

OUR COPPER MINES

They are as Large as any on the Continent.

TAKES TIME TO DEVELOP THEM

Greenwood is the Centre of the Second Largest Copper Deposit Known to Man—Attention of Some of the Immense Ore Shoals.

Greenwood, B. C., June 26—Notwithstanding all that has been written of British Columbia in the last five years, the province is still a species of terra incognita to the greater part of the commercial world.

The Canadian Pacific railroad must have spent \$10,000,000 extending the branch of its great system from Lethbridge to Greenwood.

From Greenwood to the coal fields of the Crow's Nest Pass is some 250 miles. Rossland is about midway between the two, and the tourist and traveler will find that the Canadian Pacific has built a magnificent railroad in the construction of this new branch.

It is idle to attempt to picture such beauty as is that of Arrow Lake. There is the beauty of the encircling mountains, of the primeval forests that carpet every slope and glen and crest, save those sharp peaks that wear eternal caps of snow.

And this is what the tourist sees speeding toward Greenwood from Rossland, Nelson and Robson. No sooner has he lost sight of Arrow Lake when he is carried over a mountain divide that until yesterday was impossible for the boldest hunter, and on the other side of that divide he beholds Christina, another lake, only second to lower Arrow Lake in loveliness and beauty.

Then Cascade City is reached and the Kettle River. Then 12 miles further up the Kettle river is Grand Forks. There the north and south fork of the Kettle river meet, and there, too, is a valley stretching away from Grand Forks city that is beautiful, as fertile and as rich as any in Canada.

At Grand Forks are two rival town-sites, Columbia and Grand Forks. The rivalry of Rome and Carthage hardly gave birth to greater heartburnings than have arisen between Columbia and Grand Forks city.

Greenwood is the centre of the second largest copper deposits known to man. Butte, Montana, boasts the richest copper mines yet known to exist. Arizona has a copper mine in Clark's United Verde, which, like the Rio Tinto, is phenomenal, but Arizona is not the copper country that British Columbia is.

Greenwood is the centre of the second largest copper deposits known to man. Butte, Montana, boasts the richest copper mines yet known to exist. Arizona has a copper mine in Clark's United Verde, which, like the Rio Tinto, is phenomenal, but Arizona is not the copper country that British Columbia is.

Greenwood is the centre of the second largest copper deposits known to man. Butte, Montana, boasts the richest copper mines yet known to exist. Arizona has a copper mine in Clark's United Verde, which, like the Rio Tinto, is phenomenal, but Arizona is not the copper country that British Columbia is.

Greenwood is the centre of the second largest copper deposits known to man. Butte, Montana, boasts the richest copper mines yet known to exist. Arizona has a copper mine in Clark's United Verde, which, like the Rio Tinto, is phenomenal, but Arizona is not the copper country that British Columbia is.

Greenwood is the centre of the second largest copper deposits known to man. Butte, Montana, boasts the richest copper mines yet known to exist. Arizona has a copper mine in Clark's United Verde, which, like the Rio Tinto, is phenomenal, but Arizona is not the copper country that British Columbia is.

Greenwood is the centre of the second largest copper deposits known to man. Butte, Montana, boasts the richest copper mines yet known to exist. Arizona has a copper mine in Clark's United Verde, which, like the Rio Tinto, is phenomenal, but Arizona is not the copper country that British Columbia is.

months' run of the smelter, however, before investors can tell whether these mines will make big dividends or not. Besides it will take time to prove whether the smelter built for the Knob Hill and Ironsides is the correct thing. I have my doubts about it. The B. C. ships its ore to the Trail smelter. That is an unenviable factory way for a mining company to act with copper ore.

The fact everything in this country is a half interest in the Anaconda. The Knob Hill the Mother Lode and the B. C. are mines, but it will take a couple of years more to put them in proper shape to make big producers.

The prospectors who own the St. Lawrence and Oro Denoro and 20 others that are being developed only at a snail's pace. This is the experience of all mining countries, however. Edward Hickey and his brother, both natives of St. Lawrence county, N. T., located the Anaconda and St. Lawrence at Butte in 1875.

The Canadian Pacific railroad must have spent \$10,000,000 extending the branch of its great system from Lethbridge to Greenwood. The branch enters the Kootenays through the Crow's Nest Pass. There at the Pass, almost on the dividing line of the continent, lies the richest coal fields in the world.

