

THE ROAD TO SOPHIE

Who will Open This Section with a Railroad?

GREAT NORTHERN MAY BUILD

The Canadian Pacific Has Surveyed a Route, While the British Electric Traction Company is Laying into the Matter - Some of the Particulars.

That the Great Northern or the Canadian Pacific railway or the British Electric Traction company will construct a line into the Sophie mountain section this season seems certain. Though none of these companies are in the habit of unbosoming themselves to the public when they contemplate a movement of this kind, it is a generally accepted fact that when Mr. J. N. Hill, president of the Red Mountain & Spokane falls & Northern railway, was here on a tour of inspection about three months since he said that he intended to look into the question of constructing a branch up Sheep creek valley from the Red Mountain line to the Sophie mountain section. He thought a line seven miles in length would be about long enough to tap the productive properties there.

His company was after the company, and stood ready to build branch lines wherever they were needed. Nothing more was heard from Mr. Hill on the subject, and it was presumed by those interested in the construction of the road that he had given up the idea of building. A few days since the Post-Intelligencer, of Seattle, published a statement to the effect that Mr. John Stevens, chief engineer of the Great Northern, in speaking with a friend, gave it out as the intention of the company to extend the Red Mountain railway into the Sophie mountain section. There are some inaccuracies in the statement which must have got slightly mixed up in its transmission from Mr. Stevens' friend to the reporter of the Post-Intelligencer. For instance, he said that the line was to be extended from the Spokane falls & Northern tracks at Roseland to Sophie mountain. He also said that the company was considering the question of constructing a branch to tap the main Sheep creek valley for the same purpose. The route up the main Sheep creek valley is the most feasible one for the Great Northern to construct, first, because it is more level than the route from Roseland, and, second, because a line from Roseland would be twice as long as the Sheep creek route. One would be 15 miles in length and the other seven miles. The Spokane falls & Northern does not run to Roseland, but the Red Mountain does.

When President Shauhnaght visited Roseland, several months since, when questioned regarding the matter of extending the tracks of the Canadian Pacific from this city to Sophie mountain he replied that his company would build provided a feasible route could be found. A survey was made of the route by a party of Canadian Pacific railway surveyors under charge of Engineer G. G. McCarthy. The survey occupied the time of 14 men for two months, and was most complete. It was unofficially stated that the route from this city to the Velvet mine, located on the west side of Sophie mountain, would be 15 miles long. The grade from here to the top of Sophie mountain would be a shade over 1 per cent., and from there on to the Velvet about 3 per cent. It would be necessary to have a switchback on the west side of Sophie mountain.

After the survey was completed it was reported that the British Electric Traction company would build the line and operate it by means of electricity. Mr. C. S. Drummond, one of the directors of the company, and others investigated the matter, and the promise was made that if the coal could be secured a guarantee of sufficient per cent. that the line would be constructed. The local representative of the Velvet Mines, limited, Mr. J. L. Morrish, did not have enough authority to give a guarantee, and the negotiations were transferred to London, where the head office of the British Electric Traction company is located, and where Captain James Morrish, the consulting engineer of the Velvet Mines, limited, is scouring. It has developed lately that the representatives of the British Electric Traction company have so far failed to call on Captain Morrish in London, and from this it is inferred that the company has abandoned the idea of building the line. Mr. J. L. Morrish has received instructions from the officials of his company in London directing him to construct a wagon road down the west side of Sophie mountain to Sheep creek valley, and from there along the line of the Red Mountain road in the vicinity of Sheep creek station. It is understood that Mr. Morrish is making the necessary preparation for the building of this road so that he can haul out ore and transport in machinery. Such a road, it is thought, can be constructed at a cost of about \$1,500 per mile. Of course, if Mr. Morrish could receive any guarantee that the Great Northern, the Canadian Pacific railway or the British Electric Traction company was about to build a railway to the Velvet he would not go to the expense of making this proposed wagon road.

