representative citizens visited Friday morning on the Hon. Clifford Sifton, minister of the interior, and Hewitt Bostock, M. P. for Kootenay-Yale-Cariboo, and called their attention to the recent action of Justice Walkem in remitting the sentence of Pete Costello. Costello, it will be recalled, was found guilty of a vicious and entirely unprovoked assault, and was sentenced by Justice Walkem to six months' imprisonment with hard labor at Kamloops. The next day Justice Walkem remitted the sentence to a fine of \$100.

The committee urged that the action of the justice in remitting the sentence be made the subject of a rigid investigation at the hands of the government. Mr. Sifton promised that the government would give the matter serious attention.

Justice Walkem holds his commission from Ottawa, and is subject to an examination at the hands of the Dominion parliament.

ITS GREAT DESTINY

Pen Picture of the Resources of Kettle River Country.

TRANSPORTATION NEEDS

A Subsidy of \$4,000 a Mile Is Insufficient to Build a Railway From Robson to Pentiction Owing to the Great Physical Difficulties.

Writing from Midway P. A. O'Farrell has the following to say: Located at the junction of Boundary creek and the Kettle river is the infant city of Midway. It is just on the boundary line, for here the Kettle river flows to the south and meanders through United States territory for 25 miles. The promoters and founders of Midway are Montreal people, and I must confess that they are proceeding in splendid style to build it up. They have built a first class hotel and have constructed an irrigation ditch at very considerable cost in order to pour the fruiting waters of Boundary creek upon the rich but thirsty lands in the location for steel rolling mills, for it is known to all concerned that Midway is going to rival Pittsburgh in iron, and Butte in copper. Here will be state libraries and colleges which will be nurseries of classic lore and practical knowledge.

Midway has a charming situation and a most excellent climate. It is equally distant from Eureka and from Camp McKinney, and all railroads proceeding to or from the Greenwood camps must sojourn here. The Spokane Falls & Northern will reach Midway from the camp up the Kettle river, a distance of 75 miles, and the railroad from Pentiction, about 80 miles away, must come to Midway to reach Greenwood and Grand Forks. Indeed, there is but little doubt but that this will become a place of considerable importance, and that it will be a city ever to be known as the Salt Lake to Utah or Denver to Colorado I have my grave doubts. I am, however, inclined to the belief that it will be the principal town located on the banks of the Kettle river, and that means much.

Had a Lust For Gold

Of the Kettle river and the valley through which it flows but little has yet been written. The early settlers and pioneers of this country were drawn thither by lust of gold, and knew but little of nature's beautiful and sublime manifestations, and cared less. They rooted and dug in the sands and bars of the Kettle river's thousand tributary streams, but the glorious beauty of these first-class hills and mountains, or the enchanting scenery of the river valley they never saw. Neither was the race of placer seekers one that tarried long. They passed as pass the zephyrs of summer and the fashions of the gay world. But in their wake has come another race—the race that delivers and fights for the fruits and flowers of mother earth, and throughout this valley even now are gardens and orchards and pasture lands and grain fields, as fruitful and productive as any in the Dominion. Pioneer ranchers have made the land most beautiful, and nesting in the shadow of those hills or on the banks of this delightful river are the happy and often handsome homes of the lucky pioneers who followed in the wake of the gold seekers of the sixties.

From my careful calculation I do not hesitate to state that the country drained by the Kettle river is capable of providing an ample food supply for 70,000 people, or a population almost equal to that of the entire province now. But to do this irrigation will have to be used extensively, and the land must be brought to a high state of cultivation. Happy, indeed, is the lot of those whose fate it shall be to dwell upon the banks of this river, engaged in pastoral or agricultural pursuits. Daily and hourly they will be in touch with nature in her most exquisite and beautiful moods, for hardly ever has it been my lot to gaze upon such incomparable river and sylvan scenery as this. I have traveled for fully 100 miles along this river's banks, and never for one moment did landscape cease to be picturesque and beautiful.

