ATE OF IMPROVEMENTS.

eral claim, situate in the Division of West Kootenay e located: On Lake moun that I, E. Pavier, F.M.C.

for myself and as agent for edy, Free Miner's Certificate intend, sixty days from the to apply to the mining recertificate of improvements, ose of obtaining a crown above claim.

take notice that action, on 37, must be commenced be nce of such certificate of sixteenth day of May. 1901. E. PAVIER.

CATE OF IMPROVEMENTS

Democrat and Morning mins, situate in the Trail Creek sion of West Kootenay dis-

cated: West Fork of Big e that I, F. R. Blochberger I, free miner's certificate No. tend, sixty days from the to apply to the mining recertificate of improvem

rpose of obtaining a crown above claim. er take notice that action. on 37, must be commenced be ence of such certificate of

F. R. BLOCHBERGER.

ATE OF IMPROVEMENTS

mineral claim, situate in the mining division of West cated: About two and one

outh of the city of Rossland, th slope of Deer Park mounice that I. Thomas Scott D. Provand, free miner's

miner's dertificate No. B d, sixty days from the date apply to the mining recorder ficate of improvements for the ther take notice that action ion 37, must be commenced

suance of such certificate o Rossland, B.C., this 23rd day THOS. S. GILMOUR.

CATE OF IMPROVEMENT.

Notice.

nce and Prince of Wales aims, situate in the Trail ng division of Kootenay dis-

cated: Un I ookout mountain. that I J. A. Kirk, acting r John Ryan, miner's certifi-29,433, and Gust M. Paterson, certificate No. B 21,593, in lays from the date hereof, to ovements, for the purpose a crown grant of the above

her take notice that action ts. s 26th day of April, A.D. 1901.

J. A. KIRK.

FICATE OF IMPROVE

MENTS.

Notice.

aka, Red Cap and U. P. aims, situate in the Trail ing division of West Koot-

Un the east side of Fork of Murphy creek, ice that I, Kenneth L. Burfor Mary Annie Owens) free tificate No. B 42,554, intend. from the date hereof, to apmining recorder for a certifi rovements, for the purpose a crown grant of the above

her take notice that action, ion 37, must be commenced issuance of such certificate of is thirteenth day of June, A.

KENNETH L. BURNET.

TE OF IMPROVEMENTS.

loys" mineral claim, situate in reek Mining Division of West listrict. Where located: ain, south of and adjoining ce that I, N. F. Townsend.

ent for S. G. Thompson, free tificate No. B 31102, intend, rom the date hereof, to apmining recorder for a certiaprovements, for the purpose a crown grant of the above

her take notice that action, on 37, must be commenced ance of such certificate of 2nd day of May, A. D. 1901. N. F. TOWNSEND.

PIOLINE CHAPOTEAUT)

ES PAIN AND IS A SAFE. E MONTHLY REGULATOR PAYING A

THURSDAYJuly 4, 1901

Five Shillings Per Share for LeRoi No. 2 Shareholders.

A Temporary Suspension ==Kaslo Smelter== The Spitzee.

Roi No. 2 company, working a large strongly to combine the two branches group of mines at Rossland, has paid of the silver-lead industry, and believe co.:s.dered to be a possible metal-proits first dividend of \$144,000. That is on they are prepared to do so. The capithe basis of five shillings a share*, tal which would be invested in a smelwhich is five per cent on the capital.

The news is announced in the last number of the Engineering & Mining about a million dollars for the purchase Journal of New York. Bernard Mac- of ore and the marketing of their pro-Donald, general manager of the company, said last night at Rossland. "I had not received news of the divi-

dend, but I have no reason to doubt the truth of the statement. If the Engineering & Mining Journal says that the dividend has been declared, it no doubt has information direct from headquarters. The company is amply ore has been coming from the Annie,

shipped over 20,000 tons to the North- sarted within a reasonable time after time its principal development is the port smelter. Shipments last week the conclusion of the location work Lenora mine. amounted to 1,225 tons. It has been the road can be completed readily be- The mine is situated at about 1,400

favorably the standing of British Col- is one of two trial lines run by Mr. main stope has eighteen floors; two umbia stocks on the London market. Smith. The first route could have tunnels have been driven at different The Le Roi No. 2 is a subsidiary company, frated by the old British America grades would have been heavier and and will be run with a two-drill (Rand) company. corporation about two years ago. It includes the Josie, the Annie, the Poorman, the No. 1 and the Rockingham, more expensive was much more desirall in the immediate vicinity of the Le able in respect to the grades to be ovwell under development.

