

THE MINING REVIEW

It is Proposed to Erect Some Large Concentrators.

WILL MAKE \$4.00 ORE PAY

And Will Result in the Doubling of the Output of the Camp—A Twenty Foot Ledger of Pay Ore Found by Diamond Drill in the Green Mountain.

One of the improvements which some of the larger mining companies are said to have under contemplation is the erection of large concentrators. Though the plans have not been fully formulated an outline is as follows: One of the first needs of a large concentrator is water. It is understood that a sufficient supply not only for this purpose, but also enough to give the inhabitants of this city all they need, can be obtained from the vicinity of Sheep Lake. Explorations, which have already been made, have demonstrated that there is a plentiful quantity for the purpose there. To bring in the water by means of a pipe line and flumes would cost in the neighborhood of \$150,000. With this supply of water, and concentrators of at least 1,000 tons and perhaps 2,000 tons capacity per day erected, the ore could be concentrated. Some of the ore could be reduced three into one and some ten into one, according to the quantity of gangue which it contained. It is claimed that the ore could, with a good supply of water available, be concentrated for 60 cents per ton and that \$4.00 could be made to yield a profit. The result would be to bring within the range of profit many thousands of tons of ore which is now left in the mine. It is claimed when these plants are erected and in operation that it will result in doubling the output of the camp. Such mines as the Monte Christo, Colonna and Iron Colt could be made to pay provided the concentrators did custom work, as the ores from the properties mentioned are now only a shade under the pay grade with the present freight and treatment rate. Although those who are most interested in this scheme are very reticent concerning it, it is claimed that work upon the water line will be started during the present summer. One of the most important items of the mining review this week is the report of the finding of a ledge 20 feet wide in the Green mountain mine. The ore is of a pay grade.

The Output.

The output for the week reached a total of 8,478 tons, being 132 tons less than the returns for the previous week. There is abundance of evidence accumulating that the 8,000 ton limit has been permanently passed, and that henceforth each succeeding week's shipments will exceed that average if not shortly approximate the 10,000 ton mark. The Le Roi for the past seven days sent down 4,000 tons, a slight falling off of 190 tons was compared with the preceding week. The record of Le Roi No. 2 also falls short by 262 tons; on the other hand the shipments of the Rossland Great Western reached 600 tons, or 250 tons in excess of the preceding week. The War Eagle is also beginning to show up well, now that the surface ditches have been improved, and this week is credited with 870 tons, a gain of 170 tons over the previous report. There is every likelihood that this figure will continue to show a cumulative increase each succeeding week. The total shipments this year to date approximate 85,569 tons. Appended is a list of the shipments of the past week and year to date, approximately:

Table with columns: Week, Year, Le Roi, Centre Star, War Eagle, Le Roi No. 2, R. G. Western, Iron Mask, Velvet, Evening Star, Spitzee, Stian, Portland, Total.

Green Mountain.—A most important find has been made in this property during the past week, which consists of 20 feet of pay ore. For some time past explorations have been in progress by means of the diamond drill. During the past week, after the drill had reached to a depth of 165 feet below the surface it began to penetrate a ledge. This ledge was found to be 20 feet in width. Assays made revealed that the ore is of a pay grade. Mr. Bryden is in charge of the diamond drill operations. Manager Lawry of the Green Mountain, when spoken to in relation to the strike, last evening, said that it was as reported, and that he intended to sink a shaft for the purpose of developing it. It is, he declared, the most important find that has yet been made on Green Mountain, and believes it gives almost positive assurance that it will make a mine.

Rossland Great Western.—The shaft has reached the 800-foot level and the explorations on that level will soon be in full progress to show up the ore shoots. Work continues on the raise from the 800-foot level to tap an ore body that was discovered while sinking to the 700-foot level. Drifting on the 450-foot level is going on and a body of ore of good size and excellent grade is being opened up. There is a good showing of ore, too, at the bottom of the shaft where the station is being cut out. These Rossland Great Western shipped last week 600 tons or double the quantity for the previous week.