In addition to the above mentioned plans for giving Sophie mountain transportation facilities, the provincial government last fall cleared the route for a wagon road from Roseland to Sophie mountain, and work was only stopped when it was interfered with by the snow. The late government promised to take up the task as soon as the snow melted. As there is a new ministry in power the question is whether they will take up the task where it was laid down by the late government and finish this road. With all these schemes the Sophie mountain section ought to be able to secure, before long, transportation facilities.

Odd Fellows Encampment Instituted.

An encampment of Odd Fellows was recently instituted by D. D. G. P., T. C. Grey at Nelson. It will be known as Nelson Encampment No. 7, I. O. O. F. The following officers were installed: C. P. A. H. Clements; H. P. J. F. Weir; S. W. W. B. Pollard; J. W. H. F. McLean; Rec. Sec. D. McArthur; Fin. Sec. J. A. Hacksaw; Treas., T. C. Grey. The encampment starts off with a membership of 30.

BOARD OF TRADE.

After Mark of the Annual Meeting - A Good Prospect.

Members of the Roseland Board of Trade are congratulating themselves upon the improved outlook for the board's usefulness this year. The new rooms will prove a drawing card this coming summer, and as the Broker's association and the conservative and liberal organizations each pay their share of the expense in maintaining the offices the financial end of the undertaking is arranged for. When the ore collection is completed and the maps in place the rooms are sure to become a rendezvous for mining and business men. The attendance at the general meeting was satisfactory, and there is every indication of renewed interest being taken in the deliberations of the board.

Including the president, there are now six merchants in this year's council. One effect of the city merchants taking a greater interest in the proceedings of the board is probably the formation of "trade" branches under the provisions of the constitution. Rule 11 provides that "Any number of members who may desire to associate themselves together in a trade branch, with a view of promoting more effectively the interest of any trade, may, with the permission of the council, previously obtained, form themselves into such a trade branch." And the sub-sections of the regulation quoted provide ample details for the successful operation of "trade branches."

The address of the retiring President, Mr. J. C. Fraser, covered the work taken up by the board during the past 15 months very fully. Referring to one matter, Mr. Fraser states: "The board, with the co-operation of the city council, has tried the experiment of advertising the city and its resources in the British Columbia Review of London, England. The contract expires at the end of April." Among the matters which it is suggested that the board shall take up this year are the following: The construction of a road to Murphy creek railway communication with the mines on Sophie mountain, the publishing of a "Souvenir of Roseland" on the lines of "Roseland in 1898" for distribution at Paris and London this coming summer; the reduction of the present exorbitant fire insurance rates; Federal and provincial grants for public buildings, and railway freight and passenger rates. The above are only some of the important matters which the board can take up in the public interest and demonstrate its usefulness. If it does so successfully the membership should largely increase early in the year.

Roseland people who feel at all nervous at the business outlook at the present time should note with care the closing paragraphs of Mr. Fraser's address. He says: "Referring now for a moment to local affairs, I think it is well to point out that although three of our largest mines, the Le Roi, War Eagle and Centre Star, are temporarily closed down, there are still 35 properties in the camp furnishing employment to a large number of miners. "In conclusion, I would like to express my profound conviction when the present cloud on our prosperity passes away, as it soon will, our mines will employ more men than ever, the output of ore will be vastly greater and the community will be on a better and more solid foundation than heretofore."

According to the secretary's report, there were 71 members of the board in good standing on March 6. Five members were in arrears on the date mentioned, and five new members were admitted at the general meeting.

NEWS FROM THE CAPITAL.

Sealing Schooners Report Fatalities - Infringement of Copyright. Victoria, B. C., March 12.—The sealing schooner Mary Taylor returned to port San Juan with 700 sealskins or the spring hunting. She reports the Umcoy with 400, Dora Siever with 203, Halsic with 183, and Annie E. Paint with 138. The Umbrina had lost two hunters an Indian and a Kanaka, in rough weather, off Cape Mendocino.