From Greenwood to the coal fields of the Crow's Nest Pass is some 250 miles. Rossland is about midway between the two, and the tourist and traveler will find that the Canadian Pacific has built a magnificent railroad in the construction of this new branch.

It is idle to attempt to picture such beauty as is that of Arrow Lake. There is the beauty of the encircling mountains, of the primeval forests that carpet every slope and glen and crest, save those sharp peaks that wear eternal caps of snow.

And this is what the tourist sees speeding toward Greenwood from Rossland, Nelson and Robson. No sooner has he lost sight of Arrow Lake when he is carried over a mountain divide that until yesterday was impossible for the boldest hunter, and on the other side of that divide he beholds Christina, another lake, only second to lower Arrow Lake in loveliness and beauty.

Then Cascade City is reached and the Kettle River. Then 12 miles further up the Kettle river is Grand Forks. There the north and south fork of the Kettle river meet, and there, too, is a valley stretching away from Grand Forks city that is beautiful, as fertile and as rich as any in Canada.

At Grand Forks are two rival town-sites, Columbia and Grand Forks. The rivalry of Rome and Carthage hardly gave birth to greater heartburnings than have arisen between Columbia and Grand Forks city.

Greenwood is the centre of the second largest copper deposits known to man. Butte, Montana, boasts the richest copper mines yet known to exist. Arizona has a copper mine in Clark's United Verde, which, like the Rio Tinto, is phenomenal, but Arizona is not the copper country that British Columbia is.

Greenwood is the centre of the second largest copper deposits known to man. Butte, Montana, boasts the richest copper mines yet known to exist. Arizona has a copper mine in Clark's United Verde, which, like the Rio Tinto, is phenomenal, but Arizona is not the copper country that British Columbia is.

Greenwood is the centre of the second largest copper deposits known to man. Butte, Montana, boasts the richest copper mines yet known to exist. Arizona has a copper mine in Clark's United Verde, which, like the Rio Tinto, is phenomenal, but Arizona is not the copper country that British Columbia is.

Greenwood is the centre of the second largest copper deposits known to man. Butte, Montana, boasts the richest copper mines yet known to exist. Arizona has a copper mine in Clark's United Verde, which, like the Rio Tinto, is phenomenal, but Arizona is not the copper country that British Columbia is.

Greenwood is the centre of the second largest copper deposits known to man. Butte, Montana, boasts the richest copper mines yet known to exist. Arizona has a copper mine in Clark's United Verde, which, like the Rio Tinto, is phenomenal, but Arizona is not the copper country that British Columbia is.

Greenwood is the centre of the second largest copper deposits known to man. Butte, Montana, boasts the richest copper mines yet known to exist. Arizona has a copper mine in Clark's United Verde, which, like the Rio Tinto, is phenomenal, but Arizona is not the copper country that British Columbia is.

Greenwood is the centre of the second largest copper deposits known to man. Butte, Montana, boasts the richest copper mines yet known to exist. Arizona has a copper mine in Clark's United Verde, which, like the Rio Tinto, is phenomenal, but Arizona is not the copper country that British Columbia is.

THE DOMINION DAY HOLIDAYS

MINES SHUT DOWN AND STORES CLOSED YESTERDAY.

A Number Went to Nelson—Flag Hoisted on Mount Roberts—Who Paid for the Flagstaff.

Sunday was Dominion day, but its observation was more general Monday than it was on Sunday. Rossland had no normal observance of the day in the way of public exercises, but left this to Nelson and Greenwood, where in town the stores were closed and the mines were shut down.

The Odd Fellows of Trail gave a picnic to Deer Park, which was attended by a number from this city. Among these were 14 members of the newsboys union. The day was pleasantly spent by the picnicers, although the occasion was somewhat marred by the rain.

THE RED ENSIGN THERE

It Floated Proudly on Top of Mount Roberts Yesterday.

The red ensign floated on top of Mount Roberts yesterday and was one of the features of Dominion day. It was hoisted on Sunday afternoon at 2 o'clock by a party which went from this city. The party consisted of Deputy Sheriff Walter J. Robinson, A. O. R. Brown, W. J. Venner, S. P. Doekerril, S. Saunders and E. S. H. Winn.