Big Four.—The showing of ore continues to improve in the No. 2 tunnel, where they are cutting out a station 10x10 for the purpose of sinking in the ore body. No. 2 tunnel is also being driven ahead to tap the No. 1 vein, which will be met at a depth of 300 feet. The No. 1 tunnel is being driven along the vein and the showing is improving. The property looks better at present than at any time in its history. Tracks have been laid in both tunnels and the ore is taken from the faces in cars.

Velvet.—This compressor is working in

a satisfactory manner since it was started up last week. Now that it is in operation the mine will soon be pumped out to the 300-foot level and the work of deepening the shaft from the 800 to the 400-foot level inaugurated. The ore bins and the tramway are approaching completion.

Le Roi No. 2.—Work continues to be pushed on the shaft, which is being deepened from the 300 and 500-foot levels. This work is being done under contract. The Le Roi No. 2 shipped 728 tons last week, which is a decrease from the previous week. The ore which is being taken out comes from the 300 to 500-foot levels.

Homestake.—The tunnel has been continued to a point 60 feet beyond the shaft and has penetrated one side of the fault through which it is expected that the mine will be drained. Some water is coming through the fault and it is anticipated when the other wall of the fault is reached that the flow will be greater.

Le Roi.—Work continues along the usual lines. The big shaft is being deepened from the 600-foot level and this work will be continued till the 1,500-foot level has been reached. The mine kept up its good reputation last week by shipping 4,000 tons, against 4,150 for the previous week.

Kootenay Mines.—The shaft is now down 600 feet from No. 6 tunnel, which gives it a total depth of 1,200 feet below the outcrop of the vein. Explorations are in progress on the 600-foot level, and the intention is to thoroughly prospect that level.

Evening Star.—Stopping of ore from the No. 3 level is in progress and crosscutting continues on the No. 4 level. It is expected that shipments will be resumed as soon as the roads are in a dry condition.

Iron Mask.—Shipments were made from the Iron Mask as usual during the past week. Work continues on the 400, 450, 500 and 200-foot levels west. There is a good showing of ore in each one of these places.

New St. Elmo.—The north drift is in 164 feet from the north crosscut. The south drift is in 382 feet from the south crosscut, which continues all in one of a fair grade.

L.L.L.—The work of continuing the lower tunnel is in progress. There were no developments of note during the past week.

Portland.—The shaft is being pushed from the 100 to the 200-foot level, and the tunnel is being extended.

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SYSTEM CLEANSING AND BLOOD PURIFYING.

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Is the Great Spring Medicine for Building Up Shattered Strength.

IT'S CLAIM: "MAKES SICK PEOPLE WELL" Fully Supported by Thousands of Testimonials From Our Best People.

Paine's Celery Compound makes sick people well! This sweeping but true claim made years ago when Professor Phelps, M. D., LL.D., of Dartmouth College, gave to the world his famous discovery, is now more strongly supported than ever before. Testimonials coming in daily from all the provinces of our great Dominion, go to prove that no other remedy is so generally used for the cure of the common ailments of life, and that no other has so faithfully done its work of life saving in the past.

Paine's Celery Compound, the remarkable medical achievement of the last century, and prescribed by our ablest doctors in spring time, is the greatest banisher of all diseases arising from impaired nerves and impure blood, and sensible people insist upon having it, even when profit loving dealers recommend the something just as good. People call for Paine's Celery Compound, knowing well that in spring time it repairs their shattered strength and weak nerves, and fits them for the battle of life. Mrs. E. Trinder, Simcoe, Ont., says: "For a long time dyspepsia and indigestion made life miserably for me. I was so bad that I could not go out of the house, do housework or get regular sleep. I bought six bottles of your Paine's Celery Compound from your druggists, and commenced to use it regularly. I was obliged to consult a doctor about another trouble, and he advised me to continue with your compound, and told me if I had not been using it he would have recommended it to me. Paine's Celery Compound has done wonders for me; it has banished dyspepsia, indigestion and sleeplessness, and given me a new life. I can now eat, sleep, do my work, and walk over half a mile to church in any weather."