The sealing schooner Ocean Rover was towed back to port today, having been crippled by a storm off the coast of the Islands, which swept her decks clean and carried the mate overboard with the gear. He managed to board the vessel with the returning swell and no lives were lost. The Rover is damaged about \$2,000 worth. The steamer Yosemite, which was on Sidney pit a few days ago, returned today for survey and repair. Her injuries to the stern only are found to be very trivial.

H. M. S. Arethusa, a new acquisition to the naval strength at Esquimalt, is expected here by the 28th inst. Captain Clive Phillips' Woolley's magnificent memorial poem, "Our Testament," which is dedicated to the Canadians who fell at Modder river, is copyrighted and may not be published without permission. The Nanaimo Herald and the New Westminster Columbian disregarded this fact, and damages will be exacted in consequence, they, as well as all the proceeds of the poem's sale, going to the Mansion house fund for British soldiers' widows and orphans. The receipts on Vancouver Island and in Vancouver city alone already total more than \$5,000.

While passing through Trincomalee channel laden on her way from Oyster Bay, the steamer Ben Mohr, collier, struck an uncharted rock Sunday night off the shore of Gallian Island and not far from Active pass. She did not rub heavily; in fact, merely cleaned the rock, but it was thought advisable to stop here and report the circumstance to Lloyds, under whose direction a diver's survey was made, resulting in the report this evening that the vessel is perfectly seaworthy, having merely been scratched. Captain Christensen, who was in command of the lost San Pedro when she met her fate, was pilot on the Ben Mohr. The D. G. S. Quadra goes out tomorrow to locate and properly mark the rock.

Canadian Patriotic Fund.

Ottawa, March 12.—The Canadian Patriotic fund to date is \$174,413.64.

Tarte Leaves For Paris.

Montreal, March 12.—Hon. J. I. Tarte sails for Paris from New York on Thursday. He goes to the French capital as the representative of the Canadian government at the Paris Exposition.

LADIES' HOCKEY MATCH.

A Great Game at the Rink—The Stars Win One Good Goal and the Game.

There was a very fair attendance at the ladies' hockey match last evening in the skating rink. The spectators were most enthusiastic, and cheered and applauded the efforts of the ladies very impartially. The ice was soft and broken in some places, making the play exceedingly difficult. The ladies composing both teams are to be most heartily congratulated upon the excellent game they put up and the hearty way in which they entered into the spirit of the match. During the first half of the match the Stars appeared to have somewhat the best of it, the puck hovering dangerously around the Crescent's goal, and being kept in their ice most of the time. When half time was nearly up the Stars made a goal, but the umpire decided that it had been made on an off side play, and was not allowed, to the huge delight of the Crescents. When half time was called neither side had scored.

When the sides faced off, after half time, the game became fast and furious, each side being determined to win at any cost. The game was much more evenly divided at this stage, the puck passing from end to end more impartially, and the cheers of the spectators, who liberally applauded every good piece of play. Several times a goal was nearly made, and finally, after a spirited six minutes contest, Miss Harris, the captain of the Stars, made a successful hit, and scored a goal for the Stars, amid frantic applause. After a short pause, play was resumed, and when time was called no further advantage had been gained by either side, the Stars winning the match with one goal to their credit.

The winning team was captained by Miss Mae Harris, who wore a pretty uniform of black and red. The Crescents were captained by Miss Macfarlane, and their colors were black and red, and both costumes were greatly admired. The defeated team say that if the ice holds out they will challenge the winners to another match, as they are not satisfied with the result of last night's match.

Mr. E. S. Winn filled the difficult post of referee, and Messrs. J. A. McCreary and W. P. Doerrel were the umpires. The teams lined up last evening as follows: Stars. Miss Herchner, Miss Macfarlane (Captain), Miss Harris, Forwards, Miss Northey (Captain), Miss B. Inches, Miss Lockhart, Miss Marshall, Miss J. Reagh, Miss Harding, Cover Point, Miss Inches, Miss Husband, Point, Miss Agnew, Mrs. Burnett, Goal, Miss Haskins. Conservatives Consult.