The names of the original party who hoisted the flag on Mount Roberts on June the 6th were Deputy Sheriff Robinson, C. E. Gillan, A. O. R. Brown, W. J. Venner and E. A. H. Winn. The high wind wore the rope that held the flag and let it down on the 8th inst. The present flagstaff is composed of a square frame 25 feet high and 8 feet square at the bottom and 3 feet at the top.

The party intended to use a box of dynamite on Sunday, and bought all the Greek fire there was to be had in the city, but the condition of the weather prevented their use.

It is the intention to keep the flag up until after the Fourth of July, and if it is found that it will not stand the high winds it will be taken down and only hoisted on holidays. It is the intention to have a register, so that visitors can register their names. Also to erect a log cabin so those going up to hoist the flag can stay over night, if necessary.

Table with 2 columns: Name and Amount. Includes List of Contributors to Flagstaff Fund, Bank of Halifax staff, Hon. T. Mayne Daly, Claude Crehan, F. R. Mendenhall, etc.

RANGERS VS. CIVILIANS.

A shooting match yesterday at the Buttes—the Volunteers Win. A scratch match was arranged yesterday at the Buttes between some civilians of this city, who feel an interest in shooting, although there has heretofore been but little opportunity of practicing at their favorability amusement, and some of the rangers. The day was a very bad one with its gusty winds and frequent showers, with an indeterminate light which seemed to throw shadows just wherever

they were not wanted, and the shooting on either side were not up to the usual form seen on this range. The civilians were very much out of practice, one or two, indeed, had hardly handled a rifle previously, and the rangers say that half of their usual team were away. The rangers were captured by Mr. C. O. Laonde, who is proud of having beaten the score of his military rifle, although his team was beaten. The citizens are taking much interest in rifle shooting, and a rifle association, independent of that already formed, is being talked of as likely to be organized. The ranges used were the usual 200, 500 and 600 yards, which are those recognized at the present day as the standard tests for ordinary shooting. The full scores of both teams are appended:

Table with 3 columns: Name, Ranges, Total. Lists scores for Smith, Whiteside, Logan, Tomlinson, Townsend, Wilkie, Harp, Rigby, Forin, Willan, Lawe, Doekerril.

Table with 3 columns: Name, Ranges, Total. Lists scores for Eagles, Denison, Simpson, Park, Connell, Chalmers, Innes, Grigor, Lalonde, Martin, Hunter, Barker.

Mr. Alex. Miller, manager of the Merchants' Bank of Halifax, Grand Forks, is at the Allan.

A. C. GALT Barrister, Etc., Rossland.

UNEQUALLED SERVICE BETWEEN PORTLAND AND CHICAGO on the "PORTLAND CHICAGO SPECIAL."

Sunday, April 22nd, the O. E. & N. will put on a new fast train between Portland and Chicago, via Huntington. Leaving Spokane at 8:10 a. m., giving connection from branch lines, will arrive at Pendleton in time to make direct connection for J. 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 8:40 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.

Peace Declared. Why devote all your time reading about the Boer war and the gold fields of Alaska? There are others matters of vital importance. You may make a trip East, and will want to know how to travel. In order to have the best service, use the Wisconsin Central Railway between St. Paul and Chicago. For rates and other information write Jas. A. Clock, General Agent, Portland, Oregon.



THE FAST LINE TO ALL POINTS

DOUBLE DAILY TRAIN SERVICE The Dining Car Route Via Yellowstone Park Safest and Best.

Solid Vestibule Trains ELECTRIC LIGHTED. Equipped with Observation Cars. Pullman Palace Cars, Elegant Dining Cars, Modern Day Coaches, Tourist Sleeping Cars

Through tickets to all points in the United States and Canada.

Table with 3 columns: SPOKANE TIME CARD, ARRIVE, DEPART. Lists train schedules for North Coast Ltd., West Bound, East Bound, Coeur d'Alene Branch, Palouse & Lewiston, Central Wash Branch.

'THE MILWAUKEE'

A familiar name for the Chicago, Milwaukee & St. Paul Railway, known all over the Union as the Great Railway running the "Pioneer Limited" trains every day and night between St. Paul and Chicago, and Omaha and Chicago. "The only perfect train in the world."