Tot Causes Night Alarm. "One night my brother's baby was taken with Croup," writes Mrs. J. C. Sider of Crittenden, Ky.; "it seemed it would strangle before we could get a doctor, so we gave it Dr. King's New Discovery, which gave quick relief and permanently cured it. We always keep it in the house to protect our children from Croup and Whooping Cough. It cured me of a chronic bronchial trouble that no other remedy would relieve." Infallible for Coughs, Colds, Throat and Lung troubles; 40c. and \$1. Trial bottles free at Goodhue Bros. and T. R. Morrow.

MR. HECTOR M'RAE'S REJOINDER

DEMOLISHES FOOLISH OBJECTIONS OF A LONDON INVESTOR.

Gives Facts and Figures to Prove That British Columbia Surpasses Australia and South Africa as a Field for Investment—A Review of Progress.

Mr. Hector McKee of this city a few days ago received a letter from a prominent firm of London, Eng., brokers, who have been instrumental in placing large mining deals on the London market. A representative of the firm came out to British Columbia about eighteen months ago for the purpose of looking over the ground with a view to making investments. An extract from his recent letter to Mr. McKee reads as follows: "When I had the pleasure of seeing you sixteen months ago we quite hoped that things would so shape themselves in British Columbia that we would be able to take an active interest in opening up that district, but, as you know, events have been altogether against us, and what with the smash at the end of 1899, from which the market barely recovered during the whole of 1900, and further still, the collapse brought about by the failure of the London & Globe, we set very little chance for the present, at least, of any public interest being taken in British Columbia however good the actual prospects may be. Indeed, business here is so good, especially in the American market, and promises to spread over markets generally, that to attention is less than ever directed to troublesome undeveloped markets. Of course, with South African mines it is quite different, and we look for good prices and business here. It is most unfortunate for your district that so speculative a person as Whitaker Wright should have associated himself with it."

Mr. McKee lost no time in sending the following reply, which deals with the mining situation very thoroughly and exhaustively: "Kootenay, B.C., March 25, 1901. I regret that British Columbia is not fashionable in London just now. Investors there appear to prefer the Black Man's Country, but it is to be hoped that they will soon get over their "Jungle fever."

If such firms as yours would take hold of our good properties and exploit them in London, our district, in a very short time, would prove both fashionable and profitable for the English investor. It looks as though our cousins to the south of the line are to have the cream of the Dominion from the Atlantic to the Pacific, and it is a great pity, as the effect within the next couple of generations is apparent. While Mr. Whitaker Wright has much to answer for, at the same time had he not come in when he did I am satisfied that this camp would now be almost, if not altogether, controlled by the Americans, as in the Boundary district. What ever errors he may have made, he certainly does not owe his associates, or clients, any apologies for his investments in this province. Notwithstanding the lack of interest in our district with your investing public, it is making rapid strides, and is fast coming to the front as a great mineral country, and is even now attracting the attention of practical mining and railway magnates of the United States. For instance, last year, notwithstanding our local troubles and shut down for nearly four months, our output was 223,000 tons (1-2) in Kootenay, and this year it will pass the 500,000 ton mark. Four years ago it was less than 20,000 tons. In addition to this tonnage treated at the smelters, the B. C. properties have stored on their dumps nearly 150,000 tons. The Le Roi could easily ship 1,200 tons daily, and keep that up for years without doing any further development work, and their other mines as much more, had they smelter facilities to treat such an output. In the Le Roi No. 2 they have four mines, proved to a depth of over 600 feet, viz: Jessie, No. 1, Poorman and Annie; the Rossland Great Western one mine—the Nickel Plate. The biggest and grandest, I consider, is the Columbia, Kootenay, which should have a smelter of its own, as they have immense bodies of ore blocked out down to the 1000-foot level, where their best values obtain, so I am informed. All of these mines have installed on them the very best machinery that money can buy. In fact, the only weak link in the whole chain is the fire smelter, which, I believe, is sufficient to take care of the Le Roi ores alone. Mr. George Bent, whom you know were last week on his way North, after a visit to his old mine, stated that the Le Roi shares should command \$20 now instead of the present market price. The Centre Star looks as if it would make another Le Roi, and its much abused sister, the War Eagle, owned by the same syndicate, Goodenham and Blackstock, is again coming to the front as a property of much merit. Since your visit other properties have developed into mines. These are: The Iron Mask and Evening Star, east of the Le Roi, and the Giant, to the west. The Homestake, in the South Belt, has also struck some good-sized chutes of 225 rock in their lower workings, which entitles it to be called a mine today. A few hundred yards south of Columbia avenue, west of my house, a wildcat, the Spitzee, has struck a good body of \$18 average gold ore. Now, as to the Boundary district, when Mr. Bromwich visited the camp with me 16 months ago, it was a non-producer. Today it is turning out and smelting at their own works at Grand Forks and Greenwood 1,200 tons daily, while smaller mines are shipping to Trail and elsewhere. On the Knob Hill they have opened up a quarry of pay ore over 700 feet wide, and have exposed more ore than any other mine in America today. The ore averages over \$3 per ton and is being treated at less than \$1.00, or about eight per cent per ton at their Grand Forks smelter. An amalgamation of their mines, (i. e.), Knob Hill, Ironsides, etc., with the smelter has just been completed