The Gods Have Been Kind

Yet in my mind's eye I see dwellings in this lovely land, a people to whom the gods have, indeed, been kind. The mountains whose shadows rest upon the gliding and laughing waters of the Kettle river are storehouses of wealth, beside which the treasures of the orient are but poverty itself. And the men who will bring these treasures from the bosom of these mountains will spend their age of ease and rest and fortune in the shadow of those mountains whether a kindly divinity has led them. It is but a generation since this entire country was little but a wilderness.

There were times, and those not long past, when the mad passions of the Indians made the land most beautiful, and that is gone forever. The Indian is as rare a plant as the Chinaman, and the white man is building himself habitations that augur well for the future of this country. True, settlers are far away from the highways and commerce, the stage coach has never yet, and the sound of the whip and wheel still awakes the loudest echo in this most charming valley. But the iron horse of civilization will soon be here, and when it comes rattling through the valley it will bring with it the opportunities for the achievement of comfort and fortune, which now are not. It is any wonder that the people who

live in this region long as eagerly for a railroad as the maiden whose betrothed has gone to the wars longs for the return of her lover? And they hardly care from whence it comes.

Pen Picture of the Resources of Kettle River Country.

The Canadian Pacific, the Spokane Falls & Northern and the Columbia & Western seem all one to them. Perhaps they would prefer Mr. Corbin's railroad, for the folk are interested here as citizens of the United States, and they wish the Kettle river country's trade and wealth should be corralled for their own countrymen. The mining men, on the other hand, want the Heinze road built, and built quickly, for they have a limitless quantity of valuable ore which they want Mr. Heinze to smelt and refine and dress for them. Moreover, these people know that the Corbin road can be built and equipped for a fraction of what it will cost a Canadian road. The building of the road to Pentiction from Robson is estimated to cost \$4,000,000 at both ends. Corbin's road will connect the Boundary camp with three transcontinental railroads at Spokane, while the Robson and Pentiction road will be merely local till such time as it can be pushed to the coast. Moreover, the main road can reach Midway along the river, while the Robson and Pentiction road will be compelled to go up the north fork of the Kettle river, and thence across a divide 3,000 feet high, to Boundary creek; this to avoid entering into American territory, for the Kettle river between Midway and Grand Forks sweeps southward and flows through American territory for 25 miles. It is more than likely that the Robson and Pentiction road will leave Kettle river and Rock creek and thence to the Okanagan and Pentiction. This route is well traveled, and it is a most difficult place to build a railroad through. Of course railroads can be constructed over Skagway pass as well as over the Andes in these days of railroad engineering triumphs, but the initial cost of such enterprises has to be borne, and all those entering by the road must ultimately pay the piper.

Subsidy Not Large Enough

True, the Provincial government has granted a land subsidy, and from Midway to Pentiction a subsidy of \$4,000 a mile to whatever railroad builds this line. But such subsidies are paltry items in building a road like the Robson and Pentiction, and no capitalists would run the certain risk of building a railroad which would have the competition of Corbin's railroad to deal with. The line would, indeed, have the carriage of the waterworks contract. Mr. Davey is to have both of the systems completed and in running order by the 15th of January next, and should they not be completed at that date he forfeits to the city the sum of \$20 a day until completion of the works.

A LIVELY FIGHT

Cecil Barcroft and Fred Winsor Box to a Draw.

Cecil Barcroft and Fred Winsor, two lively youngsters, gave an interesting six-round boxing bout at the International Friday night. Winsor had the fight of it in size and reach, but Barcroft was the cooler and the steadier on his feet. The former forced most of the fighting, and showed a pretty skill in keeping out of the way of his opponent's swings, but when the fighting grew close and hard Barcroft showed that he could do some good infighting. The contest was described a draw.

Light and Water Plants

GRAND FORKS, Nov. 10.—[Special.]—Contractor Davey has today let the contract for the building of the waterworks reservoir and power house to Contractor Peter Hans of this place. By the terms of the waterworks contract Mr. Davey is to have both of the systems completed and in running order by the 15th of January next, and should they not be completed at that date he forfeits to the city the sum of \$20 a day until completion of the works.

Baby Eczema and Scald Head

Infants and young children are peculiarly subject to this terrible disorder, and if not promptly arrested it will eventually become chronic. Dr. Chase made a special study of Eczema and Scald Head, and he can confidently recommend Dr. Chase's Ointment to cure all forms of Eczema. The first application soothes the irritation and gives the little sufferer rest.