The dividend is the first that has mits of. company floated on the London mar-

a mining company. for the break.-Spokesman-Review.

REORGANIZED SPITZEE.

The reorganization of the Spitzee Mining company has been completed, all appearances it has a very promising future before it. Several new departures have been made in the formation of the company, notable amongs them being the placing of the capital at the moderate sum of \$350,000, instead of the usual "million dollar" arrangement, and the shares are \$5 each, to be sold at par. Of its 70,000 shares no less than 40,000 are set aside as working capital, and as these are sold they will be the only shares on the market, since the 30,000 shares given in by the company are all to be pooled at

the discretion of the directors. The company's properties are the well-known "Spitzee" and "Fool Hen" mineral claims. The Canadian Pacific railway in constructing their line across the "Spitzee" made a rock cut which exposed a large vein carrying values. Prior to this very little work had been done on the claim, but the then owners wer encouraged by what the railway work showed up, and development work was resumed by means of an incline shaft on the vein which runs

through the two properties. This shaft is now down 100 feet, and the ore extracted from time to time in this work and sent to the Trail smelter gave returns averaging from \$12 to \$75 per ton, the freight and treatment rate being \$6 per ton; in other words. the vein so far exploited has had pay ore from the surface.

The properties are particularly well tion and economical working. The C. P. R. has built a spur right to the mouth of the shaft, so that the ore can be extracted from the mine and placed in the ore trucks on the railway without further handling.

Prior to the new company being formed all work was carried on by hand, but now a 30-horse power boiler, steam drill and Northey duplex pump have been installed and a contract let for 50 feet of work to Mike Gill and partners.

The directors of the company are Messrs. F. A. Hewer, A. S. Goodeve, T. R. Morrow, A. Marsh, G. H. Master, Alex. Sharpe, M.E., and J. L. Morrish, M.E. Messrs. Hewer and Goodeve are chairman and vice-chairman respectively, while R. A. O. Hobbes has been appointed secretary. It is understood the company are now placing a block of 5,000 shares on the market, the bulk of which will be sold

in Great Britain. SMELTER FOR KASLO.

While in this city yesterday en route to Kaslo from a trip of inspection at the Rathmullen mine, W. H. Jeffrey, M.E., received a telegram from the Chicago capitalists to whom the Kaslo

action was taken.

the condit ons as to grounds and water supply for power and other purposes, pects to and further information along similar menths. large outlay necessary to put the in-

said yesterday: "It is now simply a matter of proving to this syndicate that the report I made to them was founded on actual facts, and no difficulty will be encountered on this score. I have every confidence that the smelter will be built in view of these facts. It is quite likely that the matter will go further and that the company will News comes from London that the Le ter plant would be in the neighborhood of \$250,000, and if a refinery is erected The company is incorporated for at the same time this sum will be increased to almost half a million. The syndicate would employ a capital of of ore and the marketing of their product. The options on the franchise and site are now in my possession and are

ROAD TO THE VELVET.

people at any time."

The government has taken action in which lies west of the Le Roi. We the lines surveyed some time ago when The schist is silicious in

ket, aside from the Le Roi. The Brit- Giant mine, and will run along the east ish America corporation paid a divi- side, or Little Sherp creek slope, of O. at four levels. dend, but it was a promoting and not K. mountain to Spokane creek, oppo-The stock of the Le Roi No. 2 held around the northern end of Ivanhoe The local timber furnished the lumber site Silica. From there it passes at par-£5-on June 10th on the Lon- ridge to the pass between Ivanhoe don market and £4 los was bid for it. ridge and Sophie mountain. From this The price was about 8 shillings below point the wagor road will travel along the quotation a month before. It is the east slope of Sophie mountain to supposed that the failure of the British the Dewdney pass, and from there on America corporation was responsible the west slope of Sophie mountain to & Nanaimo Railroad. At present ore the Velvet mine.

The utility of the road will be of The utility of the road will be of goes to the smelter by steamer.

very considerable importance to the properties of Sonbie mountain. mining properties on Sophie mountain, structed to the sea at Osborne bay. materially impeded by the heavy cost and the property is now being operated of transporting supplies by pack train. by the new concern, the Spitzee Gold Mines Limited. This new company ready developed to the shipping stage, as company the company the company are companied operations and from the spitzee Gold The Velvet and Portland mines, also shipment, will save \$2 a ton alone. The company the company the principal present the principal pres operations and from the principal properties, and among others affected are the Victory-Triumph, Ruth Esther, Douglass Hunter. Santa Rosa, etc.