A delegation of Conservative politicians from Roseland has been in Nelson for two days, holding consultations with the Conservative politicians of Nelson. The Roseland men are John McKane, Alexander Dick and C. E. Race. They first met W. A. Macdonald, Frank Fletcher, T. C. Proctor and Fred Irvine, at the Phair hotel on Tuesday night, and as the result of that conference, a meeting of the executive of the Conservative association of Nelson was held in the board of trade room yesterday afternoon. The result of these conferences and meetings is: A convention of Conservatives of all the ridings of Kootenay is to be held at Nelson at an early date. If the convention is to be held at the party, the decision arrived at is to hold the party at the land men are for making the fight on party lines. Rev. Stokely, Conservative, has already nominated Charles Wilson, Q. C., of Vancouver, the leader of the party line Conservatives, as their candidate. It is known that the "machine" Conservatives of the Socian are all in favor of a party-line fight. East Kootenay is Liberal, and a Conservative has little show of election there if a party fight is made. Nelson riding is against a party-line contest, but "machine-men" like W. A. Macdonald and H. R. Cameron are working hard to have the fight made on party lines. They are both astute politicians, and they may be able to whip the rank and file into line.—Nelson Tribune.

MINERS AND MORPHINE.

Necessary Custom Which Is Not Pleasant to Contemplate. "When I was in the northwest during last October," said a gentleman with some money invested in mines, "I employed a prospector to go out into the mountains looking for properties which had been recommended to me. One day he was to have gone from our camp over into a rough and rocky district, but when evening came he reported that he hadn't made the trip. "Why not?" I inquired. "Because I didn't have my morphine with me," he responded in a very matter of fact manner. "Morphine," said I in astonishment. "What has that got to do with it? You are not a morphine fiend, are you?" "Not as much as one as you are a tenderfoot," he laughed, and proceeded to inform me that every prospector who knew his business always carried with him enough morphine to kill a man easily, and that he did so in order to end himself quickly in case of an accident which would disable him far away from assistance. There were many instances of prospectors falling over cliffs and crippling themselves, or breaking a leg in a hole among the rocks, or rendering themselves helpless in some other way, and death was sure to follow by starvation or freezing, or in some sections by being devoured by wolves or other wild animals. In order to prevent such a horrible death as any of these, the prospector simplified matters by having a little packet of morphine, which he carried on his person, in the hurt he had sustained, but put him to sleep pleasantly to wake no more on earth. It struck me at first as unbecomingly to say wicked, but I got over that feeling after a narrow escape on two, and I carried my little tin box just like a veteran would."

—Washington Star.

St. Patrick's Day Entertainment.

St. Patrick's day is to be observed by a vocal musical and specialty entertainment which will be held in Miners' Union hall. Among those who will take part will be: Hon. T. Mayne Derby, Messrs. Frank Oliver, Joseph Ryan, John Mathews, Hon. B. C. Murray, N. F. Kerndal, W. J. Nelson, Dutton Winsor, John Cassidy and Charles Dempster, and Mrs. Thomas Parker, Miss Dora Purcell, Miss Frances Hewitt and Mrs. Mable Cassidy. The piano accompanists will be Miss Kinnear, Mrs. J. A. Fitzpatrick and Mr. Joseph P. Lenke. With so much talent it seems certain that a performance of more than ordinary merit will be given.

It Is Marble Time.

It is marble time among the lads of Roseland, and groups may be seen in door ways and on sidewalks, where the snow has melted off, playing for "keeps" and otherwise. Like every other game, there are those who are wealthy in marbles and those who are poor in them. Some of the players have pockets bulging with them, and these are the ones who usually win. From those who have only one or two. The little fellows seem to extract a large amount of amusement from the different games which they play with marbles, whether they win or lose. Marbles, some of the older inhabitants say, are sure signs of spring.

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RETURNS FROM SPOKANE.