Understand: Connections are made with All Transcontinental Lines, assuring to passengers the best service known. Luxurious coaches, electric lights, steam heat of a variety equalled by no other line.

See that your ticket reads via "The Milwaukee" when going to any point in the United States or Canada. All ticket agents sell them.

For rates, pamphlets or other information, address, R. L. FORD, Pass. Agt., Spokane, Wash. C. J. EDDY, General Agent, Portland, Or.

Atlantic S. S. Lines

From Montreal. Allan Line-Tunisian June 30. Allan Line-Numidian July 7. Dominion Line-Cambromar June 23. Dominion Line-Vancouver July 7. Beaver Line-Lake Ontario June 22. Beaver Line-Louisiana June 29. From New York. White Star Line-Germanic June 27. White Star Line-Majestic July 4. Cunard Line-Servia June 23. Cunard Line-Lucia June 30. Anchor Line-Turmesia June 23. Anchor Line-City of Rome June 30. American Line-St. Paul July 27. Red Star Line-Westernland June 27. N. G. Lloyd-Werra June 23. N. G. Lloyd-Kaiser Wilhelm der Grosse July 3. Allan State Line-State of Nebraska June 30. From Boston, Mass. Cunard Line-Ivernia June 30.

Passages arranged to and from all European ports. For rates, tickets and full information apply to C. P. R. depot agent, or to E. B. McKENZIE, City Ticket Agt., Rossland, B. C. W. P. F. Cummings Gen. S. S. Agent, Winnipeg.

C. P. & N. 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, Boise, Portland, San Francisco, Grapple Creek, Gold Mine, and all points East and South. Only line East via Salt Lake and Denver. Steamship tickets to Europe and other foreign countries.

Table with 3 columns: Leaves Daily, Spokane Time Schedule, Arrives Daily. Lists train schedules for 7:35 a.m. and 4:40 p.m. trains.

W. H. HURLBURT, General Passenger Agent, Portland, Oregon.

Peace Declared. Why devote all your time reading about the Boer war and the gold fields of Alaska? There are others matters of vital importance. You may make a trip East, and will want to know how to travel. In order to have the best service, use the Wisconsin Central Railway between St. Paul and Chicago. For rates and other information write Jas. A. Clock, General Agent, Portland, Oregon.

Steamship Lines. San Francisco-Portland Route. STEAMSHIP SAILS FROM AINSWORTH DOCK, Portland, at 8:00 p. m., and from Spear Street Wharf, San Francisco, at 11:00 a. m., every five days.

MONTHLY SAILINGS BETWEEN PORTLAND AND THE principal ports of China and Japan under the direction of Dowdell, Carill & Co., general agents.

Snake River Route. Steamers between Riparia and Lewiston leave Riparia daily at 3:35 a. m., returning leave Lewiston daily at 9:00 a. m. Steamer leaves Lewiston every Sunday at 3:30 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. E. & N. Co.'s office, 430 Riverside a venue, Spokane Wash.

H. M. ADAMS, General Agent, Passenger Agent, Portland, Oregon.

Kootenay Railway & Navigation Company

Operating Kaslo & Slocan Railway-International Navigation & Trading Company.

Schedule of Time Pacific Standard Time. Passenger train for Sandon and way stations, leaves 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.

LARD-DUNCAN DIVISION. Steamer Argenta leaves Kaslo Tuesdays and Fridays at 6 a. m. for the head of navigation on the Upper Duncan River, returning, leaves Hall's Landing Wednesdays and Saturdays.

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.

Canadian Pacific Nav. Co

(LIMITED.) WHARF STREET, VICTORIA.

Time Table No. 51—Taking Effect June 15th, 1900.

Victoria to Vancouver—Daily, except Monday, at 7 a. m. Vancouver to Victoria—Daily at 1:30 o'clock p. m., or on arrival of C. P. R. No. 1 train.

Regular freight steamers will leave Victoria at 12 p. m. on Sunday, Tuesday and Thursday, and Vancouver at 12 p. m. on Wednesday and Friday.

NEW WESTMINSTER ROUTE. Leave Victoria for New Westminster, Ladner, Lulu and Islands—Monday, Wednesday and Friday at 7 a. m. Leave New Westminster for Victoria and Way Ports—Tuesday, Thursday and Saturday at 7 a. m.