with a capitalization of \$15,000,000, on which they calculate that they can pay dividends on from 10 to 12 per cent. They are now duplicating their works and will treat 1,200 tons daily by September next. They are also putting in a converter of 100 tons capacity, and next year they intend doubling up again. These mines and plant do not stand the owners much more than \$225,000, and it has been officially stated that they have recently refused par for the whole or control of their stock. The Mother Lode mine at Greenwood, owned by New York copper men, has now an output of about 450 tons per day, which is being treated at their smelter, three miles from the mine. They are also extending their works, and expect within 18 months to have a treatment capacity of 500 tons monthly. It is stated that the ore averages \$11 per ton, and they claim that they can treat for less than \$2 per ton. All these ores are self fluxing and require but 10 per cent of coke to successfully smelt with. The B. C., a small mine, shipping 3,000 tons monthly to Trail, I know for a fact is clearing from \$30,000 to \$36,000 monthly. This property was bought by Montreal men less than two years ago for about \$225,000. I forgot to mention that within six months time from blowing in the Grand Forks smelter treated 100,000 tons of their own ore from the Knob Hill and Ironsides mines. Another smelter, the Pyritic, with a capacity of 200 tons, is just about ready to be blown in near Greenwood. This is owned by a Quebec outfit, and has ore ready to treat and keep the works going from their properties in the vicinity, viz: The Marguerite, Morrison, Greyhound, etc. In Camp McKinney the Cariboo, controlled by George McAulay of Spokane, has within a few years cleared up \$500,000 in profits with a 20-stamp mill, and has a big chute of ore on the 500-foot level, which assays 2-1-2 ounces gold to the ton (2,000 pounds). At Ymir such properties as the Ymir, Yellowstone, etc., working about 100 stamps, are also paying handsome dividends, and have immense ore reserves blocked out. In East Kootenay district, since the advent of the C.P.R., three great mines have come to the front, viz: St. Eugene, Sullivan and North Star. The first named has the proud distinction of being the biggest producer of lead concentrates in America today. It is opened up by 18 tunnels to a depth of 1,800 feet, with the biggest chutes in that level. This mine I put before the French Exploration company less than three years ago at \$375,000, but the late Mr. Hamilton Smith, their then consulting engineer, turned it down after an examination by Mr. L. M. Davis, on account of its being too small a proposition, also on account of its being a silver-lead mine and not in fashion. It is paying dividends of 12 per cent on a capitalization of \$3,500,000. The North Star is also paying 12 per cent, besides setting aside handsome sums to rest account. The Sullivan will have railway connection in a few months, when they will likely be in a similar position to the others. On Crawford creek, East Kootenay, the London Consolidated, Richelieu, Commonwealth, etc., are developing immense bodies of silver-gold-copper ores, and have started shipping this winter, the first named having sent over 500 tons to the Hill Mines smelter since January first, their ore netting something over \$50 per ton. The Slocan district is almost entirely controlled by Americans, and is likely to continue to be, till nearly worked out. Its output annually in silver-lead averages about \$3,000,000, and new finds in that district are of frequent occurrence. The Lardner district is also developing many good silver-lead and some gold-copper mines, and within the next 18 months will have connection with two railway systems. Shipments from the Tribune made last summer netted nearly \$300 to the ton, after paying heavy freight and treatment charges. In the Similkameen district immense bodies of copper-gold ores are being opened up, which only await the advent of the railway to be heard from. At Howe sound, on the coast, it is reported that Messrs. Bewick Moreing & Co. of London have about completed the purchase of the Britannia group of mines for \$725,000. This property is reported to have over 1,000,000 tons of copper ore of an assay value of \$8 per ton exposed above ground. Up north, in the Cariboo district, Montreal capitalists have invested over \$1,000,000 in improvements on the Cariboo Hydroelectric, and last year netted something over \$200,000 in profits. Their Engineer, Mr. Hobson, estimates gross value of gold in their gravel banks of nearly \$100,000,000. We have in the Crow's Nest Pass the largest coal reserves in America, opened up within the last two years and turning out over 1,500 tons of coal and manufacturing about 400 tons of coke daily. This output will be increased to 6,000 tons of coal and 1,000 to 1,500 tons of coke daily. The quality of this as a steaming and coking coal is unequalled, and an important point is that the government has regulated its price at the pits mouth and has also a say in the regulation of the freight rates as well. In the Canadian Pacific we have a great trans-continental railway connecting the Atlantic with the Pacific, with spurs from the main line connecting with all our developed mining camps, and still spreading out. This company gives us lower freight rates than obtain in any other mining district in North America. But this is not all. Another great railway, the Great Northern, is starting in to compete for a portion of the trade, which Mr. Hill considers worth fighting for, and when that gentleman makes up his mind that a certain mining camp is good enough for his system, you may rest assured it is good enough for the English investor. We have immense virgin forests of timber, a splendid climate, good water everywhere, and the very best mining laws that obtain anywhere. In face of all these facts it is surprising that the London investor prefers to put his money into the jungles of South Africa, where no white man can exist for more than one season at a stretch, and where gold is still an unknown quantity, or in the southern part, where the rebellious Boer and the ostentatious Israelite prevail. HECTOR M'RAE.