> -++-RATHMULLEN LOOKS WELL.

The development of the Rathmuller company's properties is now progressing at a very satisfactory rate. W. H. Jeffery, M.E., of Kaslo, was in the city date and that the first feature of this will be started from the 200-foot level of the Maple Leaf, from where a hole will be drilled eastward to catch the be encountered within fifty feet. Referring to other work projected and under way Mr. Jeffery said:

"We have started a prospect shaft

bodies, the character of the ore and prospect shaft will be converted into a at hand .- Mining and Scientific Press. two-compartment working shaft and an extensive programme of development work begun without further de lay. The outlook is very satisfactory Mineralogist Robertson Starts on a to me, and I believe we have the makings of a big proposition. There are on the property fully ten parallel veins, most self-fluxing and a very low rate of treatment can thus be commanded. Everything certainly looks favorable.' L. H. Moffatt also returned yesterday

-++-ON ERIE MOUNTAIN.

from the Rathmullen.

William Davis, who is opening out a couple of properties on Erie mountain for the Zambesi-Transvaal corporation, of which he is managing director, returned to the city yesterday and ious minor matters demanding his attention. He leaves at noon for Erie,

smelter proposition was submitted, to has been obtained. The work in hand been no mining operations.

the effect that the proposition had been consists of a tunnel on the lead to tap acccepted and that a representative of the paystreak, and good progress is the syndicate would be despatched at being made with the work. Samples once to go over the ground before final taken from the ore in sight indicate that a fair ave age of the values to be In reporting on the matter, Mr. Jef- expected is not lower than \$30, assays fery gave certain statistics as to the supply of silver-lead ore available, the dry ore obtainable for fluxing purposes, Shipments will be made as soon as the ore body is reached, and Mr. Davis expects to start shipping within three

lines. The syndicate require to satisfy Mr. Davis and family reside at a themselves through the medium of a ranch about a mi'e and a quarter from special representative on these points the workings. On successive nights of before committing themselves to the large outlay necessary to put the industry on a working basis.

Referring to the matter Mr. Jeffery made from within.

THE LENORA MINE.

Some Facts About Vancouver Island's Big Producer.

Vancouver island, nearly 300 miles long and as much as 70 in width, settled at Victoria and its vicinity at the southern end for over half a century, bas only in the last few years been ducing field. In the recent enlighten ment by some large exploitations that are successfully productive, that this condition could have existed so long

seems surprising. The Lenora mine is on Mount Sicker, distant 40 miles from Victoria on the Esquimalt & Nanaimo Railway; the mine is reached from Westholme station, by stage or by the mine railway, the distance being about six and onehalf miles. It is owned by the Lenora ready to be handed over to the Chicago & Mount Sicker Copper Mining Co., of which Henry Croft, M. E., is the manager..

The mineral-bearing formation on Mount Sicker is a schist belt running nearly east and west and dipping 80 in shape to have paid a dividend. We the direction of constructing the Velvet degrees to the north. The width of the have been getting fine ore in the lower wason road by instructing H. B. belt is about a mile and a half. The levels at a depth of 500 feet. Our best Smith, M. Inst. C. E., to proceed at formation adjoining south is slate and once with the location of the road on north black shales and conglomerate. have been working 135 men, and have been shipping 150 tons of ore a day. It been snipping 100 tons of ore a day. It commences work on Monday and will has been of good grade."

Since the 1st of January, covering practically six months, the mine has his opinion that if construction is for many miles. Up to the present

giving values of about \$16 a ton.

The news is of great importance to Rossland, and it is bound to influence force the snow flies.

The road will be approximately 13 round to influence force the snow flies.

The road will be approximately 13 round to influence force the snow flies. north of the south vein 160 feet; the Roi. The properties have shown up ercome. The line followed is the best first assay in the vein went gold \$130, which the nature of the country ad- silver 696 ounces; copper 14 per cent, or about \$525 per ton. On the next claim, The road will start from a point on the Tyhee, this same vein was struck

The mine opening being by tunnel there are no costly machinery plants. for the ore bins and sorting sheds. The principal problem, transportation, was solved by the construction of the narrow-guage railroad from the mine to Westho'me station on the Esquimalt smith, thence another handling and it