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Columbians desire such a road, but Dominion aid is necessary to procure it. It therefore becomes a question whether the Canadian Pacific can yield sufficient influence with the Dominion authorities to prevent aid to an independent concern like Heinze's. To be sure Dame Rumor has it that Heinze is confederated with the Canadian Pacific. If that be so, for a thousand and one reasons it is a genuine and unadulterated evil.

I have dwelt on this railroad question because it is a subject of vital importance here, and it is sure to come up in an acute form before the next Provincial and Dominion parliaments. It is well that Canadians in general should know how the whole railroad problem, with its many perplexities, is viewed in the light of more immediately concerned. And for these reasons I need hardly apologize for lengthening out my correspondence in dealing with it.

A MAN OF EXPERIENCE

Charles Parker C. E., M. E., Here to Visit His Brothers.

Among the recent arrivals in the city is Charles Parker, C. E., M. E., brother of J. R. Parker, the mining engineer of the firm of Dabney & Parker and of E. G. Parker, bookkeeper with Kennedy Bros. & Purgold. For the past two years Mr. Parker has been operating at Granite City, Colorado, where he has had charge of the Yankee Girl and Toledo mines. The ore from these mines is treated by the cyanide process. In fact, the plant that he is in charge of was the first cyanide mill erected in that section of Colorado, and was a complete one in every particular. Mr. Parker has had experience in every part of the world, and was one of the lieutenants of the late Barney Barnato when he operated so extensively in South Africa. In addition to this, he has had experience as the manager of various mines in Mexico, Australia and California, and has also been engineer for various railways in most of the countries that he has visited. He is a member of the Institute of Mining and Metallurgy and an associate member of the Institute of Civil Engineers of Great Britain. It is his intention to stay here for a while on a visit to his brothers, and he may locate here permanently. Among other things that he will study while here is the matter of the cheap reduction of the ores of Rossland, a question which he is admirably qualified to solve, by reason of his wide and varied knowledge of minerals and his many years of experience in mining. He will form a valuable addition to the scientific men of the camp should he conclude to remain.

A Lively Fight

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Canadian Pacific Nav. Co. (LIMITED). Time Table No. 28, taking effect March 1st, 1896. VANCOUVER ROUTE. Victoria to Vancouver—Daily, except Monday at 2 o'clock. Vancouver to Victoria—Daily, except Monday at 12:30 o'clock, or on arrival of C. P. R. No. 1 train.

Canadian Pacific Nav. Co. (LIMITED). 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 12:30 o'clock; Thursday and Saturday at 7 o'clock.

BARCLAY SOUND ROUTE. Steamer Maude leaves Victoria for Alberni and other ports the 10th, 20th and 30th of each month. The Company reserves the right of changing this time table at any time without notification. JOHN IRVING, Manager. G. A. CARLETON, General Agent. Victoria, July 1st.

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Chicago, Milwaukee & St. Paul Also operates steam-heated vestibuled trains, carrying the latest private compartment cars, library fitted smoking cars and palace drawing room sleepers. Close connection at Bonner's Ferry with trains east bound, leaving Spokane 7:30 a. m., and west bound, arriving Spokane 7:00 p. m.

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General Agent, Spokane, Wash. A. D. CHARLTON, Ass't. Gen'l. Pass. Agent, No. 255 Morrison St., Portland, Ore. Write for new map of the Kootenay country.

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Leave Kaslo for Nelson and way points, daily except Sunday, 5:45 a. m. Arrive Northport 12:15 p. m. Rossland, 1:40 p. m. Spokane 6 p. m. Leave Nelson for Kaslo and way points, daily except Sunday, 4:45 p. m. Leaving Spokane 9 a. m. Rossland, 11 a. m. Northport, 1:30 p. m.

New Service on Kootenay Lake. Leave Nelson for Kaslo, etc., Tues., Wed., Thurs., Fri., Sat., Sun., 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 Nelson 9:00 p. m. Bonner's Ferry and Kootenay River Service.