HEADACHE RELIEVED INSTANTLY!

Got a constant headache? Ten chances to one the secret of your suffering is that "white man's burden," catarrh. Here's a sentence from one man's evidence for Dr. Agnew's Catarrhal Powder: "One application gave me instant relief, cleared the nasal passages and stopped the pain in my head." It's a quick, safe and sure treatment, and never fails to cure. Sold by Goodhue Bros.

Employ Your Idle Time. It's as Good as Cash.

"Work at Home" is an idea that will appeal to those who have any spare time at this season. To secure the services of such the Glasgow Woolen Company of Toronto are offering remunerative home work to be done with their Automatic Seamless Knitting Machine. Theirs is work that anyone can easily learn and could be done by different members of the family according as they have leisure—a good way to make the idle minutes pass the rest, and buy the firing. See their advertisement in another column.

New Revenue Collector.

Chicago, April 1.—Henry L. Hutts, former state treasurer, succeeded as collector of internal revenue from E. Coyne, who has been named as successor to Postmaster Gordon, who declined to be a candidate for re-appointment.



NONE BETTER

SOLID VESTIBULED TRAINS PALACE DINING and OBSERVATION CARS—TRIALS 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 10:45 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. I. WHITNEY, General Passenger and Ticket Agent, St. Paul, Minn. H. A. JACKSON, Commercial Agent, Spokane, Wash.

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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 Mayor's Falls with stage daily for Republic, and connects at Boscawen with stage daily for Grand Forks and Greenwood.

EFFECTIVE SUNDAY, DEC. 25, 1900.

Leaves Day Train Arrive 8:00 a.m. Spokane 8:40 p.m. 11:30 a.m. Rossland 8:10 p.m. 7:00 a.m. Nelson 7:15 p.m. Night Train 8:45 p.m. Spokane 7:00 a.m. 11:00 p.m. Rossland 7:00 a.m. First-class sleepers on night train.