Grading is a'ready completed. The sea shipments from this point, avoidments for which have been made, will make a very considerable additional saving. The Lenora mine has shipped from March, 1899, to June 1st, 1901, about 14,700 tons of copper ore-chalcopyrite-of an average value of \$20 per ton, being \$3.50 gold, \$2 in silver and \$14.50 copper. The net values realized on this after payment of smelting charges was \$200,314. On the secondyesterday en route home after a visit class ore dumps there are at the mine to the properties in his capacity of about 15,000 tons averaging in values consulting engineer. He states that it about \$12 a ton. This ore is reserved payment for the properties purchased is the company's intention to do consid- pending the construction of the smelter erable diamond drill work at an early at Osborne bay. The output from now

on will be considerably increased. The successful development of the Lenora has been a stimulus to the exploration for other mines. Many other vein. It is expected that the ore will claims at Mount Sicker have been located and on some of them considerable expenditure is being made. A mining town is springing up at the terminus of the railroad that is so new that on the Ben Hur and will sink on the stumps of the timber are not out of the vein to determine the extent of the ore streets yet. Natural conditions favor successful exploitation in the district. the values. The first shot in this work The mining is by tunnel. Transportathe values. The first shot times the tion costs are at a minimum. Smelting broke into ore of good quality. If the tion costs are at a minimum. Smelting results obtained are satisfactory the fuel in the best quality of coke is close

ON AN EXPLORING TOUR.

Three Months Trip.

of the property land of the property land of the present week says of which but one or two have been the Colonist, W. R. Robertson, provincial the Colonist, W. R. Robertson, provincial prospected to any extent. the ledges have iron cappings such as mineralogist, starts on an official trip are characteristic of the Rossland through a portion of the province that camp. The drill work which the com- of late has come into great prominence pany proposes to do in the near future though some sections of it have hitherto will test all the veins. We will be in a been little explored. The party will position to work the low grade bodies, consist of five, Mr. Robertson, a packer, and by combining the product of these veins with the ore from the Ben Hur join at Vernon and make the trip for the property, which is strong in lime, a practical experience it will afford them. blend will be obtained that will be al-Leaving Vernon with a pack train the party will visit the mines in Fire valley. thence make a trip to the head waters of Kettle river, a region that is practically unexplored and turning south will next proceed to Rock creek and the Boundary country. Turning west they will pass through the Similkameen, and passing over the Hope mountains will kane and Northport. come to the coast through the Fraser valley. It is expected that three months will be required to make the journey, and as the country is that through which a railway to the coast would traverse, reliable official information on the district will result from the exploration. where work is well under way on the Of course the reason for the trip is to enable Mr. Robertson to visit the mines The Zambesi-Transvaal concern is already opened out in the district, and H. P. BROWN, H. A. JACKSON, operating the Armstrong and Treasure to get a general idea of the mineral Box groups, and an excellent showing possibilities where as yet there have

TRANSPORTATION

PAN-AMERICAN EXPOSITION RATES.

First and third Tuesdays of each month, June to October, inclusive, the O. R. & N. Co. will sell tickets to Buffalo, N.Y. at the rate of \$76 for the round trip. Rates apply from Spokane, all points in Palouse country, and all points on S. F. & N. Stop-overs allowed on return trip. For particulars call on or address H. M. ADAMS, General Agent,

Myers Creek Assay Office J. P. BLAINE, Proprietor.

Maps of the Myers Creek District for

CHESAW, WASHINGTON.

HOTEL GRAND

THOS. GUINEAN, Prop. Newly Furnished and Equipped With All Modern Improvements. Cor. Howard St. Spokane, Wash.

T. Mayne Daly, Q. C. C. R. Hamilton

and Main Ave.

W. deV. le Maistre. Daly, Hamilton & le Maistre

Barristers, Solicitors, Notaries. Rossland, B. C.

CANADIAN (

CANADIAN PACIFIC RAILWAY SUMMER EXCURSIONS FROM KOOTENAY COMMON POINTS PAN-AMERICAN EXHIBITION,

BUFFALO, \$76.00, June 18, July 2-16, August 6-20. EPWORTH LEAGUE MEETING, SAN FRANCISCO, \$50.00.

July 13, 14 and 15. CHRISTIAN ENDEAVOR CONVEN-TION. CINCINNATI, \$68.50, July 2 and 3. NATIONAL EDUCATION ASSOCIA

TION,

DETROIT, \$71.25. July 2 and 3. For timetable and full information, call on or address nearest local agent.
A. B. MACKENZIE,

City Agent. C. McArthur. Depot Agent, Ressland. Depo.
Carter,
D. P. A.,
Nelson. E. J. Coyle, Vancouver



Four Fine Fast Trains Each Way Minneapolis and St. Paul

____то__ Chicago and Milwankee 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 Line" 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.