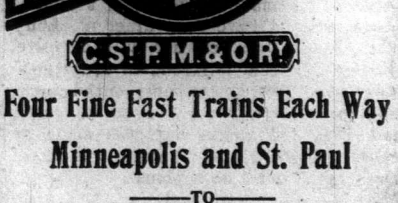
NORTHERN ROUTE. Steamships of this company will leave for Port Simpson and intermediate points, via Vancouver, every Saturday at 11 p. m.

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

BARCLAY SOUND ROUTE. Steamer leaves Victoria for Alberni and Sound ports, on the 17th, 14th, 11th and 20th of each month, extending later trips to Quatsino and Cape Scott.

The company reserves the right of changing this time table at any time without notification.

G. A. CARLETON, General Freight Agent. C. S. BAXTER, Passenger Agent.



EVERY DAY IN THE YEAR

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

When you go East or South ask to be ticketed via this line. Your home agent can sell you through. For free descriptive literature write H. E. COLLINS, General Agent, Spokane.



NONE BETTER SOLID VESTIBULE TRAINS PALACE DINING AND OBSERVATION CARS—HEALS 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 East 10:15 a. m. Leaves Spokane daily for West 7:45 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 East bound trains connect at Duluth with the magnificent steamships North-West and North-land, 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. L. WHITNEY, General Passenger and Ticket Agent, St. Paul, Minn. H. A. JACKSON, Commercial Agent, Spokane, Wash.

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 Boscawen with stage daily for Grand Forks and Greenwood.

EFFECTIVE JUNE 3rd, 1900. Leave. Day Train. Arrive. 10:35 a. m. Spokane. 7:10 p. m. 12:05 p. m. Rossland. 3:30 p. m. 9:30 a. m. Nelson. 8:00 p. m. Night Train. 9:45 p. m. Spokane. 7:05 a. m. 11:00 p. m. Rossland. 6:30 a. m.

H. A. JACKSON, General Passenger Agent. E. W. RUFF, Agent, Rossland, B. C.

THE MINING

What is Going on

THE ORE SHIP

A Large Increase in the Near Future. That are Now Under

It is encouraging the record of the six months, that continuance of six months that the of 1900 tops the preceding half year and beats the records. It shows the chimney which has the Le Roi to face ore has had a m output. So much that the Le Roi of has produced almost the Le Roi, War of Iron Mask did what ping last January, Centre Star when raised about 10,000 ready for shipment are in condition to ment. And when the machinery which since last Christmas companies in the a than \$300,000, will meet to make sure they have never d

The construction to the Le Roi No. Plate is a definite starting up shipment. The output of erties is likely to tons a week, with erage of the Le Eagle and Centre the Evening Star Kootenay, together all of which about again upon the send the monthly tons, the average that the value of ed at \$16.50, cannot \$12 to \$13 per ton, that \$8 and perha pay. This will me estimate, \$7,000,000.

Appended is a s ments for the pe date:

Table with 2 columns: Name and Amount. Lists values for Le Roi, Evening Star, Iron Mask, L. X. L., Monte Christo, Iron Colt, Giant.

Total. War Eagle—The level is now 85 feet north from the level of the shaft. The to the 1,000 feet level will be est remains some 60 will be accomplished second week in A level the lateral feet, and a cross north from the p vein. The crosses from this point after the holidays, the drift is still the north vein an north vein. A s is being broken do in place. A more been installed on and it is expected work from this po to 500 feet. On t has been discontin being broken down means that devel future be confined enth levels. There ore lying broken of this mine on the which will not be until the new ore struck.

Centre Star—Sinc resumed in the sh holidays, when the in the hoist, and brought into operat development will be level directly east station on the founing sunk upon the level drifting is con the west a raise i second level beyond completed a few w ter an intermediat ed at a point 70 level. On the ma the big stope is a main drift west i double track capa greater facility fo ore at the station this level the rais the surface near th On the first lev into a fine body. The mine will elc three days to per made from the ol

Nickel Plate—A north and south of the Nickel Plate, a Go vein to the n zone of ore which ing been located in surface. A force grading, the railro the siding running allow of three ca the bins while on chute. Thus four about 120 tons, e morning and fo which will give a mine of nearly 2