H. A. JACKSON, General Passenger Agent, H. F. BROWN, Agent, Rossland, B. C.

Kootenay Railway & Navigation Company Limited

OPERATING Kaslo & Slocan Railway International Navigation & Trading Co. Bedlington & Nelson Railway, Kootenay Lake Railway.

Shortest and quickest route to the east and all points on the O. R. & N. and Northern Pacific Railways in Washington, Oregon and the Southern States.

Kaslo & Slocan Railway Passenger train for Sandon and tray stations, leaves Kaslo at 8:00 a. m. daily, returning, leaves Sandon at 1:15 p. m., arriving at Kaslo at 3:55 p. m.

International Navigation & Trading Company Operating on Kootenay Lake and River—S. S. "KASLO."

Leaves Kaslo daily at 8:00 a. m. Leaves Pilot Bay daily at 4:00 p. m. Arrives Kuskonook daily at 11:15 a. m.

RETURNING. Leaves Kuskonook daily at 12:40 p. m. Leaves Pilot Bay daily at 2:30 p. m. Arrives Kaslo at 4:00 p. m.

S. S. "INTERNATIONAL." Leaves Nelson daily at 7:00 a. m. Leaves Pilot Bay daily at 9:15 a. m. Arrives Kaslo at 10:45 a. m.

RETURNING. Leaves Kaslo daily at 1:00 p. m. Leaves Pilot Bay daily at 2:30 p. m. Arrives Nelson at 4:30 p. m.

B. & N. AND K. V. RYS. Passenger train leaves Kuskonook for Spokane daily on arrival of steamer "Kaslo" connecting at Bonner's Ferry with Great Northern "Flyer," eastbound.

Leaves Spokane for Kuskonook daily at 6:25 a. m., making direct connection at Kuskonook with steamer "Kaslo" for Nelson and Kaslo.

Steamers call at principal landings in both directions, and at other points where 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. 54.—Taking Effect Nov. 1, 1900.

Victoria to Vancouver—Daily, at 1 a. m. Vancouver to Victoria—Daily, at 1:10 o'clock p. m., or on arrival of C.P.R. No. 9 train.

NEW WESTMINSTER ROUTE. Leave Victoria for New Westminster, Ladner, Lulu and Island—Tuesday and Friday at 7 a. m. Leave New Westminster for Victoria and Way Ports—Wednesdays and Saturdays 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 Skagway at 8 p. m.

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

O.P.&N. OREGON SHORT LINE

AND UNION PACIFIC THE ONLY LINE EAST VIA SALT LAKE AND DENVER.

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Coeur d'Alene Mines, Palouse, Lewis & Walls Wells, Baker City Mines, Portland, San Francisco, Cripple 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.

Leaves Spokane Time Schedule. Daily Effective May 13, 1900. Arrives Daily

7:45 a. m. EAST MAIL—For Coeur d'Alene, Lewiston, Farmington, Gardfield, Colfax, Pomeroy, Watsburg, Dayton, Walls Wells, Pendleton, City and all points for the EAST.

PAST MAIL—From all points EAST, Baker City, Pendleton, Walls Wells, Dayton, Watsburg, Pomeroy, Moscow, Pullman, Colfax, Gardfield Farmington, Lewiston, Portland, San Francisco, Baker City and all points EAST.

EXPRESS—From all points EAST, Baker City, San Francisco, Portland, Colfax, Gardfield Farmington, Lewiston, Portland, San Francisco, Baker City and all points EAST.

STAMPER LINES. San Francisco-Portland Route. STEAMSHIP SAILS FROM ALBANY NORTH DOCK, Portland, at 8:00 p. m., and from Spout Street Wharf, San Francisco, at 11:00 a. m., every five days.

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

Snake River Route. Steamers between Riparian and Lewiston leave Lewiston 7 a. m., returning leave Lewiston 7 a. m. Steamer leaves Lewiston every Sunday at 5:30 p. m. for Wild Goose Rapids (stage of water not permitting).

For through tickets and further information apply to any agent, S. F. and N. System, or at O. R. & N. Co.'s office, 404 Riverside Avenue, Spokane, Wash.

H. M. ADAMS, General Agent. A. L. CRAIG, Passenger Agent, Portland, Oregon

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