Spokane Falls & Northeri Nelson & Fort Sheppard R'y RED MOUNTAIN RAILWAY

The only all-rail route between all points east, west and south to Ross-land, Nelson and intermediate points; connecting at Spokane with the Great Northern, Northern Pacific and O. R. & N. Co.

Connects at Rossland with the Cana dian Pacific railway for Boundary creek Connects at Meyer's Falls with stage daily for Republic. Buffet service on trains between Spo-

EFFECTIVE MAY 5th. 1901. Day Train. 9:00 a.m. Spokane 7:35 pm. 12:50 p.m. Rossland 4:10 p.m. 9:15 a.m. Nelson 7:15 p.m.

H. A. JACKSON,

Spokane, Wash.

General Passenger Agent. G. F. & P. A., No. 710 Riverside Ave.

'Pioneer Limited" trains of the "Chic ago, Milwaukee & St. Paul Railway. 'The only perfect trains in the world. You will find it desirable to ride on those trains when going to any point in the Eastern States or Canada. European plan, \$1 to \$2. American, \$2 to \$3 | They connect with all Transcontinental Trains and all Ticket Agents sell tick-

> For further information, pamphlets etc., ask any Ticket Agent or R. L. FORD, C. J. El C. J. EDDY,

General Agent,

Atlantic S. S. Lines

(From Portland.) Dominion Line-Vancouver June 29 Dominion Line-Dominion July Dominion Line-Cambroman (From Montreal.) Line-Tunisian June Allan Line-Numidian June 29 Allan Line-Parisian July Allan Line-Australian Beaver Line—Lake Superior ... June 21 Connecting at Bonner's Ferry with Beaver Line-Lake Simcoe June 28 Beaver Line—Lake Ontario July 5 Beaver Line—Lake Champlain .. July 12

(From New York.)

White Star Line—Oceanic June 19
White Star Line—Teutonic June 26
Northern Pacific and O. R. & N. Co. White Star Line-Germanic July White Star Line—Cymric July 16 all 1 White Star Line—Majestic July 10 tion. Cunard Line—Umbria
Cunard Line—Lucania Junard Line Etruria American Line—St. Paul . American Line—St. Louis American Line St. Paul July 10 Red Star Line-Southwark Red Star Line-Vaderland Red Star Line—Kensington ... Red Star Line—Zeeland July 10 Anchor Line-Ethiopia Anchor Line-City of Rome Anchor Line-Astoria (From Boston.)

Cunard Line-Ultonia June 2 Cunard Line-Ivernia July Cunard Line—Saxonia July 20 Dominion Line—New England .. June 19 Dominion Line—Commonwealth.. July 3 Dominion Line—New England .. July 17

Passages arranged to and from all Europear points. For rates tickets and full information apply to C. P. R. depot agent, or A. B. MACKENZIE, City Ticket Agt., Rossiand, B. C. W. P. M. Cummings, Gen. S. S. Agent Winners



AND UNION PACIFIC THE ONLY LINE EAST VIA SALS

LAKE AND DENVER TWO TRAINS DAILY SHORTEST AND QUICKEST ROUT

Coenr d'Alene Mines, Palouse, Lewis Walls Walls, Baker City Mines, Portland San Francisco, Cripple Creek Gold Mine and all points East and South. Only Mn Bast via Sait Lake and Denver. Steamship tickets to Rurone and other

Leaves Bookaue Time Schedule. Arrives
Daily Refective Mar 28, 1901 Daily
7.45 a. m. FAST MAIL—For Cocur d'Alenes, Farmington, Garfield, Colfax, Pomeroy,
Waitsburg, Dayton, Walla
Walla, Pendleton, Baker
City and all point for the
RAST.

San Prausisco-Portland Route.
STRAMSHIP SAILS FROM AINSWORTS
DOCK, Portland, at 8:00 p. m., and from Spea.
Street Waarf, San Francisco, et 11:00 a. m., even
five days.

Portland-Asiatie Line. For Yokohama and Hong Kong calling stope. Nagasaki and Shanghai, taking freight Port Arthur and Vladivostock, Monthly sailings from Portland.