Hector McRae Tells of Mining Matters and Other Things.

Alderman Hector McRae returned last evening at 11:30 from a visit to Spokane on the belated train which should have arrived here at 3:30 yesterday afternoon. Some of the passengers were tied up at Boscoburg for the past two days. There were two slides a mile apart. One was 600 yards long and covered the creek to a depth of from three to five feet. The other was about 200 yards in length. What caused the most delay is the fact that the slide keeps coming down on the track. There were 125 men working all last night to remove the mud, sand and boulders as fast as they are deposited on the track. It is very hard to shovel, as it clogs on the shovels, which have to be washed off after three or four shovefuls have been handled. As the sun draws the frost out of the earth it rolls down on to the track. Mr. McRae reports that the mining men of Spokane are talking more of the Republic camp and the Couer d'Alene section than of any other. The Mountain Lion mill was expected to have started up yesterday. The people of Spokane have great confidence in the future of the Mountain Lion, and think it is a great property. Major R. G. Edwards, Leckie and Mr. D. C. Jackling, the cyanide expert, are in Spokane with Mr. Bradley, the representative of the Gates Iron Works company, of Chicago, in consultation as to the Republic Mining company's 200-ton per day cyaniding plant. This plant will be running by the 1st of August.

Mr. McRae reports that there is considerable talk in Spokane concerning a couple of big strikes which have recently been made in two of the properties which Mr. F. August Heineze recently acquired. In these a couple of bonanzas of the richest copper ore of the Butte camp have recently been uncovered.

Mr. George H. Casey, of the Butte Sampling Works, recently met with a painful accident. On jumping out of a train a few miles out of Butte, he struck his head against a stump and sustained severe scalp injuries. Mr. Casey is well known in Roseland, having been interested in the Nickle Plate, the West, Le Roi and Josie properties here.

Quite a number of Spokane residents are arranging their affairs in anticipation of leaving for Cape Nome about the 1st of May. The Pacific Coast Steamship company has taken off some of the steamers which have been carrying soldiers to the Philippines, and these are to be placed on the Cape Nome route. The rates are \$50, \$75 and \$100 from Seattle and Portland to Cape Nome.

The mine near Pear's lake, which is owned by Messrs. P. Burns and Bruce White, is shipping its product to the Northport smelter. Twelve teams are engaged in hauling the ore from the mine to Boscoburg, a distance of 17 miles. From thence it is taken by rail to Northport, over the Spokane Falls & Northern railway. The ore from this mine runs from \$40 to \$70 to the ton.

Mayor Hardy, of Greenwood; R. E. McIntyre, George Meacham and Thomas Macdonnell are on their way east in connection with the properties at Chesaw camp, which were lately purchased by the Montreal syndicate.

Canadian Pacific Nav. Co.

(LIMITED.) Time Table No. 47, taking effect Jan. 1st, 1900. VANCOUVER ROUTE. Victoria to Vancouver—Daily, except Monday at 10 o'clock a. m. Sunday at 11 o'clock p. m. Vancouver to Victoria—Daily, except Monday at 7 o'clock p. m. or on arrival of C. P. R. No. 1 train. NEW WESTMINSTER ROUTE. Leave Victoria for New Westminster, Ladner's and Lulu Island—Sunday at 11 o'clock p. m. Wednesday and Friday at 7 o'clock. For Plumper Pass—Wednesdays and Fridays at 7 o'clock. For Moreby and Pender Islands—Friday at 7 o'clock. Leave New Westminster to Victoria Monday at 12:15 o'clock. Thursdays and Saturdays at 7 o'clock. For Plumper Pass—Thursdays and Saturdays at 7 o'clock. For Pender and Moreby Islands—Thursday 7 o'clock. NORTHERN ROUTE. Steamships of this company will leave for San Francisco and intermediate ports via Vancouver, the 1st and 15th of each month at 8 o'clock. And for Skidgate on 1st of each month. BARCLAY SOUND ROUTE. Steamer Tees leaves Victoria for Alberni and Sound ports the 1st, 10th and 20th of each month. KLONDIKE ROUTE. Steamers leave every Wednesday for Whitehorse, Yukon, Dyea and Skagway. The company reserves the right of changing his time table at any time without notification. C. S. BAXTER, Pass. Agent. G. A. CARLTON, Gen. Freight Agent. VICTORIA.