Steamers between Riparia and Lewiston leave Riparia daily at 3:40 a. m; returning leave Lewiston 4:30 a. m. Steamer Leaves Lewiston every Sunday at 5:30 p. m. for Wild Goose Rapids (stage of water per For through tickets and further informapply to any agent S. F. and N. System of R. & N. Co.'s office, 430 Riverside avenue hane Wash.

H. M. ADAMS, General Agent A. L. CRAIG,

Kootenay Raliway & Navigation Company

OPERATING Kaslo & Slocan Railway International Navigation & Trading Co. Bedlington & Nelson Railway, Kootenai Valley Railway.

Effective May May 5th, 1901. KASLO & SOCAN RAILWAY CO.

10:10 a.m. Leave Kasla Arrive 4:50 p.m. 12:35 p.m. Arrive Sandon Leave 2:35 p.m. ecting at Kaslo with steamer "Alberta" to and from Nelson.

INTERNATIONAL NAVIGATION TRADING COMPANY, LTD. Nelson-Kaslo Route.

"S. International" S. "International" 6:00 a.m. Leave Nelson Arrive 9:00 p.m. 9:45 a.m. Arrive Kaslo Leave 5:20 p.m. connecting at Pilot Bay with steamer 'Kaslo' to and from Kuskonook and at Kaslo with K. & S. Ry. to

and from Sandon. Kaslo-Lardo-Argenta Route.

Until further notice the steamship Alberta will leave Kaslo City wharf, foot of Third street, for Lardo on Mondays, Wednesdays and Fridays at 10:30 a. m. Kaslo-Kuskonook Route.

Str. "Kaslo" Str. "Kaslo" 7:00 a.m. Leave Kaslo Arrive 8:20 p.m. 8:15 a.m. "Pilot Bay Leave 6:50 p.m. 10:20 a.m. Arrive Kuskonook "5:00 p.m. Connecting at Pilot Bay with steamer "Alberta" to and from Nelson and at Kuskonook with B. & N. Ry. BEDLINGTON & NELSON AND KOOTENAI VALLEY RAIL-

WAYS. 6 10:30 a.m. L've Kuskonook Ar. 4:50 p.m. July 13 1:15 p.m. Ar. Bonner's Ferry Lve. 2 p.m. Great Northern both East and bound and at Creston Junction with C. N. P. Ry.

July 3 Ocean steamship tickets and rates via July 16 all lines will be furnished on applica-

June 22 For further particulars call on or ad-June 29 dress 6 ROBT. IRVING, H 9 Manager, Kasio, B.C. H. P. BROWN,



THE FAST LINE

TO ALL POINTS DOUBLE DAILY TRAIN SERVICE

Through tickets to all points in the Unned tates and Canada. SPOKANE TIME CARD. ARRIVE. DEPART. nad 10:30 p; m. 11:00 p; m. 8:anach 6:00 p; m. 9:50 a; m. 9:50 a;

* Daily except Sunday; all others daily. North Coast Limited runs solid be-tween Portland and St. Paul. Trains 3 tween Portland and St. Paul. Trains 3 and 4 run between Portland and St. Paul; also carry Pullman and tourist sleepers to Kansas City and St. Louis via Billings and "Burlington Route" without change. Through Pullman and tourist sleeping and dining cars on all trains.

Local sleeper to Seattle open at 9 p.m. H. P. Brown, Agent, Rossland, B. C. J. W. Hill Gen. Agent, Spokane, Wash. A. D. Charlton, A.G.P.A., Portland, Ore.



NONE BETTER

CHANGE OF TIME MAY 5th.

NEW TRAINS, FAST SERVICE TWO TRAINS DAILY BETWEEN SPOKANE AND SEATTLE

No. 3 west-bound Overland Flyer arrives at Spokane at 7 a.m. leaves 7:15 arrives at Seattle at 8:00 p.m. East-bound leaves Seattle 8:00 p.m., arrves at Spokane 8:45 a.m.; leaves Spokap# 9:15 a.m.

NEW TRAIN. No. 13 leaves Spokane 8 p.m., arrives eattle 8:30 a.m. No. 14 leaves Seattle 8 a.m., arrive Spokane 9:15 pm. BONNER'S FERRY, NELSON AND

KASLO, VIA KOOTENAI VALLEY LINE. No. 40 leaves Spokane 8 a.m., returning No. 41 arrives Spokane 6:15 p.m. All of the above trains arrive and de-part from the Union Depot. For further information call on

> H. A. JACKSON, Commercial Agent, G. N. Ry., No. 710 Riverside Ave., Spokane, Wash.

BROWN, Agent,