Kootenay Railway & Navigation Company

Limited OPERATING Kaslo & Slocan Railway—International Navigation & Trading Company.

Schedule of Time Pacific Standard Time Effective Feb. 1, 1900

Kaslo & Slocan Railway Passenger train for Sandon and way stations, leaves Kaslo at 8 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. INTERNATIONAL Leaves Kaslo for Nelson at 6 a. m. daily, except Sunday. Returning, leave Nelson at 4:30 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.

S. S. ALBERTA LARDO-DUNCAN DIVISION

Steamer "Alberta" leaves Kaslo for Lardo and Argenta at 8:30 p. m. Wednesdays. 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 ROBT. IRVING, Manager, Kaslo, B. C.

Canadian Soldiers' Pension.

A copy of the militia general orders relating to the pensions and allowances applicable to Canadian militia-men now on service in South Africa shows that if an officer loses an eye or limb he receives a year's pay as a gratuity and an annual allowance ranging from \$340 for a lieutenant to \$1,460 for a lieutenant-colonel. 10 sergeants and men discharged in consequence of wounds, pensions of 12 to 60 cents per day for privates and 24 to 95 cents per diem for sergeants. A lieutenant's widow will receive \$389 per year and his children \$73 each if he is killed in action, or \$292 and \$90 per year if he dies from exposure. Sergeants' and men's widows will receive 121 to \$1,58 per week, and their children 38 to 48 cents a week each.

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—Minneapolis Tribune.

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—Minneapolis Journal.

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J. W. CASEY, C. J. EDDY, Trav. Pass. Agt., General Agent, Seattle. Portland, Or.

Atlantic S. S. Lines

From Portland, Maine. Allan Line—Buenos Ayres.....March 17 Allan Line—Numidian.....March 28 Dominion Line—Cambroman.....March 14 Dominion Line—Vancouver.....March 24 From Halifax, N. S. Dominion Line—Vancouver.....March 25 Beaver Line—Montrose.....March 15 Beaver Line—Lake Huron.....March 22 From St. John, N. B. Beaver Line—Montrose.....March 14 Beaver Line—Lake Huron.....March 21 From New York, N. Y. Cunard Line—Etruria.....March 17 Cunard Line—Campana.....March 24 White Star Line—Oceanic.....March 21 American Line—Kensington.....March 28 Red Star Line—Westerland.....March 14 Anchor Line—Astoria.....March 24 North German Lloyd—Lahn.....March 20 Allan State Line—Sarmatian.....March 22 Passages arranged to and from all European ports. For rates, tickets and all information apply to C. P. R. depot agent, or A. B. MACKENZIE, City Ticket Agt., Roseland, B. C. W. P. F. Cummings Gen. S. S. Agent, Winnipeg.

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Leaves Spokane Time Schedule Effective Dec. 1

7:15 a. m. LOCAL MAIL—For Coeur d'Alene, Pomeroy, Walla Walla, Dayton, Walla Walla, Pendleton

4:30 p. m. FAST MAIL—From Baker City, Pendleton, Walla Walla, Dayton, Pomeroy, Collins, Moscow, Coeur d'Alene and the east.

7:30 p. m. SAN FRANCISCO-PORTLAND ROUTE. STEAMSHIP SAILS FROM AINSWORTH

Do J. K. Portland, at 8:00 p. m., and from Spear Street Wharf, San Francisco, at 10:00 a. m., every five days.

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For through tickets and further information apply to any agent S. F. & N. system, or at O. R. & N. Co.'s office, 430 Riverside Ave., Spokane Wash.

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